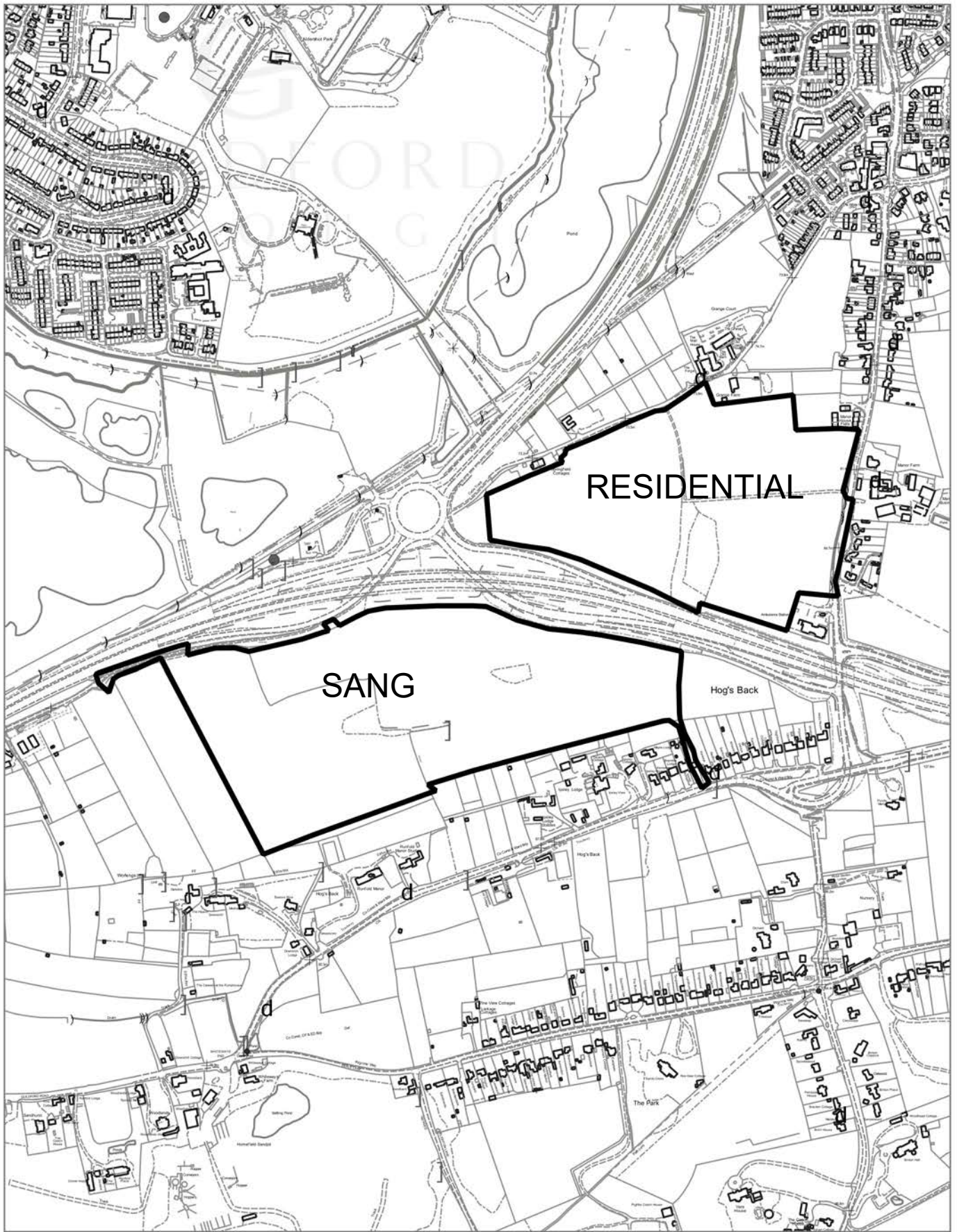


19/P/02102 - Land At Manor Farm, The Street, Tongham



© Crown Copyright 2020. Guildford Borough Council.
Licence No. 100019625.

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

Print Date: 01/06/2020



Not to Scale



GUILDFORD
BOROUGH

19/P/02102 – Land at Manor Farm, The Street, Tongham GU10 1DG



Not to scale

App No: 19/P/02102 **8 Wk Deadline:** 19/06/2020
Appn Type: Reserved Matters Application
Case Officer: Kelly Jethwa
Parish: Tongham **Ward:** Ash South & Tongham
Agent : Mr. Robert Steele **Applicant:** Bellway Home Ltd (South London) and Taylor Wimpey UK Ltd c/o Agent
Savills UK
244-246 High Street
Guildford
GU1 3JF

Location: Land at Manor Farm, The Street, Tongham, GU10 1DG
Proposal: Reserved matters application pursuant to outline permission 16/P/00222 permitted on 26/01/2018, to consider appearance, landscaping, layout and scale in respect of the erection of 254 dwellings and including the creation of open spaces, drainage systems and associated infrastructure.

This application was originally presented to the Planning Committee on the 17 June 2020 where the item was deferred by members due to the late running time. The virtual site visit was accepted and held on Tuesday 7 July the day before committee. The original committee report is attached at Appendix 1.

Following the deferral from the June meeting, Councillor Spooner raised some questions in respect of the development. Below is a list of the issues raised and additional commentary in support of the original committee report:

- review impact on highway safety and capacity with the highway authority given that since the appeal was allowed in January 2018 highway projects have been cancelled
- change of circumstances in relation to public transport – bus no. 3 from Aldershot to Yateley ceased the ‘Tongham loop’ from 17.02.2020 resulting in less access to public transport
- increased focus on Climate Change as a result of recently adopted policies
- impact on air quality from the cancellation of the hot spots scheme on the A331/A31
- reductions in water pressure and effect on water supply across Ash South and Tongham
- Condition 20 – impact of hours of construction on local residents until 2100 6 days a week
- condition 14 – replacement tree planting- allow for 10 years instead of 5 years from final occupation to replace any trees that die, are removed or become seriously damaged or diseased

[officer note: it is not possible to reconsider matters already determined at outline stage, such as highway issues and air quality assessments. Further details are provided below for information only]

Further Consultations and Responses

Surrey County Council Highway Authority: additional comments received:

- The County Highway Authority can still deliver an improvement scheme for pedestrians/cyclists should Guildford Borough Council’s scheme for A331/A31 no longer progress
- The mitigation secured is still suitable to offset the impact of the development.

- The Passenger Transport team confirm that there is sufficient bus service in the area for the new development.

Environmental Health: additional comments received:

- commissioned additional monitoring of nitrogen dioxide during 2017 near the development site
- no works are required specifically relating to this application, as there is no breach of air quality limits on the development site.

South East Water: no objection and make the following comments:

- legally required to supply water constantly and at a pressure that will reach the upper floors of houses. This does not apply to buildings which use pumped systems such as flats.
- there are also level service indicators used by OfWAT
- not aware of particular low pressure issues
- have identified that we will need to lay additional pipes to supply the additional demand to Manor Farm

Planning considerations

Outline planning permission

There is an extant outline planning permission for this site (16/P/00222) and the site is allocated for housing under policy A31 of the LPSS. Matters in relation to highways and air quality cannot be reconsidered as part of this application. The site has gone through both a detailed assessment by the Council and then through a public inquiry by an Inspector for the outline application and is also supported by the evidence base of the LPSS to support its allocation. Therefore, the principle of development is fully established.

This is a reserved matters application and only the details of the reserved matters proposals are for determination. Therefore, the principle of development cannot lawfully be revisited. Other considerations relating to the outline permission cannot be resolved here. Notwithstanding this, and solely in order to address the matters raised in relation to highways and air quality, further details have been provided and are discussed below.

The previous reserved matters application (18/P/02461) was refused as the quality of the 'design' scheme failed to comply with relevant policy requirements in relation to the design and layout of the site and the housing type mix and clustering. There were no other reasons for refusal and it would be unreasonable now to introduce new reasons, to refuse this application when they did not form part of the reasons for refusal on the last reserved matters application and there has been no change in circumstances.

Highway matters from the outline permission

The 'Hot Spots' scheme relating to the A331/A31, at this time is under review however, it is not cancelled..

When the outline planning application was determined, this project was not taken into account in the transport assessment submitted. As at the time of the planning application the improvement scheme was in the early stages and had not been modelled as part of the traffic impact assessment. The time lag would have been about 3-4 years earlier.

At para. 50 of the appeal decision for the outline application at Manor Farm (16/P/00222), the Inspector states:

“The busiest crossing point (at the A31/A331) is an acknowledged area which needs improvement work (as acknowledged in the GBC Local Plan Transport Strategy). Hence the s.106 Agreement provides for developer works or a financial contribution should the Highway Authority wish to undertake works as part of a wider scheme. This junction would be provided with a traffic light controlled (on demand) crossing point. This would improve pedestrian and cyclist safety. There is an alternative route and while this involves passing under the A31 alongside another road, it negates the need to cross at this busy junction. Whilst traffic noise from the road overhead is a distinct feature of this route it is for a short section which does not feel particularly enclosed and so is not unacceptable.”

The County Highway Authority have recently advised that the traffic distribution for the site means that there would be an additional 22 vehicles in the morning peak hour and an additional 29 vehicles in the evening peak hour using this junction, that includes arrivals and departures, therefore this would **not** result in a severe impact on highway capacity.

The S106 contributions are justified as they are required as a highway improvement scheme to provide a safer access for pedestrians/cyclists from the site accessing the SANG which involves crossing the A31 slip roads which also forms part of the Christmas Pie route. This requires the applicant and Highway Authority to undertake specific works to the Christmas Pie Roundabout (A331/A31) to mitigate traffic impact or requires the applicant to contribute financially to a larger scheme. These are the highway improvement works agreed in the S106:

- financial contribution of £250,000 to works at the Christmas Pie roundabout on the A331/A31
- deliver or fund (£75,000) improvement works to the Christmas Pie cycle route and Public Right of Way (PROW) 344
- financial contribution of £40,000 to formalise the parking on The Street and a Travel Plan monitoring fee of £6,150.

The Passenger Transport team at Surrey County Council confirm that as the bus stops are 650m from the site, the bus service would be satisfactory to serve the development and is not an unreasonable distance for new residents to walk to on Poyle Road, The Street and Manor Road to the north of the site. The County are currently proposing a bus strategy for Ash which would look to enhance and/or increase the frequency of this service, by using S106 contributions secured from other developments in the area.

This issue was considered by the Inspector (para. 53-58) for the appeal and accepted that the 650m walk was reasonable and whilst it would be desirable to have the bus stop in closer proximity, people are prepared to walk further.

The Aldershot-Yateley route has been changed to travel along the A323 without using Manor Road or Oxenden Road, increasing the walk distance between the site and this service by 1km.

However, it should be noted that bus service 'Kite' (Aldershot-Guilford) continues to travel along Manor Road and Oxenden Road. This service has an average weekday frequency of 1 bus every 15 minutes. This would be appropriate to accommodate the likely bus passenger trips generated by the site and the amendments to bus services should not deter future residents using the local bus service.

It is accepted that the frequency and route of the bus service may change, however, this was taken into account when assessing the travel plan for the site.

The site also has an approved travel plan (required under condition 20) which sets out which facilities and amenities are accessible by sustainable modes of transport. This was assessed to be acceptable and was approved. Therefore, the public transport provision would provide an alternative to the car and the site continues to be a suitable location in respect of access to public transport.

These matters were established under the outline permission and cannot be revised through the reserved matters application.

Air quality from the outline permission

This is an allocated site and the impact on air quality from this was assessed in The Air Quality Review for the Local Plan (2017) this concludes: "... the findings of the air quality review suggest that the effect of the proposed Local Plan on annual mean nitrogen dioxide concentrations will be negligible in the majority of the GBC administrative area." However, it did recommend that potential air quality issues were added as a 'key consideration' in the site policies for A24 Slyfield Area Regeneration Project, A25 Gosden Hill Farm, A26 Blackwell Farm and A29 Land to the south and east of Ash and Tongham in the Draft Local Plan. So as to ensure that these issues would be considered and addressed at such time as planning applications are made for each of these sites.

Air quality was a matter that was considered at the outline stage, in accordance with the recommendation of The Air Quality Review for the Local Plan (2017) by the developers who submitted air quality assessments in 2017 (one at application submission and another with the appeal), however in response to queries raised by Members the Council's Regulatory Services commissioned additional monitoring of nitrogen dioxide in 2017.

In 2017, the monitoring station was positioned in a roadside location between the A331 and the development site,(the location being closer to the road than the proposed homes on the site). The results did not show any indication of reaching the national objective levels for nitrogen dioxide at the roadside point. Therefore, the development site would be below that level, as the habitable units are set back from the monitoring location. Monitoring continued until the end of 2017 at that location using passive diffusion tubes and the levels measured did not warrant any further investigation under the Local Air Quality Management regime. The site was discontinued at the end of 2017.

The 'Hot Spots' scheme on the A31/A331 would be to achieve traffic/highways improvements. It is acknowledged that the hot spot work may also contribute to an overall improvement in air quality.

The findings of the submitted air quality assessments produced in 2017 were acceptable to the Council and by the Inspector at the appeal (para. 64):

"the residential development site would not be exposed to unacceptable levels of pollution, a matter which is not at issue between the main parties and for which no evidence was provided to dispute that view."

This situation has not changed and was acceptable even without highway improvement works under the 'Hot Spots' scheme. Therefore, on recent advice of senior colleagues in Environmental Health no works are required and there continues to be no breach of air quality limits in connection with the development site. Furthermore, re-visiting this as part of the reserved matters application would not be a lawful approach.

Neighbour amenity

The Government published 'Our Plan to Rebuild' the UK Government's COVID-19 recovery strategy on the 11.05.2020 which makes clear that construction works can now continue, provided developers are able to operate in safely and in line with the relevant guidance. In Written Ministerial Statement (WMS) made on the 13.05.2020 the Government acknowledged that the construction industry needs to be able to adapt its normal working practices, and as part of this, longer working hours may be required to enable social distancing on construction sites.

The WMS seeks to make clear that:

“with immediate effect, local planning authorities should take a swift and positive approach to requests from developers and site operators for greater flexibility around construction site working hours. This is to ensure that, where appropriate, planning conditions are not a barrier to allowing developers the flexibility necessary to facilitate the safe operation of construction sites during the response to the COVID-19 pandemic and to proceed at pace with work otherwise delayed as a result of COVID-19.”

The WMS advises developers to make applications to the local planning authority to temporarily amend conditions or construction management plans. It makes clear that local authorities should issue decisions quickly and should not refuse requests for working hours until 2100 Monday to Saturday without very compelling reasons.

Condition 20 as originally recommended allowed for working until 2100 Monday to Saturday however, the developer has since agreed to the standard working hours in this instance and the condition is recommended to be altered accordingly.

Sustainable design and construction

The extant outline planning permission carries very significant weight in decision making and condition 11 requires a 10% site wide reduction in carbon emissions. The outline planning permission was granted prior to the adoption of policy D2.

So, it would be unreasonable to apply policy D2 to the reserved matters application and refusal on sustainability grounds would not be justified. As the appeal was determined in accordance with the Development Plan as it existed at that time under S38(6) of Planning and Compulsory Purchase Act 2004 which requires “regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise.”

The applicant has in any event voluntarily agreed to increase the site wide carbon reduction from 10% to 20% and the energy statement submitted under condition 11 has been agreed as it would exceed this requirement. This would therefore make a greater contribution to reducing carbon emissions than required.

Utilities

Utility companies are not statutory consultees on planning applications. It is the duty of the water company to ensure that they have the infrastructure to meet the additional demand.

The developer has confirmed that their technical team have advised them that the incumbent water authority has an obligation to supply water to the boundary of a property at a minimum pressure of 1 bar. This is the legal minimum.

In undertaking a new connection, the water authority is obligated to carry out any reinforcement works to their network that are necessary to provide the new supply. This is paid for by the infrastructure charges to each water bill. Infrastructure charges are set by each water authority to take this into account in line with OfWAT guidelines.

South East Water have confirmed that they are not aware of particular low pressure issues in the areas of Ash South and Tongham and water companies do not want to run their networks at too high a pressure either due to the limits of domestic plumbing, losses of water through pipe joints and in order not to use more energy than necessary in pumping water.

They use computer hydraulic models to assess the impact of the additional demand on the ability to maintain adequate supplies to both the new and existing customers. In the case of this development it would be necessary to lay additional pipes to supply the additional demand.

Conditions and reasons:

Condition 14 is proposed to be amended as follows:

Prior to first occupation, details of the replacement tree planting along the frontage to The Street shall be submitted to and approved in writing by the Local Planning Authority the details shall include:

- a) semi-mature, native species at least 20-25cm in girth;
- b) planting pit design; and
- c) bank stabilisation (as required)

The approved tree planting scheme shall be implemented in accordance with the approved plans within the first planting season following the completion of groundworks on the adjoining land.

Any new trees which within a period of 10 years from the occupation of the last dwelling of the development to be occupied 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.

Condition 20 is proposed to be amended as follows:

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

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

Appendix 1

Executive Summary

Reason for referral

This application has been referred to the Planning Committee by the ward councillor Paul Spooner, due to concerns in relation to sustainable design, construction and energy, the design and layout of homes facing The Street and the impact of noise for occupiers close to the Hog's Back edge.

Key information

The application site is a 13 (approx.) hectare parcel of land that is located to the north of the Hog's Back in Tongham. The site is currently laid to fallow and was previous used for arable farming for the growing of hops. The prominent Poplar trees along the site boundaries and within the site are evidence of this use, as they were planted as windbreakers.

The site is on the southern edge of Tongham village, opposite the Hog's Back brewery and adjoined by fields and paddocks to the north with the A331 Blackwater relief road beyond this. There are a number of statutory listed buildings and locally listed buildings at the Hog's Back Brewery site and along Grange Road.

The application is for the reserved matters for 254 dwellings on the site. The proposed mix is provided below.

Proposed Mix					
	1-bed	2-bed	3-bed	4+-bed	Total
Total dwellings	27	86	99	42	254
Of which...					
Houses		64	99	42	205
Apartments	27	22			49
Affordable	23	39	27		89

The applicant is providing 89 affordable dwellings.

A total of 396 car parking spaces are provided. A large area of formal open space is being created for future residents of the scheme in the middle of the site adjoining the gas easement with more informal open space accessible along the gas easement, the site boundaries and around the copse.

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, allowed at appeal.

While it is acknowledged that the proposal results in some changes to the setting of the listed buildings at the Hog's Back and Grange Farm complexes, the gaps to boundaries and landscaping would mitigate this harm and there would be no material harm.

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

The applicant has provided a sustainability report which confirms that they would exceed the sustainability measures required on the outline permission and would have a 20% reduction in carbon emissions and provide fast electric charge points to all houses and flats. 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 village with multiple connectivity through the site and to existing routes. There would also be an east-west axis to the existing field gate to the brewery and a visual corridor to the Cambridge Military Hospital in Aldershot.

Following the refusal of the previous reserved matters application (18/P/02461) in July 2019 the application 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 and address the previous reasons for refusal.

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:

D a t e submitted	Drawing no.	Plan
09.12.2019	S101	Site Location Plan
17.02.2020	P101 Rev A	Proposed Site Layout
17.02.2020	C101 Rev A	Coloured Site Layout
17.02.2020	C102 Rev A	Coloured Street Elevation A-A
17.02.2020	C103 Rev A	Coloured Street Elevation B-B
17.02.2020	C104 Rev A	Coloured Street Elevation C-C
17.02.2020	C105 Rev A	Coloured Street Elevation D-D
17.02.2020	C106 Rev A	Coloured Street Elevation E-E
17.02.2020	C107 Rev A	Coloured Street Elevation F-F
17.02.2020	C113 Rev A	Coloured Building Scale Plan
17.02.2020	C116 Rev A	Coloured Dwelling Mix Plan
17.02.2020	C117 Rev A	Coloured Tenure Plan

17.02.2020	C118 Rev A	Coloured Parking Plan
17.02.2020	C119 Rev A	Coloured Refuse Plan
17.02.2020	P110 Rev A	Plots 1, 75, 112 (Plans and Elevations)
17.02.2020	P111 Rev A	Plots 2 & 3 (Plans and Elevations)
17.02.2020	P112 Rev A	Plot 14 (Plans and Elevations)
17.02.2020	P113 Rev A	Plots 4-9 (Plans)
17.02.2020	P114 Rev A	Plots 4-9 (Elevations)
17.02.2020	P115 Rev A	Plot 10 (Plans and Elevations)
17.02.2020	P116 Rev A	Plots 11-13 (Plans and Elevations)
17.02.2020	P117 Rev A	Plots 21-22 (Plans and Elevations)
17.02.2020	P118 Rev A	Plots 17-20 (Plans and Elevations)
17.02.2020	P119 Rev A	Plots 15-16, 23-24, 29-30 (Plans and Elevations)
17.02.2020	P120 Rev A	Plots 27-29 (Plans and Elevations)
17.02.2020	P121 Rev A	Plots 31-32, 46-47 (Plans and Elevations)
17.02.2020	P122 Rev A	Plots 33-39 (Plans)
17.02.2020	P123 Rev A	Plots 33-39 (Elevations)
17.02.2020	P124 Rev A	Plots 40-41 (Plans and Elevations)
17.02.2020	P125 Rev A	Plots 42, 77 (Plans and Elevations)
17.02.2020	P126 Rev A	Plots 43, 44, 45, 55, 72, 73, 78, 79, 113 (PI & EI)
17.02.2020	P127 Rev A	Plots 48-49 (Plans and Elevations)
17.02.2020	P128 Rev A	Plots 50-54 (Plans)
17.02.2020	P129 Rev A	Plots 50-54 (Elevations)
17.02.2020	P130 Rev A	Plots 56, 69, 70, 110, 111 (Plans and Elevations)
17.02.2020	P131 Rev A	Plots 57-59 (Plans and Elevations)
17.02.2020	P132 Rev A	Plots 60-63 (Plans)
17.02.2020	P133 Rev A	Plots 60-63 (Elevations)
17.02.2020	P134 Rev A	Plots 64-68 (Plans)

17.02.2020	P135 Rev A	Plots 64-68 (Elevations)
17.02.2020	P136 Rev A	Plot 99 (Plans and Elevations)
17.02.2020	P137 Rev A	Plot 75 (Plans and Elevations)
17.02.2020	P138 Rev A	Plots 74, 76, 94 & 100 (Plans and Elevations)
17.02.2020	P139 Rev A	Plots 80-91 (Plans)
17.02.2020	P140 Rev A	Plots 80-91 (Elevations)
17.02.2020	P142 Rev A	Plot 92 (Plans and Elevations)
17.02.2020	P143 Rev A	Plots 71, 93 (Plans and Elevations)
17.02.2020	P144 Rev A	Plots 95, 98 (Plans and Elevations)
17.02.2020	P145 Rev A	Plots 96, 97 (Plans and Elevations)
17.02.2020	P146 Rev A	Plot 101 (Plans and Elevations)
17.02.2020	P147 Rev A	Plots 102-109 (Plans)
17.02.2020	P148 Rev A	Plots 102-109 (Elevations)
17.02.2020	P149 Rev A	Plots 114-115 (Plans and Elevations)
17.02.2020	P150 Rev A	Plots 116-117 (Plans and Elevations)
17.02.2020	P151 Rev A	Plots 118-127 (Plans 1of2)
17.02.2020	P152 Rev A	Plots 118-127 (Plans 2of2)
17.02.2020	P153 Rev A	Plots 118-127 (Elevations)
17.02.2020	P154 Rev A	Plots 128-129 (Plans and Elevations)
17.02.2020	P155 Rev A	Plots 130, 150, 151 & 163 (Plans and Elevations)
17.02.2020	P156 Rev A	Plots 131-132 (Plans and Elevations)
17.02.2020	P157 Rev A	Plots 133-135 (Plans and Elevations)
17.02.2020	P158 Rev A	Plots 136-137, 182-183, 195-196 (PI and EI)
17.02.2020	P159 Rev A	Plot 138 (Plans and Elevations)
17.02.2020	P160 Rev A	Plot 139 (Plans and Elevations)
17.02.2020	P161 Rev A	Plots 140-143 (Plans and Elevations)
17.02.2020	P162 Rev A	Plots 144, 169, 186, 187 & 192 (PI and EI)
17.02.2020	P163 Rev A	Plots 145-146 (Plans and Elevations)

17.02.2020	P164 Rev A	Plots 147, 228 & 240 (Plans and Elevations)
17.02.2020	P165 Rev A	Plots 148, 165 (Plans and Elevations)
17.02.2020	P166 Rev A	Plots 160, 161, 171, 243 & 244 (PI and EI)
17.02.2020	P167 Rev A	Plots 153-154, 188-189 (Plans and Elevations)
17.02.2020	P168 Rev A	Plots 155-157 (Plans and Elevations)
17.02.2020	P169 Rev A	Plots 158-159 (Plans and Elevations)
17.02.2020	P170 Rev A	Plot 162 (Plans and Elevations)
17.02.2020	P171 Rev A	Plot 164 (Plans and Elevations)
17.02.2020	P172 Rev A	166-167, 190-191, 208-209, 210-211, 214-215
17.02.2020	P173 Rev A	Plots 168, 241, 254 (Plans and Elevations)
17.02.2020	P174 Rev A	Plot 170 (Plans and Elevations)
17.02.2020	P175 Rev A	Plots 149, 152 (Plans and Elevations)
17.02.2020	P176 Rev A	Plots 172-181 (Plans)
17.02.2020	P177 Rev A	Plots 172-181 (Elevations)
17.02.2020	P178 Rev A	Plots 184-185, 193-194, 250-251 (PI and EI)
17.02.2020	P179 Rev A	Plots 197-207 (Plans)
17.02.2020	P180 Rev A	Plots 197-207 (Elevations)
17.02.2020	P181 Rev A	Plots 212, 213, 242 (Plans and Elevations)
17.02.2020	P182 Rev A	Plots 216, 249 (Plans and Elevations)
17.02.2020	P183 Rev A	Plots 217-218, 252-253 (Plans and Elevations)
17.02.2020	P184 Rev A	Plots 219-220 (Plans and Elevations)
17.02.2020	P185 Rev A	Plots 221-227 (Plans)
17.02.2020	P186 Rev A	Plots 221-227 (Elevations)
17.02.2020	P187 Rev A	Plots 229-230 (Plans and Elevations)
17.02.2020	P188 Rev A	Plots 231-234 (Plans and Elevations)
17.02.2020	P189 Rev A	Plot 235 (Plans and Elevations)
17.02.2020	P190 Rev A	Plots 236-239 (Plans and Elevations)

17.02.2020	P191 Rev A	Plots 245-248 (Plans and Elevations)
17.02.2020	P192 Rev A	Single Detached Garages
17.02.2020	P193 Rev A	Double Detached Garages (1 of 2)
17.02.2020	P194 Rev A	Double Detached Garages(2 of 2)
17.02.2020	P195 Rev A	Multiple Detached Garages and Car Barns
17.02.2020	P196 Rev A	Multiple Garages, Sub-st, Pumping St & Cycle
17.02.2020	1000 Rev PL02	Hard and Soft General Arrangement Plan - Legend and Specification
17.02.2020	1001 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 1 of 12
17.02.2020	1002 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 2 of 12
17.02.2020	1003 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 3 of 12
17.02.2020	1004 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 4 of 12
17.02.2020	1005 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 5 of 12
17.02.2020	1006 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 6 of 12
17.02.2020	1007 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 7 of 12
17.02.2020	1008 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 8 of 12
17.02.2020	1009 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 9 of 12
17.02.2020	1010 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 10 of 12
17.02.2020	1011 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 11 of 12
17.02.2020	1012 Rev PL02	Hard and Soft General Arrangement Plan – Sheet 12 of 12
17.02.2020	1132/TPP/30 0 Rev B	Tree Protection & Arboricultural Method Statement - Sheet 1 of 3

17.02.2020	1132/TPP/30 1 Rev B	Tree Protection & Arboricultural Method Statement - Sheet 2 of 3
17.02.2020	1132/TPP/30 2 Rev B	Tree Protection & Arboricultural Method Statement - Sheet 3 of 3
17.02.2020	180630-015 Rev L	Refuse Collection Points

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

2. No development above ground level shall take place until details of existing and proposed finished site levels, finished floor and ridge levels of the buildings and acoustic fence to be erected, and finished external surface along the edge of the A31 (including slip roads) to the buildings on the southern boundary have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: In order to ensure the height of the development is appropriate to the character of the area. It is considered necessary for this to be a pre-commencement condition because the management of the construction needs to be considered before construction commences.

3. No development including groundworks and demolition and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until all tree protection measures have been installed in the positions identified on tree protection plan 1132/TPP/300 REV B, 1132/TPP/301 REV B and 1132/TPP/302 REV B. The tree protection measures shall be maintained for the course of the development 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.

4. 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 only be fully discharged on completion of the development subject to satisfactory written evidence of monitoring and compliance by the pre-appointed consulting arboriculturalist, this will 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

5. 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.

6. No development (including demolition, ground works, vegetation clearance) shall take place, until the Construction Environmental Management Plan (CEMP) prepared by Ecology Solutions, dated February 2020 ref: 7780.CEMP(Biodiversity).vf1 has been implemented. The approved Plan shall be adhered to throughout the construction period.

Reason: To ensure that satisfactory measures are put in place for addressing potential contamination and ecological issues before and during development and to maintain local biodiversity.

7. Prior to commencement of development (excluding ground works and construction up to damp proof course (dpc) and the construction of the access) a 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 details of all:
- a) porches;
 - b) eaves;
 - c) recess depths; and
 - d) cills;
 - e) fenestration details;
 - f) bricks, tiles and stone; and
 - g) fascias, soffits and gutters.

with sections, plans and elevations on drawings at a scale of at least 1:20. The development shall be carried out in accordance with the approved details.

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

8. Following the approval of the external materials and before above ground works take place (excluding ground works and construction up to damp proof course (dpc) and the construction of the access) a sample panel (not less than one metre square, showing materials, face bond and pointing) of the external stonework elevations, shall be constructed on site, inspected and approved in writing by the Local Planning Authority. The panel shall remain on site until the completion of the plots with this elevational finish. The works shall thereafter be carried out in accordance with the approved sample panel.

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

9. The development shall be implemented in accordance with the mitigation and enhancement measures in Chapter 5 of the 'Ecological Assessment' prepared by Ecology Solutions, dated December 2019, ref: 7780.EcoAs.vf and Briefing Note: Ecology Update prepared by Ecology Solutions ref: 7780: Manor Farm and thereafter maintained.

Reason: To protect and enhance existing species and habitat on the site in the future.

10. External lighting shall be installed in accordance with the Sensitive Lighting Management Plan to comply with 'Bats and Lighting in the UK - Bats and Built Environment Series and mitigation measures in the 'Ecological Assessment' prepared by Ecology Solutions, dated December 2019, ref: 7780.EcoAs.vf and thereafter maintained.

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

11. Prior to the occupation of the 150th dwelling the pedestrian route in the north west corner shall be provided to link to the existing cycleway at the end of Grange Road leading to the roundabout on the Blackwater Relief Road (A31), as shown on drawing no. P101 rev A (proposed site layout). Public access shall be maintained in perpetuity.

Reason: To provide pedestrian connectivity to the west and along Grange Road.

12. Prior to first occupation of each dwelling the car parking space and cycle storage for that dwelling shall be laid out and made available for use in accordance with the approved drawing no. 19204 - C118A, 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/ 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.

13. Prior to first occupation of the development hereby approved in accordance with the landscaping plans and indicative planning schedule (drawings no.s D2841-FAB-00-XX-DR-L-1000-PL02 - 1013-PL02) shall be submitted to and approved in writing by the Local Planning Authority including full details of:
- a) hardstanding surfaces;
 - b) soft landscaping;
 - c) boundary treatments including fences and brick walls;
 - d) hop frames; and
 - e) implementation schedule

Shall be submitted to and approved in writing by the Local Planning Authority.

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

14. Prior to first occupation, details of the replacement tree planting along the frontage to The Street shall be submitted to and approved in writing by the Local Planning Authority the details shall include:
- a) semi-mature, native species at least 20-25cm in girth;
 - b) planting pit design; and
 - c) bank stabilisation (as required)

The approved tree planting scheme shall be implemented in accordance with the approved plans within the first planting season following the completion of groundworks on the adjoining land.

Any new trees which within a period of 10 years from the occupation of the last dwelling of the development to be occupied 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.

15. Prior to the installation of any boundary treatment to apartment building 1 (plots 60-63) and plots 48-49, details of the method of fixing to the locally listed chalk wall shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out as approved and thereafter maintained.

Reason: To protect the non-designated heritage asset.

16. All electric vehicle charging points shall be a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply).

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

17. Prior to first occupation, garden fences shall be provided with a 'Hedgehog Gateway', a 13cm x13cm section of fence cut out at the base and signposting as detailed in Appendix 1 of the Briefing Note: Ecology Update prepared by Ecology Solutions ref: 7780: Manor Farm. These shall be maintained in perpetuity.

Reason: To facilitate the dispersal of Hedgehogs and other small animals and enhance the permeability of the new development to wildlife.

18. 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.

19. Prior to the occupation of the 150th dwelling the Neighbourhood Equipped Area for Play (NEAP) shall be laid out in accordance with the scheme approved by the Local Planning Authority under 18/D/00226/1 and thereafter maintained.

Reason: To ensure the satisfactory provision of children's play space.

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

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

21. 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.

22. The development hereby approved shall have 12 affordable rent 1-bed flats which shall be constructed to meet Building Regulations M4(3)(2)(a) 'wheelchair accessible dwelling' standards and 48 of the units hereby approved shall be designed to be 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 applicant is advised that the full details in relation to make and model of the windows, glazing and ventilation and specification for the acoustic fence referred to in the Noise Assessment prepared by Ardent Consulting Engineers dated 14.02.20, ref: 180630-02 rev I, will have to be submitted to and approved in writing under condition 10 of the outline planning permission 16/P/00222.
3. The applicant is advised that a landscape management plan for a minimum period of 10 years, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, will have to be submitted to and approved in writing under condition 6 of the outline planning permission 16/P/00222, in accordance with the indicative landscape proposals.
4. The applicant is advised that any new village signage would constitute an outdoor advert and would require consent under The Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

Officer's Report

Site description.

The application comprises a parcel of land on the north of the A31, Hogs Back comprising approximately 13ha of agricultural land.

The site is broadly triangular in shape and is bounded by Grange Road to the north-west, The Street to the east and by the A31 to the south. The boundaries of the site are generally marked by hedgerows and trees and currently include no built development.

The site is in the countryside. The site is also within the Black Water Valley strategic open gap. The site is also within the 254m - 5km zone of influence of the Thames Basin Heaths Special Protection Area. The land to the east, on the opposite side of The Street is in the Area of Great Landscape Value (AGLV) and the Surrey Hills Area of Outstanding Natural Beauty (AONB) further to the east and south.

Proposal

The application seeks approval of the reserved matters application for the outline element of the hybrid permission (part full and part outline) 16/P/00222 that granted outline permission for development of up to 254 residential dwellings on 13ha of the site including the creation of an access point from The Street, creation of a primary route through the site and an emergency access link from Grange Road, provision of open space including children's play areas, sustainable urban drainage systems and green links on the site; and, the change of use from agricultural land to use as a Suitable Alternative Natural Greenspace (SANG) on 17.7 ha of land to the east of Tongham Road to serve the proposal and the surrounding area, including access, pathways and associated landscaping. The current application relates solely to the reserved matters for the outline component.

The current application seeks approval for the appearance, landscaping, layout and scale of the development. The application also includes details of the associated car parking, open space, drainage systems and infrastructure.

Design review panel

Prior to the validation of the application on 10.12.2019, the proposals were taken to the Design South East, Guildford Design Review Panel (DRP) on 30.10.2019 as part of a pre-application, planning performance agreement (PPA) between the Council and the developer. The use of Design Review Panel is supported by Policy D1(16) of the LPSS.

The comments from the DRP are summarised below:

- marked improvements from the scheme presented at last review
- the development should provide an extension of the village characteristics through building materials and house types, and the architectural form should better reflect the local vernacular
- the entrance to the site remains undefined, and here the landscape and built form require revision to provide a distinctive entrance to both the development and Tongham in a wider context
- ensure that the wider design strategy is not dictated by the easement of the gas main
- interconnecting the open space throughout the development
- a better integration and planning for the new development and communities along the Grange Road is required and needs to be better facilitated
- better defining the linear park and providing it with a sense of purpose that will benefit the community
- the panel consider the hop frame concept proposed at the central area of the site to be an interesting design motif. However, we recommend reutilising the concept elsewhere in the site, such as at the site entrance, to allow the reflection of the site's agricultural history to be more distinctive
[officer comment: has been included at the entrance and in the green spaces]
- the edges of parkland and open space may be threatened by erosion from vehicle parking
- tree planting throughout the site is beneficial and the use of larger trees in open spaces, which will develop larger canopies is a positive move and will relate to the character of Tongham
- the environmental strategy behind the linear park, central to the site, will need to be robust enough to retain meaning and justification if the easement is no longer required
- how the development supports passive solar gain and how this has been considered in the energy strategy
- would like to see the architectural form of Tongham inform the proposal to a greater extent rather than standard housebuilder block buildings

- the strategy for the southern boundary is largely driven by constraints rather than design considerations
- would benefit from a distinct and wholehearted introduction and connection with the successful elements of local character, built form and density of Tongham
- the set back of the dwellings along The Street would detract from the extension of the character
- better response from the development to the crescent of buildings opposite the site
- the pumping station at the northern edge of the site will need to be treated appropriately to minimise visual impact
- housing tenures better integrated
- adding a connection to the Hogs Back Brewery
- further consideration of wayfinding is to aid pedestrian and vehicular movement
- architectural treatment has progressed and is more responsive to the local character
- more in depth analysis and interpretation is required to capture the qualities and character of the local vernacular and give greater authenticity to the proposals
- garages designed to be more adaptable in future
- more rigorous site wide approach to the energy strategy aligned, with Guildford's Climate Emergency and zero carbon declaration

The applicant's responses to the DRP is in a document prepared by OSP Architecture dated February 2020. The submitted plans have responded to the comments made on the layout and the appearance and function of open spaces on the site and at the entrance.

Amendments

Through the process of the application, amended plans were sought to address issues that were raised in relation to layout and design, parking, housing mix, landscaping, sustainability, noise mitigation, servicing, ecology and public art.

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

- elevational adjustments including; removing barge boards and reducing fascia boards; enlarging windows where appropriate, bay windows, storm porches, dormers and refreshing the appearance of the apartment buildings;
- improving positions and relationships between certain plots;
- reducing instances of tandem parking;
- site wide reduction in carbon emissions of at least 20% measured against the relevant Target Emission Rate (TER);
- fast electric charging points;
- update to noise mitigation;
- accommodated comments from Recycling and Waste Projects Officer;
- precautionary measures relating to reptiles;
- a Construction Environment Management Plan (CEMP); and
- public art strategy.

Environmental Impact Assessment (EIA) Development

The hybrid application was screened and determined to not be Environmental Impact Assessment (EIA) Development as was then 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 raise new environmental considerations and does not constitute EIA development.

Relevant planning history

18/P/02461 – Reserved matters application pursuant to outline application 16/P/00222, to consider appearance, landscaping, layout and scale in respect of the erection of 254 dwellings and associated car parking, open space and infrastructure.

Refused 17/07/2019

Reasons for refusal in summary:

1. Poor design and layout of that would be harmful to the character of the area and fail to provide a successful extension to Tongham.
2. The housing mix and type, as all flats were affordable housing, unjustified deviation of market housing mix and large affordable housing clusters.

16/P/00222 - Hybrid planning application for;

a) Outline application for the development of up to 254 residential dwellings on 13.15 ha of the site including the creation of an access point from The Street, creation of a primary route through the site and an emergency access link from Grange Road, provision of open space including children's play areas, sustainable urban drainage systems and green links on the site. (Matters for approval: Access with all other matters reserved)

b) Full planning permission for the change of use from agricultural land to use as a Suitable Alternative Natural Greenspace (SANG) on 17.7ha of land to the east of Tongham Road to serve the proposal and the surrounding area, including access, pathways and associated landscaping.

Refused 17/10/2016, Allowed on appeal 28/01/2018 with a full award of Costs against the Council.

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

- Condition 5 – archaeology – partially agreed (24/05/2019)
- Condition 6 - Landscape and Ecological Management Plan - agreed (13/08/2019)
- Condition 7 - Public Open Space and Recreation Plan – agreed (13/08/2019)
- Condition 8 - Construction Transport Management Plan (CTMP) - agreed (24/05/2019)
- Condition 10 – noise mitigation – agreed (13/08/2019)
- Condition 11 - energy efficiency – pending consideration
- Condition 12 – SANG provision – to be re-submitted
- Condition 13 – drainage - partially agreed (13/08/2019)
- Condition 15 – foul drainage - to be re-submitted
- Condition 18 - parking - agreed (24/05/2019)
- Condition 19 - electric charging points – to be re-submitted
- Condition 20 – travel plan - agreed (13/08/2019)
- Condition 21 – piling methods - to be re-submitted
- Condition 22 - SANG Information Pack - agreed (24/05/2019)
- Condition 26 – SANG archaeology - partially agreed (24/05/2019)
- Condition 27 – SANG Construction Transport Management Plan (CTMP) - agreed (24/05/2019)
- Condition 30 – SANG cycle parking - agreed (24/05/2019)
- Condition 31 – SANG movement prioritisation - pending consideration
- Condition 32 - SANG car park management plan - pending consideration

Condition 33 – SANG soil handling – agreed (14/05/2020)
Condition 34 – SANG landscaping - agreed (24/05/2019)
Condition 36 – SANG directional signage - agreed (24/05/2019)

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

Consultations

Statutory consultees

Surrey County Council Highway Authority: No objection. Subject to complying with conditions on the outline planning permission (16/P/00222).

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

Thames Water: No objection. Further details required in relation to foul water discharge. Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position. [officer comment: conditions 13, 14 and 15 of the outline approval 16/P/00222 requires these details]

Internal consultees

Housing Advice Manager: has made the following comments:

- the resubmitted proposal reflects more accurately the need reflect in the housing needs register
- satisfied with the increase in the number of 2 bedroom affordable houses as this is the greatest need amongst families waiting for housing

Environmental Health: No objection. The mitigation measures and noise levels in the noise assessment submitted pursuant to condition 10 of 16/P/00222 and in the noise report are acceptable, further details on make and model of the windows, glazing and ventilation would be required. Rapid charge points of 22kW or faster should be installed.

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 been designed to our vehicle to travel around in forward gear while minimising reversing and turning
- 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

Parks and Countryside: has made the following comments:

- play area satisfactory
- details of supplier for on-going maintenance
[officer comment: playground equipment approved under condition 7 of 16/P/00222]

Tree Officer: no objection and suggests a condition for full details of all soft landscaping and has a landscape maintenance schedule for at least 10 years and, has made the following comments:

- satisfied with the proposed trees to be removed, and that those retained would be adequately protected during all phases of the development
- supportive of the removal of the linear group of Lombardy Poplar trees adjacent to The Street, with appropriate tree replacement planting is proposed for this area
- Across the entire site, over 300 new trees are proposed, which more that mitigates the loss of part of the current tree stock.

Non-statutory consultees

Environment Agency: unable to provide comments on this application, are not a statutory consultee for reserved matters applications. Take account of any conditions, informatives or advice that we provided in our response to the outline application.

Surrey Wildlife Trust: No objection, suggest conditions in relation to construction ecology management plan (CEMP), external lighting, swift nest boxes and footpaths around the badger sett.

Surrey Police: has made the following comments:

- consideration is given to requiring a Secure by Design accreditation is achieved
- the canopy of the trees within the development should have a minimum clearance between the ground and the lower canopy of 2 metres, to allow for natural surveillance across the development.
- ground covering plants should be kept to low level to allow for natural surveillance across the development.

Waverley Borough Council: No response.

Hampshire County Council: No response.

Parish Council

Tongham Parish Council: No response

Farnham Town Council: object and have raised the following matters:

- lack of provision for infrastructure
- highway capacity at the junction with the A3
- highway safety on The Street
- impact on air quality from queuing vehicles

Third party comments

6 individuals have objected. The concerns raised are summarised below:

- impact of traffic on existing highway network
[officer comment: highway improvement works were agreed under the outline planning permission]
- loss of parking on The Street
- lack of new infrastructure proposed – healthcare, education
- lack of homes suitable for first-time buyers

- EIA development
[officer comment: this did not constitute EIA development when the outline application was screened and the reserved matters does not either]
- Out of character
- loss of Poplar trees
[officer comment: addressed in report below]
- foul and sewerage capacity
- surface water flooding risk
- pedestrian access to SANG
- poor public transport
- construction traffic
- overdevelopment
- proximity of homes to A31 Hogs Back
[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

Chapter 16. Conserving and enhancing the historic 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
D3	Historic environment
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)

HE4 New Development Which Affects the Setting of a Listed Building

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

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

The Surrey Hills Management Plan 2014 – 2019

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

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 allowing of the appeal (16/P/00222) for outline planning permission in 2018, 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 the:

- priority junction to The Street
- re-alignment of The Street and the lay-by
- main vehicular and pedestrian access from The Street
- an emergency access to Grange Road

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 254 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.

In relation to NPPF paragraph 11, the Government's latest 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%). In addition to this on 01.11.2019 the Council published an updated Land Availability Assessment (LAA). This demonstrates that the Council has a five-year land supply position of 6.84 years with the appropriate buffer of 20% in accordance with footnote 39 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:

- background details
- 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 impact on the heritage assets
- the layout of the informal and formal open space
- the impact on residential amenity
- the quantum and layout of the parking
- the highway layout
- cycle and bin storage
- landscaping and trees
- ecology and biodiversity
- sustainable design and construction
- legal agreement requirements

Background details

Dwelling mix

Market	RM 18/P/02461	RM 19/P/02102	Difference	SHMA % req	Provided % RM 18/P/02461	Provided % RM 19/P/02102
1 bed flat		4	+4	10%	0%	2%
1 bed flat – wheelchair						
2 bed flat		4	+6	30%	25%	28%
2 bed flat – wheelchair						
2 bed house	41	43				
3 bed house	66	72	+6	40%	40%	44%
4 bed house	53	42	-11	20%	35%	25%
5 bed house	5		-5			
TOTAL	165	165				

Affordable	RM 18/P/02461	RM 19/P/02102	Difference	SHMA % req	S106 % req	Provided % RM 18/P/02461	Provided % RM 19/P/02102
1 bed flat	20	11	-1	40%	27%	27%	27%
1 bed flat – wheelchair	4	12					
2 bed flat	20	18	+1	30%	43%	43%	43%
2 bed flat – wheelchair	7						
2 bed house	11	21					
3 bed house	27	27	-	25%	30%	30%	30%
4 bed house				5%	0%	0%	0%
5 bed house							
TOTAL	89	89					

	RM 18/P/02461		RM 19/P/02102	
	Flats	Houses	Flats	Houses
Market	0% (0)	100% (165)	5% (8)	95% (157)
Affordable	57% (51)	43% (38)	46% (41)	54% (48)

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: 12 (1 bedroom flats, all affordable rent)

M4(2) 'accessible and adaptable' standard homes: 48 (32 shared ownership and 16 affordable rent)

Details

Density: 19 dwellings per hectare

Density not including open space: 30-40 dwellings per hectare

Allocated parking spaces: 396 of which 12 marked as accessible (exclusive of 118 garages)

Unallocated parking spaces: 10 (for the flats)

Visitor parking spaces: 56

Separate secure cycle storage provided for dwellings without garages.

The application proposes a number of predominantly 2 storey dwellings with some units having rooms in the roof inclusive of detached, semi-detached and terraces; as well as 5 blocks of flats 2-3 storeys in height and flats of garages (FOGs). The application proposes a Neighbourhood Equipped Area of Play (NEAP) for children's play space, green link along the gas easement, enhancement of the green edge around the perimeter, a native buffer and woodland mix along the southern boundary and wetland in the swales along the northern and western boundaries.

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 PPG in its design guidance provides advice on the key points to take into account on design; well-designed new or changing, remodelling, infill or extension projects for existing places should:

- be functional;
- support mixed uses and tenures;
- include successful public spaces;
- be adaptable and resilient;
- have a distinctive character;
- be attractive; and
- encourage ease of movement.

(Paragraph: 015 Reference ID: 26-015-2014030)

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 will 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 will 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 'Vision' (page 4-5) of Manor Farm DAS, December 2019, the applicant sets out 12 concepts and states that “the scheme will use a variety of dwelling types and create spaces to encourage a mixed community at different life stages...the proposed environment will create a series of spaces that can be used by all and are sustainable to accommodate future needs.

The proposed scheme seeks to deliver opportunities for people to lead healthier lives and to enable residents to become an integrated part of the social community within the village. The proposed network of green spaces and the variety of residential house types will all help to achieve a strategy for healthy placemaking.”

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

The historical context analysis shows a chronology of development from pre-1874 to the modern day, local facilities and amenities, movement corridors (pedestrians, cyclists and vehicles), a recognition of neighbourhood institutions, focal points and landmarks, landscape setting (including wider views, ecology, habitats and trees.

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

The addendum to the DAS provides a detailed response to the amendments that have been made (page 6-27). These modifications have lifted the quality of the built environment proposal to create a better place to live, taking into account how people use and interact with public and private spaces.

Layout

The DAS (page 56) identifies these physical and technical constraints:

- Gas main corridor
- View corridors
- Access position (as approved)
- Topography
- Existing copse and boundary trees
- Required buffer to badger sett
- Requirement for Surface Water Drainage provision
- Noise from surrounding transport infrastructure
- Overhead electricity cable diversions – as underground easements

These are the identifiable determinants of the layout. The proposals follow these simple facts on the ground that operate as informers of the plan. Layout principles are required to be demonstrated in the DAS to show how layout concepts have been identified in response to the context of the site.

One of the key issues is the noise from the A31, in order to achieve the required noise level required under condition 10 of the outline permission, dwellings have been positioned further into the site to increase the separation distance from the A31. By positioning parking areas and the estate road to the south of the properties. Similarly, the properties on the northern boundary are located further into the site as the SuDS basin is positioned in the area to the north. Then wherever possible, dwellings are arranged in clusters around central garden areas such that the buildings shelter these gardens. High ridge garages and car barns, with closed backs and sides, in these positions provide almost continuous screening around garden areas. As a result, the higher density and scale of built form is to the southern edge rather than the northern edge adjoining the existing village as would traditionally be found. However, as this is to ensure that the amenity of occupiers is safeguarded, this is acceptable. No objection has been raised to this element of the layout from Environmental Health.

The gas easement is a very linear route and is also a viewing corridor, above ground by having the main spine road turn to the west below the NEAP, this has broken down its linear alignment which was a matter raised by the DRP and would create a subtler green way.

The DRP commented on the need to have a coherent north-south green connection by interconnecting the open spaces. This has been done and now it is possible to navigate along formal and informal routes from the copse to the pedestrian cycle access on Grange Road on green routes, to open up the informal and formal open spaces.

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

'The Street' frontage

The buildings would be set back from The Street with a footway in front, to avoid a parallel road that would result in a hard standing dominated frontage. There would be a gap between the building to allow an east-west axis to the brewery site through the development allowing for a desire line where the existing field gate is located.

The buildings would have a traditional appearance with chimneys, full hip and gable ends and decorative tile hanging, in this prominent location and would follow the rhythm of semi-detached and short terrace rows visible in Tongham and The Street.

The site entrance would have green spaces either side, reflecting the angular arrangement of the crescent houses opposite. There would be hop frames and a new village sign as this area would form the new gateway into Tongham village. There would also be connectivity with the PROW from the east.

Green edges

This is around the SuDS features to the north and west and around the woodland copse. As their front aspect would be onto these spaces this would afford natural surveillance. There would be layby parking on the opposite side of the road for visitors and deliveries and green amenity land at the end of the blocks for softer edges. The grain is looser along the northern edge where development along this part of Grange Road is sparser, so would respect the context of development.

The substation and pump station would be in the boundary, separated by the secondary road and with the set back from the road frontages and scale of the enclosures would not appear prominent.

East-west axis

This follows the road of the main spine road and the secondary route to the frontage with the formal community space in the middle. This forms a viewing corridor, providing a visual and pedestrian route to the brewery and also to the western edge. With pockets for landscaping and squares and whilst a linear route, the route is not straight, and the buildings have staggered distances to the frontage for a more rural appearance.

Southern frontage (A31 edge)

Due to the A31 and the trees, the grain is tighter and denser for the reasons explained above. There is a more continuous built form of a greater scale. The buildings would turn the corner and the flats would be dual aspect.

The parking courts would be accessible through archways for visual interest and there would be clear and legible entrances and routes from the parking areas.

Appearance

Housing design

The buildings along the frontage of The Street would have a tile hanging which would wrap entirely around the first floor. Tile hanging and stone elevations would also be a feature of marker buildings on corner junctions, this would create visual interest and relate well to the local vernacular.

The use of roof tiles would respect the traditional buildings in this older part of the village. The plans indicatively show two colours in a concrete tile, the final materials specification, would be secured by a submission of details.

The elevations would include architectural detailing on the roof verges, small fascia boards integrated with the gutter, header courses, bay windows, quarry tile cills, porches, pattern to tile hangings, chimneys and narrow cheeks to dormer windows. These features would enhance the appearance of the building, add interest and ensure that there would be lightness.

The apartment buildings would also have these features including oriel windows, half dormers, full height projecting bays, enlarged openings, including Juliette balconies and catslide roofs. Whilst large scale buildings the detailing would ensure that they would not be featureless and would contribute to the streetscene.

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

The flats above garages (FOGs) would either be standalone or be adjoined to an apartment building, these would allow a continuation of the built form, surveillance and offer housing choice.

There is a variation of roof forms with the main roofs having a range of full hip, half hip and gable ends, varying eaves levels, then projecting bays, chimneys and dormers on some buildings. This adds interest whilst there would also be some continuity in the design approach.

Garages and parking

A majority of houses include separate though generally attached private garages. Tandem parking features in the development, 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.

Where possible the larger dwellings would have car parking spaces next to front entrances rather than at the end of the garden. Where this is not possible (due to the impact on garden sizes) pedestrian routes have been defined. So, whilst it is not possible to eliminate longer carry distances, this has been minimised.

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. Where there are verges, the use of short bollards would discourage informal parking to protect the green verges.

Street design

Dual footpaths on either side of the roadway would be applied on the primary spine road and secondary road with a more informal arrangement with a shared surfaces approach on tertiary routes. This strengthens the roadway hierarchy and reduces the hardstanding surfaces for softer landscaping edges in the streetscene in this semi-rural location.

The area around the apartment buildings along the southern edge would have car parking spaces in courts, accessed through an archway. This would ensure that car parking would not dominate the street.

All of the houses would have a front garden and the apartment buildings would have a green strip to the street. This is a locally distinctive feature of surrounding development and has been incorporated into the layout of the sign so that properties would have a private threshold and green edge, which would soften the streetscene.

Legibility

For wayfinding the streets would differ in their character and materials for distinction (as illustrated on pages 142-151 of the DAS).

There would be a series of 'squares' at key junctions comprising raised tables, and pedestrian crossing points and trees would be used to inform the street characters with larger trees on the primary road, smaller trees on the secondary routes and smaller and fruit trees on the tertiary routes. There would also be variations to the verges, footways and planting becoming more informal.

This would ensure the as you move through the site there is differentiation and the junctions would be clear nodes to help with navigation.

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 extension to Tongham Village. 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 42 different house/flat types although there is some cohesion to the architectural styles, with some variation in the architectural detailing and scale of the 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." On larger site allocations such as this, which would be creating their own new community, the balance needs to align more closely with the housing need identified in the SHMA.

The proposed affordable housing mix would meet the requirements in the legal agreement for the outline permission, 16/P/00222.

To address the previous reason for refusal the applicant has made the following changes:

The affordable units:

- increase in the percentage of houses from 43% to 54% (10 houses);

The market units:

- decrease in the percentage of houses from 100% to 95% - 8x 1 and 2 bed flats
- increase in the percentage of 2-bed units from 25% to 28% - 6 additional units
- decrease in the percentage of 4-5 bed houses from 35% to 25% - 16 fewer units

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. The proposal would meet the demand for a range of 2-4 bed homes by these types of groups. Therefore, whilst the market housing would deviate from the guideline SHMA requirements, this would be within tolerable limits.

The development also has 35% affordable housing units in accordance with the planning obligation for 16/P/00222, which equates to 89 units and this would significantly contribute to the affordable housing requirement in the surrounding area. The affordable units would be concentrated around the flatted blocks along the southern edge and along the frontage of the street, with other clusters within the site. Whilst there would be some clustering the apartments would adjoin the market housing and the design would appear the same as the market units. With the provision of market flats the affordable units are now less distinguishable from the market units.

The scheme now includes 2 market apartment buildings and a greater number of 2 bed affordable units, this has shifted the balance of flats to houses so that the scheme would have a more balanced housing type.

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 25 homes to be 'accessible and adaptable dwellings' and 13 to be 'wheelchair user dwellings'.

The applicant has confirmed that 48 of the affordable homes would meet the M4 (2) category 2 standard (to be 'accessible and adaptable dwellings') and 12 flats would be built to comply with M4 (3) category 3 ('wheelchair user dwellings'). This would be 1 unit short of the requirement of policy H1(4).

The Housing Strategy and Enabling Manager has previously confirmed that the current need from the disability panel is for 3 bedroom homes; the proposed wheelchair units would not meet the current identified need, as this would be provided in 1 and 2 bedroom flats and not 3 bedroom units. However, the Housing Strategy and Enabling Manager, has confirmed that the lesser M4(3)(2)(a) standard would be appropriate for the 1 and 2 bed wheelchair units and on balance would meet future housing needs.

LPSS policy H1(9) states that on developments over 100 units 5% of the total homes shall be available for sale as self-build and custom housebuilding. The applicant argues that the outline planning permission was granted prior to the adoption of the LPSS and the S106 legal agreement does not secure such units, including relevant obligations that would otherwise be necessary to facilitate the delivery of self-build units (such as securing the number of plots and the timing of their delivery). Furthermore, a design code / design strategy to facilitate the self-build / custom building has also not been established through the outline process, and so the necessary framework would not be in place to enable delivery of the self-build units without the need of a further planning application / submission. It is accepted that this was not required at the outline stage. Therefore, given the status of the outline planning permission as a material consideration, in this instance this requirement shall not be sought as the outline application was determined in accordance with the Development Plan as it stood at the time of determination.

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 located on the edge of the urban area on the approach to Tongham. The Street has a semi-rural appearance, with limited formal footways and grass verges and Grange Road is a narrower rural lane with no footways. There is a vegetative screen along the site boundaries, these act to screen the site and give it a sense of enclosure. There is also a low stone wall along nearly the whole length of the shared boundary with the roads.

The green edges (between 8m-35m) to The Street and Grange Road with enhanced planting would ensure that the built form including the houses and roads would not be unduly prominent. When seen from the main highways this would enable a transitional buffer from the more intensive form of development proposed to the semi-rural surrounding area.

There is a banked verge from the slip roads and A31, Hogs Back along the southern boundary, the proposed site level is lower than the road level and may require some changes in land levels to make it flatter. The illustrative section FF (page 140 of the DAS), shows that the site boundary is on the inside edge of the tree belt and there would be a gap of between 26m-40m from the elevations of buildings on the southern edge to the roadway of the A31. Whilst there would be a difference in levels and intervening gap, the roofscape of the development would be visible especially in the winter months. The increase in the built form this would be broken up by the variations in the roofscape and to reduce their dominance enhanced hedgerow and planting would soften that development edge and will be secured by planning conditions.

The site is on the southern fringe of Tongham and under site allocation A31 in the LPSS, it would form an extension. Given the scale of the proposed development, planning guidance suggests it could establish its own identity and character, in much the same way as can be seen in other parts of Ash and Tongham that have been developed at different times. The proposal includes basic principles of good place making, reinforcing local characteristics following a detailed assessment of the character of the area, so that it would be able to successfully integrate with Tongham. The Design Review Panel reviewed the proposal including evolving Design and Access Statement (DAS), and suggested a more in-depth analysis and interpretation was required to capture the qualities and character of the local vernacular and give greater authenticity to the proposal and that there was an understanding of the local character and form. The proposal's response may lack some authenticity, although the layout and connectivity would allow for an extension of the settlement.

The impact on the heritage assets

Statutory provisions:

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

NPPF provisions:

The NPPF states that heritage assets should be conserved in a manner appropriate to their significance. Chapter 16 of the National Planning Policy Framework at para 190 sets out that the local planning authority should identify and assess the particular significance of any heritage asset...They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.

Paras 192-202 sets out the framework for decision making in planning applications relating to heritage assets and this application takes account of the relevant considerations in these paragraphs.

These are the adjoining heritage assets:

Barn: 20 yards south west of Manor Farm House, opposite side of The Street, Grade II - Late c17 restored in c20. Timber framed on brick and cement plinth, weatherboard cladding, plain tiled roof with half-hipped ends. Rectangular, 5 framed bays. Double doors to south end. Queen post roof with arched braces and some diagonal bracing to sides.

Dovecot and Barn: 20 yards to east of Manor Farm House, The Street, Grade II - Late c17 with c19 extensions. Coursed sandstone with red and blue brick angle quoins, hipped plain tiled roof with central weathervane. Barn to the east. Single storey with gable.

Grange Farm Barn: on the opposite site of Grange Road, Grade II - converted for commercial use. The barn dates from c1600 and was altered in C18th. This is a timber framed barn on a brick plinth covered in weatherboarding (some tarred) with tiled roof, comprising 7 bays with aisle to one side and a central wagon entrance.

This has an aesthetic value due to its appearance and historic value associated with farming and hop growing activities in this part of Tongham.

The barn complexes on The Street and Grange Road are read as a group value, with the associated farmyard and on Grange Road the enclosing walls that show a common relationship and with the related farmhouses. Due to the intervening road on The Street, this creates a natural break and the proposed frontage buildings due to their scale and form would not compete with the bard timber boarded barn. The heritage assets in Grange Road are set further away and separated from the site by the main farmhouse. There would be a change in relationships, however, the residential development would not encroach on the listed building and the east-west viewing corridor through the site and north-south greenway would provide a visual focus and routes to these buildings, as may have historically existed.

No material harm to the setting of the designated heritage asset has been identified and having due regard to Section(s) 66 of the Planning (Listed Building and Conservation Area) Act 1990 permission should be granted.

Paragraph 197 of the NPPF identifies that the effect on the significant of a non-designated heritage asset should be taken into account when determining an application. This includes applications that directly or indirectly affect non-designated heritage assets. A balanced judgement will be required having regard to the scale of any harm or loss caused and the significance of the heritage asset.

This includes Manor Farm Barns, (part of the Manor Farm Business Centre), set back from The Street, comprising 3 co-joined barns dating from the mid C19th and a further barn to the south of the farmhouse. Now used as a brewery. Part two and part single storey, largely brick elevations with plain clay tiled roofs. The building on the right has a gable end onto the yard with a squared chalk clunch elevation and brick dressings. Timber casement windows and larger openings have white timber boarded doors

Two barns on the opposite site of Grange Road, the farmhouse and the walls both sides of Grange Road are Locally Listed. The barns and walls have a group value and have a traditional appearance dating from the C18th and C19th, when they were in joint ownership with the farmhouse. The house has a date on the front door of 1731, and is an attractive farmhouse, the traditional features on the exterior have been retained however, the interior has been extensively renovated. The building has some grandeur for this period, and this can be attributed the farm being owned by Waverley Abbey, the earliest records show there was a farm on the site in the C12th. After the Reformation, it reverted to secular ownership.

The chalk walls to the former Manor House have a group value, on The Street which was demolished in the mid 1970's and redeveloped for the Manor House flats.

There is also a low stone wall all around the edge of the former hop field, this is visible in parts although largely obscured by overgrowth. This has a historic link to the former hop growing activities.

The significance of the farmhouse, barns and walls have value in their groups on Grange Road and The Street and as with the statutory listed buildings a historic association with developments in the area including agriculture and the church. These features, due to their age, appearance and aesthetic, show this part of Tongham village to be part of its historic core. The application site adjoins the farmhouse in Grange Road and the walls to the demolished Manor House, the gaps to the buildings and as the site would in some way have a clear identity as residential development would not encroach on these features and whilst the village would be extended and there would be a contrast between the new and old buildings.

The proposed layout, connectivity and appearance of the building would enable integration. A condition to secure further details of any fixings to the locally listed chalk wall should be secured by condition, so that this feature would not be harmed by boundary treatments. So, there would be no harm to the significance of the non-designated heritage assets.

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 large areas of open space which includes a sports pitch, children's play space for a NEAP, wetland along the swales, linear open space along the easement for the gas pipeline, green edges as open space, maintained amenity space and woodland.

The applicant has prepared a landscape chapter in the DAS, identifying green corridors to inform the structure of the development, movement strategy for vehicles and pedestrians and identifying active and passive open space.

As a result, the following landscape strategy has evolved creating these features and character areas:

Site entrance

This comprises the shared access from The Street and the road frontage to this road. This would form the new gateway entrance into the village of Tongham.

There would be a village sign and segregated footway, with a raised table interspersed with landscaping and structural tree planting. As buildings would be set back this would create a soft entrance. The proposed house fronting the street would be set back to allow room for a footway and structural replanting to replace the Poplar trees.

The landscaping would be the predominant feature and would not be hardstanding dominated so that it would have a rural appearance as you move in and out of this main node into the village.

Linear park 'Greenway'

This would be in 2 parts either side of the NEAP/formal open space and has been the response to the easement constraint. This would have mown paths and meadow grasses to create a more informal appearance. This would have clear and legible routes for north-south connectivity to Grange Road and serve as a viewing corridor to longer range views northwards.

Pedestrian connectivity has been designed into the scheme and with footways providing ease of movement and a hierarchy of routes. This would ensure that people could navigate through the site with clear legibility; to provide a safe, clear pedestrian experience through the site.

Central Space / Play

This would be for active use and be connected by the greenway and to the wider site. The central location and street connectivity would ensure that this would be accessible. This would be the location of the pitch as a kickabout space and NEAP which would be at 30m from the nearest residential building. The DAS describes this space to be at the heart of the development and a central green space. This would provide a focus and a space for local interaction.

The equipment for the NEAP were agreed under the discharge of conditions of the outline planning permission.

No comments have been made on the sports pitch and this would meet the requirements of saved policy R2.

Wetlands/SuDS features

These would be along the boundary to Grange Road and western end. It has been designed to be accessible on foot with connections to the routes through the site. Also, when dry would create an alternative walking route that is not part of the street hierarchy. This would ensure that this space would be functional to occupants and accessible to visitors as well, so that this would not become isolated.

This would be informal open space what would also enable biodiversity gains, with long grasses, wetland meadow mix, native trees and native shrub planting, which would enhance the existing hedgerow to Grange Road.

Woodland and boundary

The condition of the existing woodland and boundary treatments were assessed, to look for opportunities to enhance them and provide permeability for pedestrians and wildlife.

The woodland is a recent copse and routes are proposed around the perimeter, including access to existing informal pathways and would allow this to be informal open space. The boundaries would be enhanced to create separation to the roads and serve as an ecological corridor.

As the buildings and roadways would be set away from the site boundaries this would enable the planting of native woodland species to extend the lower canopy out into open space.

To safeguard the badger exclusion zone a green edge with informal planting and footways would be provided. This would create a visual break and offer a semi-rural outlook to the properties facing onto this area.

The detailed planting specification has not been submitted and these areas would also require a suitable management and maintenance scheme to perform reliably over time as the landscape feature and amenity intended. 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 scheme has proposed the installation of a new village sign at an appropriate position along The Street and hop frames structures would be incorporated in the landscape strategy at key positions within the development. Further details would be secured by condition.

Overall, the open space provided has merit in providing opportunities for sport and physical activity; these would have a clear function and have designed in permeability and connectivity within and beyond the site boundaries. 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 the ambulance station to the south east, Manor House flats to the north east and sporadic residential and commercial development that fronts onto Grange Road. There are also residential properties on the opposite site of The Street.

There would be satisfactory gaps between the existing buildings and their gardens to prevent any material loss of privacy and overshadowing impact. Southfield Cottages on Grange Road would have the intervening drainage basin and the houses fronting The Street would be set back behind a landscape edge and footway. The buildings along the shared boundaries with Grange Farm and Manor House flats would be two storey in height with the gardens providing relief from the built form. There would be 5, first floor windows from apartment building 3 facing the ambulance station, 4 of these would serve non-habitable spaces (bathroom and halls) and the fifth window would be to the open plan kitchen/diner/lounge, as this would face the parking areas there would be no materially harmful loss of privacy.

Occupier amenity

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

The FOGs would not have private gardens due to their juxtaposition to adjoining buildings, gardens and parking courts, however, there is ample informal and formal green space on site. Therefore, given that there is a small number of these, this would be acceptable in this instance.

Particularly around the flatted blocks, 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 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.

When 16/P/00222 was refused by the Council at the committee meeting on 12.10.2016, reason for refusal 1 was as follows:

- 1. By virtue of the location of the residential site, in close proximity to both the A31 and A331, the amenity and living environment of the proposed dwellings and areas of outdoor space would be poor, due to excessive noise, disruption and pollution. In this regard, the proposal is deemed to be contrary to policy G1(3) of the Guildford Borough Local Plan 2003 (as saved by CLG Direction on 24/09/2007) and the guidance contained in the NPPF.*

As part of the appeal, the appellant provided a far more comprehensive noise assessment and mitigation strategy, which was assessed by an independent consultant on behalf of the Council. Consequently, the Council was ultimately able to agree that a suitable scheme was capable of being delivered on the site and this reason was withdrawn.

The Inspector in their decision notice, was satisfied that "Based on expert evidence from acoustic consultants, the main parties agree that the site can be developed at the detailed matters stage such that the future occupiers of the dwellings would have an acceptable noise environment" (para. 65). As explained in the layout section the built form has been designed to shield the noise and the details submitted under condition 10 and with this application has looked at mitigation measures to reduce internal noise, an approach the Inspector believed would be acceptable. Therefore, the principle of housing subject to suitable mitigation was agreed at the outline stage.

Noise mitigation is covered under condition 10 of the outline planning permission. The proposed layout would affect the mitigation required in relation to both external garden areas and internal living space. Environmental Health confirms that the noise assessment has an acceptable methodology and the findings are satisfactory as agreed under the discharge of condition 10 on 13.08.2019.

Mitigation from traffic noise from the A331 and A31 would be provided by way of a 3m high, close-boarded screening fence along the western and the majority of the southern boundary, together with arranging dwellings in clusters around central garden areas where possible and positioning of garages and other supplementary fencing.

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

The submitted assessment indicates that to meet internal noise levels recommended in BS8233:2014, that glazing must meet a Sound Reduction Index (Rw+Ctr/Dne,w) of 32 for standard glazing and 40 for those properties in locations requiring enhanced glazing. Therefore, further details of the make and model of the windows, glazing and ventilation that would be required to be submitted under condition 10, to ensure that the calculations listed in Appendix A of the noise assessment can be met.

Concerning external noise levels in gardens/private amenity areas, condition 10 specifies a level of 55dBLAeq, LAeq16 hour (day-time), should be achieved. With the revised site layout, 39 gardens would have some area of their garden that exceeds this level; however, the majority of these gardens would have some areas that are at/below the specified level, with 23 having approximately 50% of the garden area below the level. This would be consistent with the requirements of condition 10.

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).

The quantum and layout of the parking

The layout provides for a total of 462 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 27 = 27	1x 27 = 27	396
2 bed flat	1.5x 22 = 33	1x 22 = 22	
2 bed house	1.5x 64 = 96	1.5x 64 = 96	
3+ bed unit	2x 141 = 282	2x 141 = 282	
Visitor spaces			56
Unallocated spaces			10
TOTAL			462

The parking requirement under the SPD is 438 spaces, there would be an over provision of 24 spaces. This would ensure that there would be no overspill parking onto the surrounding roads.

For the flats there would be an under-provision of 11 spaces, against the Council's SPG, however, there would be 10 unallocated spaces and 56 visitor spaces, to provide additional car parking capacity.

The houses would have spaces provided in driveways, parking spaces and carports; some of spaces would be in a tandem arrangement. The 118 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 parking for the flats would be arranged in car barns, under croft areas, courts, bays (adjoining or opposite the building). The accessible bays would be closest to the flat entrances and spaces would be allocated. Apartment buildings 2, 3, 4 and 5 would have rear parking courts, given that this would be overlooked by the windows in the buildings and the entrance would be on the parking court side, this would be acceptable

The visitor spaces would be adjacent to the roadways in bays 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 schools, shops and local services. The site also has reasonable accessibility to public transport. 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.

The highway layout

Safe routes

The reserved matters were required to show safe routes for pedestrians/cyclists to travel between The Street and Grange Road and the development site. A pedestrian access at the south-eastern corner of the site would be provided in line with the outline application (16/P/00222), including an informal crossing facility across The Street. This would provide a connection to existing pedestrian provision on the eastern side of The Street which forms part of a pedestrian route to the SANG land along the old Hogs Back Road to the south of the site.

A pedestrian access would also be provided at the north-eastern corner of the site to link with existing provision on The Street, providing a pedestrian route from the site northward into Tongham village.

Thirdly, a 3m wide pedestrian / cycle access point from the site onto Grange Road at a point along the north-western boundary of the site. This would provide a further route for pedestrians and cycles to the SANG land via Grange Road the shared use 'Christmas Pie' cycleway to the south of the site and the new petrol filling station (under construction).

Refuse strategy

The submitted swept path analysis has been done using a slightly larger vehicle. This demonstrates that freighters without any impediment. ACE Drawing Number 180630-015I shows the vehicle swept paths and freighters could gain access to within 5m of the majority of all refuse collection points for houses. This drawing also shows how a refuse vehicle would access the entire site without the need to reverse more than 12m at any one point. In addition, the 5 turning heads are located near driveway crossovers or parking so should prevent on-street parking occurring within the turning head, therefore the refuse vehicle should have enough manoeuvring space.

Where there would be re-use collection points, have been 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 and bin 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 118 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 apartment blocks would all have secure, internal cycle storage within a short walking distance of the entrances, to the residential blocks. Whilst it would be preferable for these to be located closer to entrances for surveillance, this in itself would not warrant refusal, however, might affect their use.

The ground floor and bin store plans for all the flat blocks shows greater capacity than current requirements, although for future-proofing this is suitable. They are located within the building so would integrate with the design of the buildings. There would be some carry distances for occupier to communal bin stores, however, as they would be next to garages this would ensure that there would be less intrusive odours. In the case of the houses, bins would generally be stored in within front/rear gardens, which is an acceptable arrangement.

Landscaping and trees

The existing planting comprising scrub, trees and hedgerows along the perimeter would be enhanced and continue to give the site a degree of containment. The tree planting strategy along the boundary would comprise removing the 83 Lombardy Poplar trees along the frontage of The Street.

The approved vehicular access and highway improvements (granted under 16/P/00222) would result in the loss of all trees south of the Hogs Back Brewery entrance (48 trees) and 7 trees in north eastern corner of the site for the permitted pedestrian access onto The Street. As a result of the disturbance/excavation of soft ground within the root protection area (RPA), which would have an impacts on the health and stability of these trees. Some of this line of trees has already been removed to improve the required highways access to the site.

The remaining 27 Poplars are currently in reasonable health and were recorded as 'B' category (as per BS 5837), they are a very tall, tightly columnar and uniform tree that is usually planted to provide a windbreak or screen in this location, to shield the hops that were previously grown on the application site. Given their maturity, they are highly prone to drop major deadwood and are susceptible to wind damage. They have a limited useful life expectancy, and due to their location given the change in the use of the land to residential development, adjacent to a major road, their removal as part of the development would be an appropriate management strategy.

The Poplars are an important landscape feature, however, due to issues associated with their retention, their loss would be acceptable subject to replacement planting with native, semi-mature trees, as set out in the indicative tree varieties in the planting schedule, this would create enhanced biodiversity opportunities and resilient tree stock on the site and provide tree coverage along The Street.

The Council's Tree Officer accepts the principle of the removal of this linear group of Poplar trees adjacent to The Street and requires robust replacement tree planting as part of the development, this can be secured by condition.

Furthermore, across the entire site, over 300 new trees are proposed, which would provide a new tree stock.

The submitted Tree Protection Plan (TPP) would be acceptable and would ensure that all the retained trees on and adjacent to the development site, would be protected during the construction process subject to conditions.

Currently there is no detailed soft landscape specifications. The design and access statement, and landscape plans, refer to proposed tree planting locations, and potential tree species to be planted. It would be ideal to have precise details of species choice for each location, as soon as possible. However, a suitably worded condition shall be required, requesting full details of all soft landscape proposals, including a schedule of landscape maintenance for a minimum period of 10 years.

Ecology and biodiversity

An ecological assessment and update were submitted with the application these state the following:

- majority of land is in arable use with active management
- south-eastern area of the site contained an area of fallow set aside land now managed, has taller plant species
- taller vegetation is present at the field boundaries
- hedgerows to the north of the woodland in the south of the site and 4-5m in height and is located on the south eastern boundary of the site
- eastern boundary and part of the central boundary contained line of semi-mature Poplar trees
- a small area of young to semi-mature broadleaved woodland is present within the south of the site
- a semi-mature tree belt is located adjacent to the south between the site and the A31 Guildford Road
- an active main Badger sett, inactive outlier sett and use of tree belt
- potential commuting and foraging resources for bats
- good nesting and foraging opportunities for birds
- only limited opportunities for common reptile and amphibian species
- likely a varied assemblage of common invertebrate species

In response, the following mitigation and enhancement is suggested:

- retention of native hedgerows and woodland
- new planting would complement the existing for habitat creation
- nearest building 30m from Badger sett and footways 20m away
- 30m exclusion zone for protection of Badgers during construction would be landscaped after construction to provide new foraging ground
- Bat friendly lighting
- Garden habits for bats and hedgehogs
- Further reptile surveys

During survey work in 2015 a small population of Slow Worms were recorded on the northern boundary of the site; these surveys are more than 2 years old. A visit to the site on 31.01.2020 to review all areas on site to consider the extent of any reptile suitability. This comprises the margins of the site (grassland verges associated with northern boundary) and the areas of rough grassland and scrub adjacent to the wooded area in the centre of the site. The mitigation strategy would involve habitat manipulation during the reptile active season (April to September / October) by systematically reducing the habitat's suitability (through reducing the vegetation height / cover)

which would encourage any potentially present reptiles to move in to the adjacent and retained areas, direct supervision of an Ecological Clerk of Works (ECoW). Therefore, an updated reptile presence / absence surveys would not be required as suitable habitat would be retained.

Surrey Wildlife Trust were satisfied with the mitigation measures and biodiversity gains in the Ecological Mitigation and Management Plan to discharge condition 6 of 16/P/00222 and the submitted ecology report, which shall also be required to be complied with by condition.

Hedgehog Gateways of holes in boundary fencing are proposed for continued permeability and measures for their retention and maintenance are proposed, which can be secured by condition.

The CEMP would ensure that development activity does 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

Swift boxes are shown on the ecology enhancement plan, approved under condition 6, so it is not necessary to require this.

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/00222.

Sustainable design and construction

Condition 11 of the outline planning permission 16/P/00222 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:

- Water use will be reduced to 110 litres per person per day (reduced from building Regulations requirement of 125 litres per person per day).
- Water efficient fixtures.
- Rainwater butts will be provided for all plots for watering gardens to reduce mains water usage.
- All houses will have one fast charge socket and 20% of available parking spaces for flats will be fitted with a fast charge socket.
- Recycling of materials on site.
- High quality and durable materials and high standards of insulation.
- In appropriate locations, larger than average windows.
- PVCu double glazed windows and doors
- Air tightness standards will be on average a 50% improvement over Building Regulations
- Heating and hot water will be supplied to the scheme through highly efficient Mains gas Combi boilers of Energy-related Products (ErP) A-rating for heat and water, supported by programmer and room thermostats.
- PV panels solution to the dwelling roofs with the best suiting orientations offering a 20% reduction in carbon emissions.

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.

There would also be fast electric vehicle charging points, the details of which are required under condition 19 of 16/P/00222. However, this condition does not specify that these would be fast (7kw) charge points, therefore, a condition to require this shall be required.

Legal Agreement Requirements

The principle of the development was established through the grant of the outline application. This application was subject to a S106 agreement that secured the following:

- the delivery of 35% of the units as affordable housing
- the delivery of the SANG including details of its future management and maintenance, or, a contribution to a suitable off-site SANG
- payment of the Strategic Access Management and Monitoring (SAMM) contributions made
- provide open and play space and then maintain this
- delivery of, or financial contribution of £250,000 to works at the Christmas Pie roundabout on the A331/A31
- delivery of, or financial contribution of £75,000 towards local pedestrian and cycle infrastructure improvements including the Christmas Pie route and Public Right of Way Route 344
- a financial contribution of £40,000 towards road safety improvements within the vicinity of the site including a parking formalisation scheme on The Street`
- payment of a Travel Plan monitoring fee of £6,150
- financial contributions to education provision including early years, primary and secondary education

These matters were agreed as part of the negotiations in respect of the outline planning permission and are not to be revisited as part of this application. There is no requirement for a legal agreement for this reserved matters application.

Conclusion

The principle of the development has been established under the outline planning permission (16/P/00222) and the site is allocated under policy A31. The application seeks approval for the layout of the site as well the scale and appearance of the buildings and the landscaping strategy.

The proposed layout has responded well to the constraints and opportunities on the site and has good connectivity to existing PROWS and the proposed SANG. The dwellings are traditional in their design and 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.

The design takes into account the need to mitigate the noise from the A31, Hogs Back to protect the amenity of future occupiers.

Following the refusal of the first reserved matters application (18/P/02461) in July 2019, the applicant have undertaken a re-design of the site based on a through appraisal of the existing buildings and pattern of development of Tongham. Amendments to linear park along the gas easement, relationship with the copse, additional of market flats, less prominent car parking, improved architectural detail and features on the buildings, robust boundary treatments and public art on the site through responses to the Design Review Panel and by officers.

The proposals would comply with the Development Plan and the NPPF and would ensure the delivery of substantial number of new homes and affordable housing in this extension of Tongham village.

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