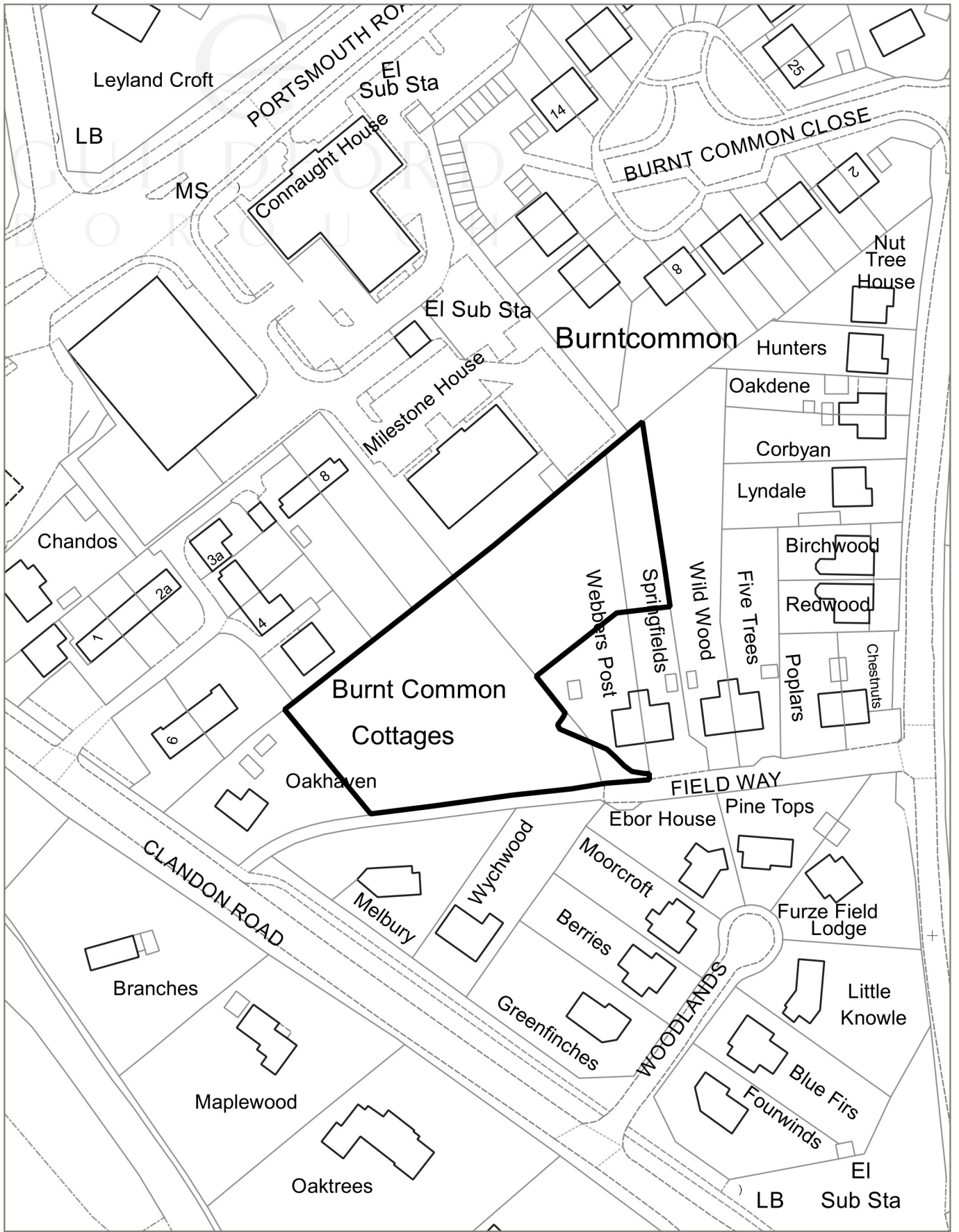


# 20/P/01216 - Land Off, Field Way, Send, Woking



Not to Scale



GUILDFORD  
BOROUGH

20/P/01216 – Land off, Field Way, Send



Not to scale



**App No:** 20/P/01216  
**Appn Type:** Full Application  
**Case Officer:** Jo Trask

**8 Wk Deadline:** 14/10/2020

**Parish:** Send  
**Agent :** Mr J. Brown  
Brown & Co Planning Ltd  
Lion House  
Oriental Road  
Woking  
GU22 8AR

**Ward:** Send  
**Applicant:** Mr D. Aziz  
Concept Developments Ltd  
131-135 Oatlands Drive  
Weybridge  
KT13 9LB

**Location:** Land off, Field Way, Send, Woking, GU23 6HJ  
**Proposal:** Residential development comprising 9 new dwellings

## **Executive Summary**

### **Reason for referral**

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

### **Key information**

Proposal seeks permission for 9 new dwellings

Proposed housing mix:

2 x 2 bed  
2 x 3 bed  
5 x 4 bed

The two x 2 bed units include a first floor study  
Building heights range from 8.2m to 8.9m

Parking:

a total of 26 spaces:

7 parking spaces provided within car barns allocated to plots 3, 4, 5, 6, 7, 8, and 9  
19 additional parking spaces, including 1 visitor space

### **Summary of considerations and constraints**

The site is inset from the Green Belt, located within the Send Marsh/Burnt Common boundary. The site measuring 0.41ha comprises the rear garden areas of three dwellings, Oakhaven to the west, Webbers Post and Springfields to the east, and south-east. A public footpath runs along the southern boundary of the site linking Clandon Road with Burnt Common Lane. Further to the east lies site allocation A41 (Garlick's Arch).

The site is relatively flat and recently cleared.

Vehicular access would be provided from Field Way.

The site is within the 400m to 5km Thames Basin Heath Special Protection Area buffer and lies within flood zone 1.

The proposal represents a well designed scheme in a sustainable location and would provide a net increase of 9 dwellings contributing to meeting the Council's housing need. The provision of

housing is a benefit in the balance.

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

**RECOMMENDATION:**

**(i) That a S106 Agreement be entered into to secure the provision of: SANG and SAMM Contributions in accordance with the formula of the updated tariff; £10,000 to upgrade the footpath 603 to a sealed surface; and £3000 to dedicate a cycle track; should land at Wild Wood be incorporated planning obligations will be assessed on the development as a whole.**

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

**(ii) That upon completion of the above, the application be determined by the Director of Planning and Regeneration.**

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

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: location plan LP01, proposed site layout P01, proposed site information plan P02, plots 1 & 2 P03, plot 3 P04, plots 4 & 5 P05, plot 6 P06, plot 7 P07, plot 8 P08, plot 9 P09, car barn details P10, street scenes P11, block plan P12, bin and cycle storage details P13, ecological survey and Transport plan received on 22 July 2020 and CGO ecology & management plan, preliminary ecological appraisal 2019, bat report received on 3 September 2020.

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

3. No development above ground level shall take place until details and samples of the proposed external facing and roofing materials including colour and finish have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and samples.

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

4. No development shall take place until full details, of both hard and soft landscape proposals, including a schedule of landscape maintenance for a minimum period of 10 years, have been submitted to and approved in writing by the local planning authority. The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and retained.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality. This pre commencement condition goes to the heart of the planning permission.

5. The development must accord with the Arboricultural Planning Integration Report and Tree Protection Plan prepared by Quaiife Woodlands, dated 16th July 2020.  
No development shall start on site until the protective fencing and any other protection measures shown on the Tree Protection Plan in the Arboricultural Report have been installed. At all times, until the completion of the development, such fencing and protection measures shall be retained as approved. Within all fenced areas, soil levels shall remain unaltered and the land kept free of vehicles, plant, materials and debris.

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

Reason: To protect the trees on site which are to be retained in the interests of the visual amenities of the locality. This pre commencement condition goes to the heart of the planning permission.

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

Reason: To reduce carbon emissions and incorporate sustainable energy in accordance with the Council's Sustainable Design and Construction SPD 2011. This pre commencement condition goes to the heart of the planning permission.

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

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

8. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan, Drawing No. PO2, for vehicles to be

parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

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

9. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans Drawing No.PO2, for the secure parking of bicycles within the development site. Thereafter the parking for bicycles shall be retained and maintained for their designated purposes.

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

10. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Field Way has been constructed and provided with visibility zones in accordance with the Transports Statement approved plans, Drawing No.099.0012.001, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

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

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

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

12. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) measures to prevent the deposit of materials on the highway
- (e) on-site turning for construction vehicles
- (f) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users. This pre commencement condition goes to the heart of the planning permission.

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

The LEMP should also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan shall also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: Biological communities are constantly changing and require positive management to maintain their conservation value. The implementation of a LEMP will ensure the long term management of habitats, species and other biodiversity features. This pre commencement condition goes to the heart of the planning permission.

14. The development hereby approved shall be carried out in accordance with the mitigation measures detailed in the Ecological Scoping Study and desk Study by PJC dated 17th April 2020 in accordance with the approved timetable detailed in the ecological assessment.

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

**Informatives:**

1. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:
- Offering a pre application advice service
  - Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application

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

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

- In this case pre-application advice was sought and provided which addressed potential issues, the application has been submitted in accordance with that advice and no further issues have arisen.

2. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs).
3. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
4. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.
5. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
6. The applicant is advised that should land become available to the rear of Wildwood, as an extension of the development the subject of this permission, it would be viewed in conjunction with this development and any planning obligations and infrastructure requirements would need to be met on the development as a whole. To prevent piecemeal development.



## **Officer's Report**

### **Site description.**

The site is inset from the Green Belt, located within the Send Marsh/Burnt Common boundary. The site measuring 0.41ha comprises the rear garden areas of three dwellings, Oakhaven to the west, Webbers Post and Springfields to the east, and south-east. A public footpath runs along the southern boundary of the site linking Clandon Road with Burnt Common Lane. Further to the east lies site allocation A41 (Garlick's Arch).

The site is relatively flat and recently cleared. Fencing and hedging forms the boundary to the south and east, close board fencing to the north and currently open towards Oakhaven to the west.

Vehicular access would be provided from Field Way.

The site is within the 400m to 5km Thames Basin Heath Special Protection Area buffer and lies within flood zone 1.

### **Proposal.**

Residential development comprising 9 new dwellings, (22 dwellings per hectare)

Proposed housing mix

2 x 2 bed

2 x 3 bed

5 x 4 bed

Plot 1 & 2 (2 bed, semi detached) 8.2m (h) plus study 6m<sup>2</sup> and 5,2m<sup>2</sup>

Plot 3 (4 bed detached) 8.9m (h)

Plot 4 & 5 (3 bed, semi detached) 8.3m (h)

Plot 6 (4 bed, detached) 8.9m (h)

Plot 7 (4 bed, detached) 8.9m (h)

Plot 8 (4 bed, detached) 8.9m (h)

Plot 9 (4 bed, detached) 8.9m (h)

Parking:

a total of 26 spaces:

7 parking spaces provided within car barns allocated to plots 3, 4, 5, 6, 7, 8, and 9

19 additional parking spaces, including 1 visitor space

The following documents accompany the application:

Design and Access Statement

Planning Statement

Transport Statement

Tree Survey

Ecological Scoping Survey and Desk Study

### **Relevant planning history.**

No relevant planning history.

## **Consultations.**

### Statutory consultees

County Highway Authority: The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds recommends conditions regarding: parking and turning of vehicles; secure cycle parking; visibility zones; electric vehicle charging and a construction transport management plan, in addition to securing the following S106 contributions:

£10,000 to upgrade the footpath 603 to a sealed surface; and  
£3000 to dedicate a cycle track

Surrey Wildlife Trust: Following the submission of additional information, recommend conditions to: secure all actions set out in the submitted 'Ecological Scoping Study' by PJC dated 17th April 2020 are undertaken; submit for approval a Landscape and Ecological Management Plan

### Internal consultees

Head of Environmental Health and Licensing: No indication of former Brownfield use that would require investigation for land contamination. Recommend a condition regarding noise levels. (officer comment: This is not deemed necessary and is covered by separate Environmental Health legislation)

### Parish Council

Send Parish Council: Object for the following reasons:

- not an allocated site
- no demonstrable need for additional housing above the Local Plan number
- large number of trees removed prior to application submission (officer comment: the trees were not afforded any protection as there was no Tree Preservation Order, nor is the site within a Conservation Area. The applicants were at liberty to remove the trees).
- Fieldway is an unadopted road, narrow and unsuitable for access to the development, would need to be adopted by SCC; re laid to include drainage and pedestrian access
- site is adjacent to allocated sites
- Infrastructure at bursting point
- insufficient parking, no on street parking in Field Way, Burnt Common Road or Woodlands
- high density housing
- harmful to residential amenity
- footpath FP603 is well used, too narrow for a footway or cycle path
- loss of wildlife

### **Third party comments:**

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

- Field Way is a narrow single access with no passing places and inability for 2 cars to pass, 4.4m at widest point not as Transport Statement states 'road measures approx 4.4m wide)
- Transport statement misleading
- Field Way is a private road
- access via Oakhaven from Clandon Road would be more sensible, or Portsmouth road via the commercial area
- Access via Clandon Road would not be acceptable
- highway safety due to lack of pavement along Fieldway and blind spot/restricted visibility onto Burnt Common Lane where cars frequently parked (officer note: scc highways have been approached for further comment, members will be updated at committee)
- restricted visibility to footpath when exiting site
- Fieldway frequently used by pedestrians using FP603 onto Clandon Road, no footpath on

#### Fieldway section

- wear and tear of private road from construction vehicles
- parking pressure onto Burnt Common Lane
- Construction Transport Management Plan required (officer note: this is a proposed condition)
- drainage issues, no detailed drainage strategy or assessment
- loss of trees prior to application submission (officer note: had the Council be notified at the time of the felling it may have been possible to halt the tree works, understand tree removal had already been done at time of contacting council)
- lack of infrastructure, pressure on existing infrastructure
- noise and disturbance during construction phase (officer note: construction is for a temporary period of time)
- increased noise, air pollution and traffic
- is application being viewed in parallel to other applications for development in Send
- high density (officer note: the density of the proposed scheme is 22 dwellings per hectare)
- garden grabbing
- mix of dwellings contrary to policy H1
- GIA of development is just under 1000m<sup>2</sup> which triggers affordable housing
- affect on TBHSPA (officer note: s106 mitigation would be secured in accordance with the Council's TBHSPA Avoidance Strategy)
- loss of privacy

Surrey County Council Highways have been contacted for further comment to address resident concerns. Should further comments be received they will be updated on the late sheets for planning committee.

#### **Planning policies.**

##### National Planning Policy Framework (NPPF):

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 6. Building a strong, competitive economy

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Make an efficient use of land

Chapter 12. Achieving well-designed places

Chapter 15. Conserving and enhancing the natural environment

National Design Guide 2019

##### South East Plan 2009:

NRM6 Thames Basin Heath Special Protection Area

##### Guildford Borough Local Plan: Strategy and Sites 2015-2034:

The Guildford Borough Local Plan: Strategy and Sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan. 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).

On 1 November 2019 the Council published its updated Land Availability Assessment (LAA) 2019. This demonstrates that the Council has a five year land supply position of 6.84 years. In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2018 measure is 75%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (25%). Therefore, the Plan and its policies are

regarded as up-to-date in terms of paragraph 11 of the NPPF.

Policy S1 Presumption in favour of sustainable development

Policy S2 Planning for the Borough - our spatial strategy

Policy H1: Homes for all

Policy H2: Affordable Homes

Policy P5 Thames Basin Heaths Special Protection Area

Policy D1 Place shaping

Policy D2 Sustainable design, construction and energy

Policy ID1 Infrastructure and delivery

Policy ID3 Sustainable transport for new developments

Policy ID4 Green and blue infrastructure

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

G1 General Standards of Development

G5 Design Code

NE4 Species Protection

NE5 Development affecting trees, hedges and woodlands

Neighbourhood Plans:

Send Neighbourhood Development Plan, 2019-2034: currently undergoing examination, the plan at this stage carries limited weight.

Supplementary planning documents:

Thames Basin Heaths Special Protection Area Avoidance Strategy SPD

Sustainable Design and Construction SPD

Planning Contributions SPD

Climate Change, Sustainable Design, Construction and Energy SPD

**Planning considerations.**

The main planning considerations in this case are:

- the principle of development
- Nationally Described Space Standards
- the impact on the character of the area and existing site
- the impact on neighbouring amenity
- highway/parking considerations
- impact on trees and vegetation
- sustainable design and construction
- ecology and biodiversity
- Thames Basin Heaths SPA
- other contributions
- legal agreement requirements

The principle of development

The site is located within Send Marsh/Burnt Common inset from the Green Belt following the adoption of the local plan. The site currently comprises the rear garden areas of three properties. Subject to compliance with local and national planning policies the principle of development is acceptable. The considerations are set out in the report below.

## Housing Mix

Policy H1 of the LPSS states that 'New residential development is required to deliver a wide choice of homes to meet a range of accommodation needs as set out in the latest Strategic Housing Market Assessment (SHMA). New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location'. The housing mix is to be delivered over the plan period and whilst the greatest need is for two and three bedroom homes, there is a requirement for four bedroom properties and it is of note that the surrounding area is comprised of a mix of smaller and larger properties. The application proposes the creation of 2 x 2 bedroom, 2 x 3 bedroom and 5 x 4 bedroom properties. Whilst the proposal seeks a heavier weighting towards 4 bedroom properties, given the character of the immediate locality of family homes this is not considered to be unacceptable. Furthermore the site is in close proximity to Garlicks Arch. Garlicks Arch is an allocated site within the local plan of approximately 550 homes where the expectation is that the development will provide a higher proportion of smaller units in line with the SHMA.

No.of beds	SHMA % Req	Provided %
1 bed	20	0
2 bed	30	22
3 bed	35	22
4 bed	15	55

## Living environment

Policy H1(3) of the LPSS requires all new development to conform to the nationally described space standards as set out by the Ministry for Housing, Communities and Local Govt (MHCLG). Each dwellinghouse will be provided with private amenity space commensurate with the size of dwelling. Each dwelling will also benefit from off street private parking, space for bin storage and secure cycle storage. Separation distances and spacing between the proposed dwellings and existing development will be observed to ensure privacy is afforded to the occupiers of the proposed dwellings and would not give rise to a sense of over bearing development. The proposed layout and spacing between the dwellings would provide a good quality living environment.

## Nationally Described Space Standards (NDSS)

	NDSS	Proposed
Plot 1	2 bed 4P 79m <sup>2</sup> +2m <sup>2</sup>	92.2m <sup>2</sup>
Plot 2	2 bed 4P 79m <sup>2</sup> +2m <sup>2</sup>	92.2m <sup>2</sup>
Plot 3	4 bed 6P 106m <sup>2</sup> + 3m <sup>2</sup>	124.4m <sup>2</sup>
Plot 4	3 bed 5P 93m <sup>2</sup> +2.5m <sup>2</sup>	96.4m <sup>2</sup>
Plot 5	3 bed 5P 93m <sup>2</sup> + 2.5m <sup>2</sup>	96.4m <sup>2</sup>
Plot 6	4 bed 6P 106m <sup>2</sup> + 3m <sup>2</sup>	124.4m <sup>2</sup>
Plot 7	4 bed 6P 106m <sup>2</sup> + 3m <sup>2</sup>	124.4m <sup>2</sup>
Plot 8	4 bed 6P 106m <sup>2</sup> + 3m <sup>2</sup>	124.4m <sup>2</sup>
Plot 9	4 bed 6P 106m <sup>2</sup> + 3m <sup>2</sup>	124.4m <sup>2</sup>

The proposed development meets the requirements of the NDSS.

## Impact on the character of the area and existing site

The surrounding area is predominately residential with a mix of detached and semi-detached two storey dwellings. Milestone house to the north is a commercial premises two storeys in height. The immediate building fabric is a mix of brick and render with tile roofs.

The proposed layout would comprise a loose 'T' shaped internal road allowing for a linear form of development running east to west of 8 dwellings, with the ninth dwelling adjacent to the proposed vehicular access and alongside the southern boundary. The cul de sac form of development is

not un common within the immediate area. The proposed rear garden plot depths range from a minimum of 10.14m (plot 5) to a maximum of 14.1m (plot 9).

The proposed building heights are two storey in height, commensurate with the surrounding built form. The dwellings would comprise pitched roofs with gable elements to add interest. Two pairs of semi detached dwellings are proposed with the remaining 5 houses to be detached. The design details include both gable and hipped roof elements. The proposed dwellings would be of brick and tile construction, with tile hanging and feature brick work detailing, in addition to stone cills and elements of stepped building line to add interest and visual relief.

Plots 1 and 2 (semi detached) are handed in design with plots 4 and 5 (semi detached) to provide consistency of design within the development. Plots 3, 6, 7 and 8 provide subtle variation to the detailing of the detached dwelling model. Plot 9 also is a slight variation of this dwelling type with the addition of a car barn attached to the side. Car barns have been offered as a solution to providing a covered parking space that will more likely be used over a garage. Materials would be secured by planning condition.

The proposed housing mix of 2 x 2 bed; 2 x 3 bed and 5 x 4 bed is supported by an accompanying note from Seymours Land and New Homes to justify the need for larger homes.

Subject to conditions the proposal would not give rise to any identified harm to the character of the surrounding area.

#### Impact on residential amenity

##### 4a, 7 & 8 Burnt Common Cottages

These properties are located to the northern boundary of the site. Plots 4, 5, 6, 7 and 8 are rear wards facing towards the common boundary. Plots 7 and 8 with a small overlap of plot 6 would share the common boundary with 4a Burnt Common Cottages. A rear to side building relationship would ensue. Sufficient garden depth is provided to ensure adequate privacy and separation is maintained. Plots 5 and 6 with some over lap from plot 4 adjoin the rear boundaries of 7 and 8 Burnt Common Cottages. The existing dwellings (7 and 8 Burnt Common Cottages) benefit from deeper garden depths. Sufficient back to back separation would be observed to protect residential amenity.

##### Oakhaven, Clandon Road

Located to the west of the application site, this dwelling would retain an adequate sized rear garden. Plot 8 adjoins the common boundary and is set side on to the boundary. A mid level window is shown within the facing side elevation serving the internal staircase. Given that the opening does not serve a habitable room it is not considered necessary to condition this to be obscure glazed. Given the location of the proposed parking spaces adjacent to the rear boundary it is considered reasonable to expect any landscaping scheme to address this to mitigate against noise and disturbance.

##### Melbury and Wychwood Clandon Road and Ebor House

These properties are located to the southern side of the footpath and Field Way. Plot 9 is orientated side on angled to face north east, with a frontage to the access road. One first floor window is located within the side elevation facing into the footpath and towards the rearmost part of the garden associated with Wychwood. The rear elevation would be orientated towards Melbury where scope for additional tree planting prevails. Furthermore, in both instances the public footpath separates the development from Melbury and Wychwood. No unacceptable impact on residential amenity would arise.

##### Webbers Post, Springfields and Wild Wood, Field Way

Located to the east of the application site. As part of the development the existing vehicular and parking arrangements for Webbers Post will be altered to facilitate the proposed vehicular access

into the proposed development. A landscaped buffer area would be retained within the development along the side boundary of Webbers Post and the internal access road.

Plot 1 located adjacent to the eastern boundary of the site adjoining Wild wood would give rise to some oblique views into the rear curtilage. Given the plot depth, orientation and scope for boundary planting no unacceptable loss of amenity would arise. Plot 1 and plot 2 to a degree would be located facing towards the rear boundary of Springfields. A reasonable separation would be observed between the frontages of plots 1 and 2 and the rear boundary of Springfields. A planting buffer along the rear boundary is indicated on the proposed site layout plan. Detailed landscaping would be secured by condition.

Plots 1, 2, 3 and 4 share a common boundary with Milestone House. This is a two storey office building. Adequate separation would be maintained to ensure a good residential environment for future occupiers of the development.

### Highways and parking

The proposed internal road is annotated to be a shared surface measuring 5.5 metres in width. A total of 26 parking spaces will be provided within the site, 2 spaces will be allocated to each 2 bed dwelling, 3 parking spaces will be allocated to each 3 and 4 bed dwelling, 1 visitor parking space will be provided adjacent to plot 9. Surrey County Council's Vehicular and Cycle parking Guidance 2018 sets out a provision of 17 spaces for the amount of development proposed. The parking provision exceeding this is considered appropriate for the location to prevent over spill onto Field Way and Burnt Common Lane. Secure cycle parking will be provided within the curtilage of each dwelling.

A bus stop is located on Clandon Road in close proximity to the footpath (FP603) directly adjacent to the site. The bus services are the 462/463 Woking to Guildford and the 715 Guildford to Kingston. The site is also within close proximity to a convenience store (140m), Doctors surgery (860m), Pub (950m), Primary School (990m). Clandon Train Station is 2km from the site. The site is within a sustainable location.

The proposed vehicular access will be created from Field Way, a private single carriageway road. The Transport Assessment states that the existing carriageway is approximately 4.4m wide. As part of the development the existing vehicular and parking arrangements for Webbers Post will be altered to facilitate the proposed vehicular access into the proposed development.

The Transport Statement submitted identifies Field Way as being sufficiently wide enough for two cars to pass along much of its length, with sufficient visibility at narrower points to allow for drivers to proceed safely. The proposed access will be a shared surface and measure 5.5m wide. The Transport Statement advises that a fire tender can reach within 45m of all parts of the dwellings in line with Building Regulations.

Surrey County Highways have advised that the swept path analysis from Burnt Common Lane and Field Way appears to be satisfactory. The trip generated at 79 vehicular trips for the period of 12 hours daily is not considered to result in a significant increase in vehicular movements on the surrounding highway network.

The Transport Statement refers to refuse collections on site via a private refuse collection. Vehicle tracking has been provided for a vehicle 10.435m in length identified as the same length as a GBC refuse vehicle. Recycling and refuse have been consulted and members will be updated with any comments at the planning committee meeting.

### Trees

The site was cleared prior to the submission of this application, the site is not within a Conservation Area and no Tree Preservation Orders therefore consent was not required to carry

out this work. Conditions are proposed to secure additional native tree planting through the landscaping condition and tree protection measures.

#### Sustainable design and construction

Policy D2 requires new buildings to achieve at least a 20% reduction in carbon emissions measured against the relevant Target Emission Rate (TER) set out in the Building Regulations 2010 (as amended) (Part L). The applicant acknowledges Policy D2's requirement for the development to achieve at least a 20% reduction in carbon emissions and proposes to enhance the fabric insulation standards of the houses above the minimum required by Building Regulations. The applicant also identifies the potential to use solar water heating and photovoltaic panels and or a heat recovery unit.

The Council adopted the Climate Change, Sustainable Design, Construction and Energy SPD during the course of the consideration of this application. This provides detailed guidance to support policy D2.

The details to secure at least 20% reduction in carbon emissions will be secured by condition.

#### Ecology and biodiversity

A preliminary Ecological Survey (PEA) and bat surveys were completed on the application site during 2019. The site, cleared prior to the surveys, based on aerial photographs historically comprised amenity lawns and a small parcel of broad leaved mixed-deciduous woodland within the south east portion of the site. As the site has been cleared to ground level it is now considered to have limited potential to support protected species. However the site still has the potential to support some habitats and a condition is recommended to ensure mitigation measures and compensation measures for loss of habitat and habitat enhancement measures as set out in the submitted survey are adhered to.

Within a 1km zone of influence is Oldlands Copse Site of Nature Conservation Importance (SNCI), located approximately 750m to the east of the site. The Ecological scoping survey accompanying the application did not consider that the proposal would have an adverse impact on the non statutory site. The survey identifies the need to compensate the loss of the removal of trees on site through planting of similar native species along the site boundaries including Oak, Pine and Hazel. The report states it is not possible to compensate for the loss of the Habitat of Principal Importance HPI on a like for like basis due to the proposals however compensatory tree planting can be achieved along the northern and southern boundaries.

Conditions are recommended to secure all actions set out in the submitted 'Ecological Scoping Study' by PJC dated 17th April 2020; and the submission of a Landscape and Ecological Management Plan to ensure the development secures appropriate mitigation, compensation and biodiversity enhancement.

#### Thames Basin Heath Special Protection Area (TBHSPA) and Appropriate Assessment (AA)

For the purposes of calculating the tariff plots 1 and 2 both show a study at first floor level with an external window. The floor areas of each study are annotated as 5.2m and 6m. This falls below the TBHSPA Mitigation strategy which sets a minimum threshold of 6.5m<sup>2</sup> as qualifying as a bedroom. Mitigation will be sought on a 2 bed unit basis for plots 1 and 2.

The proposed development may adversely impact the TBHSPA due to the net increase in residential units at the site. The Council's adopted TBHSPA Avoidance Strategy 2017 requires a SANG contribution of £ 65,452.13 and an Access Management (SAMM) contribution of £6987.08 to avoid any adverse impact in line with the tariff within the annual updating of off-site contributions document.



As part of the application process the Council has undertaken an Appropriate Assessment (AA), which concluded that the development would not affect the integrity of the European site either alone or in combination with other plans and projects in relation to additional impact pathways subject to the application meeting the mitigation measures set out in the TBHSPA Avoidance Strategy. Natural England has been consulted on the AA. Any comments received from Natural England will be updated at committee.

#### Other contributions

##### Highways

The County Highway Authority have requested the following contributions to mitigate the development:

£10,000 to upgrade the footpath 603 to a sealed surface;

£3000 to dedicate a cycle track;

Justification for these contributions have been sought from SCC and members will be updated.

#### Legal agreement requirements

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

(a) necessary to make the development acceptable in planning terms;

(b) directly related to the development; and

(c) fairly and reasonably related in scale and kind to the development.

As the application would result in the net gain of 9 new residential units, in order for the development to be acceptable in planning terms, a S106 agreement is required as part of any subsequent planning approval to secure a financial contribution towards a SANG and SAMM, in line with the Guildford Borough Council TBHSPA Avoidance Strategy 2017. This strategy has been formally adopted by the Council. In line with this strategy and the requirements of Regulation 63 of the Habitats Regulations 2017, a S106 agreement is required to ensure that the additional residential units proposed by this development would not have any likely significant effect on the TBHSPA.

As set out above any subsequent section 106 legal agreement would require the applicant to make payment in line with the SANG and SAMM contributions as set out by the TBHSPA Avoidance Strategy 2017 and the associated tariff within the annual updating of off site contributions to Special Protection Area Mitigation and Open Space.

If the application was deemed to be acceptable, the Council is of the opinion that the TBHSPA requirements would meet the three tests set out above.

If the application was deemed acceptable, the Council is of the opinion that the contributions towards the upgrading of footpath FP603 and a cycleway would meet the three tests set out above.

#### Other

At pre application stage the inclusion of part of the rear garden area of Wild Wood was suggested to enable a more comprehensive form of development. The applicant has advised that it is not possible to include this land. Incorporating this land could result in the threshold for affordable housing being met. Should this land come forward at a later stage to be incorporated into the development scheme it would be reasonable for the Council to seek planning obligations based on the development as a whole. This is recommended to be in the Heads of term in the s106 legal agreement.

**Conclusion.**

The site has been inset from the Green Belt. The proposal provides a benefit of 9 additional dwellings. The scale, layout and design of the development is sensitive to its location. No harm is identified to residential amenity.

Subject to conditions and a S106 agreement to secure appropriate mitigation for identified harm to the Thames Basin Heaths SPA and upgrading of the existing footpath (FP603) and provision towards a cycleway the proposal is found acceptable.