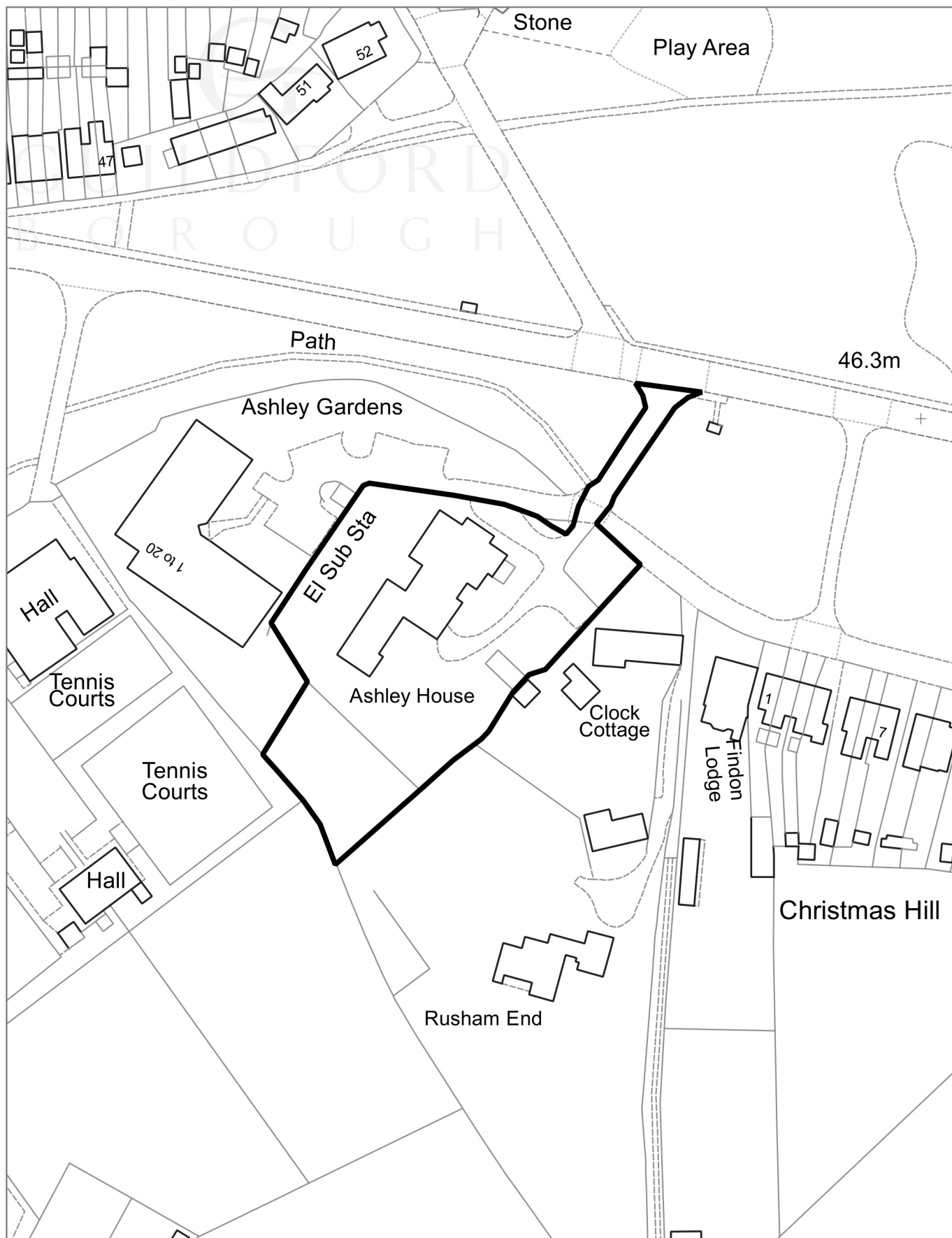


20/P/01291 - Ashley House, Christmas Hill, Shalford, Guildford



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Print Date: 05/05/2021

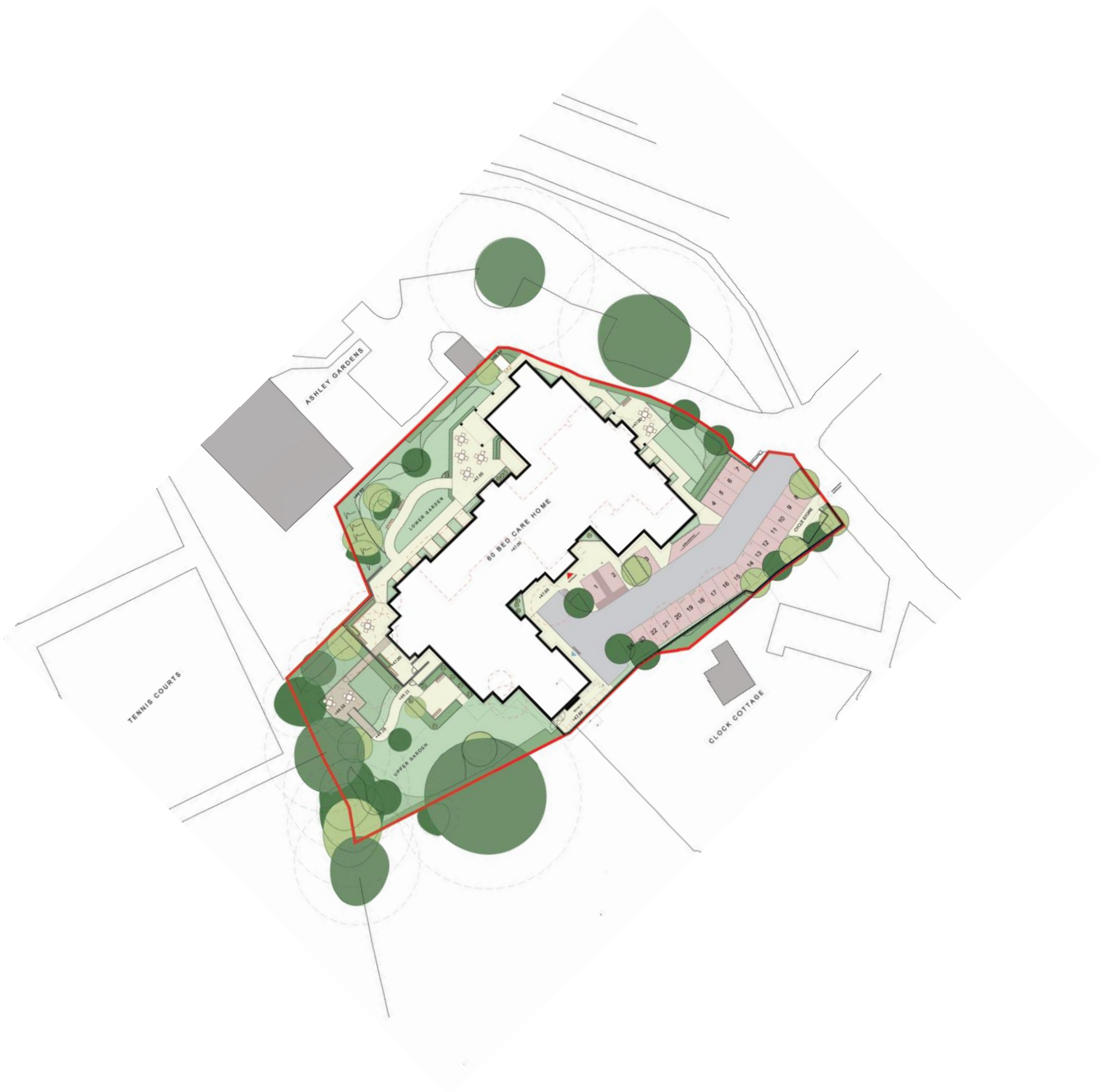


Not to Scale



GUILDFORD
BOROUGH

20/P/01291 – Ashley House, Christmas Hill, Shalford, Guildford



Not to scale

App No: 20/P/01291
Appn Type: Full Application
Case Officer: Paul Sherman

8 Wk Deadline: 30/04/2021

Parish: Shalford
Agent : Mrs. Karine Johnson
Gillings Planning
Winchester Business Centre
10 Parchment Street
Winchester
SO23 8AT

Ward: Shalford
Applicant: Perseus Land &
Developments Ltd &
Barchester Healthcare Ltd c/o
Agent

Location: Ashley House, Christmas Hill, Shalford, Guildford, GU4 8HN
Proposal: Erection of a care home (use class C2) with parking, access, landscaping and other associated works following demolition of the existing structure. (Amended plans received 01.02.21 revised footprint, landscaping, refuse strategy, external materials and appearance)

Executive Summary

Reason for referral

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

Key information

The application site comprises Ashley House Care Home and is located to the south of Christmas Hill and the A248 (Kings Road). The site extends to approximately 0.4ha and includes the existing two-storey care home building, landscaped gardens and parking areas. The existing building is a relatively large Victorian villa that has been extended in the 1960's and the 1980's although a number of original features remain.

The application seeks permission for the erection of a new Care Home (use class C2) with associated parking, access and landscaping following demolition of the existing Care Home. The proposed care home would provide 60 en-suite bedrooms as well as a resident's café, a hair and beauty salon, library, cinema and communal activity spaces. The building would also include "back of house" kitchens and staff areas.

The proposed building would be predominantly 'two and half storey' with the third floor of accommodation contained within the roof space of the building. The building would have a broadly 'H' shaped footprint and would be located within the centre of the site with areas of garden space to the west and south of the building. The area to the east of the building would be predominantly used for car parking and servicing areas.

Access to the development would remain via the existing track across the common and this would lead to a new car park providing 22 car parking spaces in addition to 12 bicycle spaces, an ambulance bay, and a turning area for refuse vehicles.

Summary of considerations and constraints

The application is located outside of the Green Belt and within the inset village of Shalford where the principle of development is generally considered to be acceptable. While the buildings to be removed have some historic and architectural interest they are not considered of sufficient quality to warrant statutory protection or inclusion on a local list of significant buildings. Accordingly, there are no reasonable grounds to resist the demolition of the existing building and there is no objection to its replacement with a new building.

The development would replace an outdated care home with a building which meets modern care and quality standards and would provide additional care home capacity to the local area for which there is an established need. The proposed building is considered to be of a good quality of design which includes materials and architectural details which would be sympathetic to the character of the local area. While the building would be of greater scale than the existing, the design of the building is such that it would be accommodated on the site without causing harm to the character or the appearance of the locality and would not harm the special landscape character of the wider area.

The development accords with the provisions of the Development Plan and relevant national planning policy and guidance and it is accordingly recommended that the application should be approved.

RECOMMENDATION:

(i) That a s.106 agreement be entered into to secure:

- **A contribution of £7,000 towards the cost of works to reduce the width of the access track**
- **A contribution of £45,000 toward road safety improvements to include the creation of a pedestrian refuge and highway widening on Kings Road / Christmas Hill**
- **A contribution of £4,600 towards the cost of Surrey County Council auditing the Travel Plan**

If the terms of the s.106 or wording or the planning conditions are significantly amended as part of ongoing s.106 or planning condition(s) negotiations any changes shall be agreed in consultation with the Chairman of the Planning Committee and lead Ward Member.

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

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

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

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

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

<u>Drawing Number:</u>	<u>Title:</u>
0110 P1	EXISTING SITE PLAN
3568.01	TOPOGRAPHICAL SURVEY
3568.01	EXISTING PLANS & ELEVATIONS
102B	AMENDED LANDSCAPE PROPOSALS
0901 P2	AMENDED PROPOSED BIN STORE
0401 P3	AMENDED GA SECTION A
0301 P7	AMENDED PROPOSED ELEVATIONS
SHEET 1 OF 2	
0302 P7	AMENDED PROPOSED ELEVATIONS
SHEET 2 OF 2	
0220 P7	AMENDED SECOND FLOOR
ARRANGEMENT	
0210 P6	AMENDED FIRST FLOOR ARRANGEMENT
0201 P6	GROUND FLOOR ARRANGEMENT
137877/2000 REV A	PROPOSED DRAINAGE STRATEGY

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 shall take place until details of existing and proposed finished site levels, finished floor and ridge levels of the buildings to be erected, and finished external surface levels 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. This is a pre-development condition as this information must be provided and considered prior to any change in the existing site levels.

4. Prior to the commencement of an internal or external works to the existing building a programme of building recording (including architectural/historical analysis) shall be carried out in respect of the building to be demolished. This recording shall be carried out by a suitably qualified and accredited historic building recorder. The recording shall be carried out in accordance with a written specification, and presented in a form and to a timetable, which has first been agreed in writing with the local planning authority.

Reason: To secure the proper recording of the listed building. This is a pre-development condition as the recording of the building can only be carried out prior to the demolition of the building.

5. Prior to the demolition of the existing building a detailed scheme for the reuse of the existing stained glass windows within the new building shall be submitted to and approved in writing by the Local Planning Authority. Once approved the development shall be undertaken in full accordance with the approved scheme.

Reason: To ensure that this historic feature can be accommodated within the new building.

6. The development hereby approved shall be undertaken in accordance with the approved Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) prepared by The Landscape Partnership, dated January 2021. No development shall commence until tree protection measures, as set out in the approved AMS and TPP, have been installed and a site meeting has taken place with the site manager, the retained consulting arboriculturalist and the LPA Tree Officer. There shall be no variation from the details approved in the AMS or the TPP unless those details have first been agreed in writing with the Local Planning Authority.

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.

7. Prior to the first occupation of the development hereby approved a Landscape and Ecology Management Plan (LEMP) shall be submitted to and approved by the Local Planning Authority. The LEMP shall include including long term design and ecological objectives as well as management responsibilities and maintenance schedules for all landscaped areas and shall identify any features in the building or the surrounding site included the purposes of enhancing biodiversity. Once approved the details and requirements of the LEMP shall be implemented in full accordance with the approved details.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

8. The development hereby approved shall not be first occupied unless and until the proposed highway improvement works to the western bound bus stop and crossing point on Station Road have been implemented, generally in accordance with Drawing No. PC1405-RHD-GE-SW-DR-R-0003, and thereafter permanently maintained.

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 space has been laid out within the site in accordance with the approved plans, Drawing No. 0102, for vehicles and 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 areas shall be retained and maintained for their designated purposes.

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

10. The development hereby approved shall not be occupied unless and until 5 of the spaces have been provided with a fast charge socket (7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply). Once provided the fast charge sockets shall be retained and kept operational at all times the building is occupied.

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

11. 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) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) measures to prevent the deposit of materials on the highway
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (i) on-site turning for construction vehicles 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.

12. The approved Travel Plan (**ref PC1405-RHD-ZZ-XX-RP-Z-0002**) shall be implemented prior to opening and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

Reason: To encourage travel by means other than private motor vehicles.

13. No development above ground level shall take place until details and samples of the proposed external facing, 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.

14. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 1.0 l/s.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Including details of the proposed raingardens.

c) A plan showing any existing surface water connections passing through the site from off site and how these flows will be maintained.

d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

e) Details of drainage management responsibilities and maintenance regimes for the drainage system.

f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

15. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is designed to the National Non-Statutory Technical Standards for SuDS.

16. The development hereby approved shall be undertaken in strict accordance with Section 5 "Mitigation and Avoidance Measures" Preliminary Ecological Appraisal (PEA) Report by The Landscape Partnership (dated July 2020) and Section 5 of the Bat Report and Activity Survey by Elite Ecology (June 2020). There shall be no variation from the approved details unless first agreed in writing with the Local Planning Authority.

Reason: In order to protect the nature conservation and biodiversity value of the site.

17. Prior to the commencement of development a Construction Environment Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP shall identified those protected species and habitats that may be impacted by construction activities, including but not limited to the adjoining SNCI and veteran tree, and shall set out what measures and construction practices will be implemented in the construction of the development to avoided or mitigate any potential impacts. Once approved the development shall be undertaken in strict accordance with the CEMP and there shall be no variation from it unless first agreed in writing with the Local Planning Authority.

Reason: To mitigate against potential impacts on existing biodiversity and nature habitats arising from construction activity. This is a pre-development condition as these measures must be in place before any development commences on site.

18. Prior to the commencement of any development, including demolition, a written Waste Management Strategy confirming how demolition and construction waste will be recovered and reused on site or at other sites has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details.

Reason: To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste to landfill is reduced. This is required to be a pre-development condition to ensure that a strategy for managing building waste can be implemented prior to the demolition of the existing building.

19. The development hereby approved shall be carried out in accordance with the approved Energy and Sustainability Statement and Technical Addendum (dated 22 February 2021). There shall be no variation from the details set out in these documents and the development shall not be occupied until a Verification Report has been submitted to and approved in writing by the Local Planning Authority confirming that the objectives of the original reports have been met.

Reason: To ensure that measures to make the development sustainable and efficient in the use of energy, water and materials are included in the development.

Informatives:

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

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

In this case pre-application advice was sought and provided which addressed initial issues, the application has been submitted in accordance with that advice, however, further issues were identified during the consultation stage of the application. Officers have worked with the applicant to overcome these issues.

2. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to:
<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types. Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment:
<https://www.theiet.org/resources/standards/cop-electric.cfm>
3. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
4. The applicant is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

Officer's Report

Site description

The application site comprises Ashley House Care Home and is located to the south of Christmas Hill and the A248 (Kings Road). The site extends to approximately 0.4ha and includes the existing two-storey care home building, landscaped gardens and parking areas. The existing building is a relatively large Victorian villa that has been extended in the 1960's and the 1980's although a number of original features remain. The site is bounded to the east by a modern residential development known as Ashley Gardens and to the west by a residential property known as Clock Cottage.

The site slopes gently upwards from the front to the rear with a total level change of approximately 3m. The site also sits at a lower level than the properties to the east and the boundaries include a mixture of retaining walls as well as banking. The site includes mature landscaping and a number of mature trees. The site is accessed via a single lane (two-way) track that crosses the common and also serves Ashley Gardens and a number of other properties located on Christmas Hill.

The site is located within the village inset boundary and is outside of the Green Belt. It is located within an Area of Great Landscape Value and is approximately 250m from the boundary of the Surrey Hills Area of Outstanding Natural Beauty which lies to the north of the site. The site is adjacent to the Shalford Common Site of Nature Conservation Importance and is also within the 5km-7km buffer zone of the Thames Basin Heaths Special Protection Area.

Proposal

The application seeks permission for the erection of a new Care Home (use class C2) with associated parking, access and landscaping following demolition of the existing Care Home. The proposed care home would provide 60 en-suite bedrooms as well as a resident's café, a hair and beauty salon, library, cinema and communal activity spaces. The building would also include "back of house" kitchens and staff areas.

The proposed building would be predominantly 'two and half storey' with the third floor of accommodation contained within the roof space of the building. The building would have a broadly 'H' shaped footprint and would be located within the centre of the site with areas of garden space to the west and south of the building. The area to the east of the building would be predominantly used for car parking and servicing areas.

Access to the development would remain via the existing track across the common and this would lead to a new car park providing 24 car parking spaces in addition to 12 bicycle spaces, an ambulance bay, and a turning area for refuse vehicles.

Relevant Planning History

There is no planning history relevant to the current proposal.

Consultations

Statutory consultees

County Highway Authority: No objection subject to conditions and subject to the provisions of financial contributions to road safety improvements and the cost of auditing the Travel Plan

Lead Local Flood Authority: No objection subject to conditions

Natural England: No objection

Thames Water: No objection

Internal consultees

Arboricultural Officer: No objection subject to conditions, the applicant has submitted amended plans which now address the concerns raised in respect of the impact on the veteran Elm tree located on the adjoining land.

Operational Services: The development will produce commercial waste and as such does not fall to be collected by GBC

Non-statutory consultees

SCC Archaeology Officer: No objection and no requirement for further archaeological investigations required.

Woodland Trust: Objection. The buffer zone afforded to the veteran Elm tree has been increased from the capped 15m (as per BS5837 guidelines) to 16m but this should be 18m to accord with the Woodland Trust standing advice. (Officer note: amended plans address the concerns raised in respect of the impact on the veteran Elm tree located on the adjoining land)

Parish Council

Shalford Parish Council: Objection. While the Parish Council do not object to appropriate development or the provision of new care facilities, the current scheme is not supported for the following reasons;

- Location - The character of the area is rural and not urban
- Heritage Assets - The current Ashley House is recognised as a landmark of Shalford which is visible from the North Downs and St Martha's Hill. The property contains a number of Victorian features and it is worth for consideration for Local Listing and Policy D3 of the Local Plan support the protection of Heritage Assets.
- Surrey Hills AGLV - this designation is there to maintain a spaciousness of the buildings within a landscape and the forthcoming review of the AONB by Natural England is likely to recommend its inclusion within the AONB. The size and bulk of the proposed new building goes against the principle of spaciousness within both the AGLV and the 1.09 acre site. Policy P1 of the 2019 Local Plan requires development to be consistent with the intention of protecting the distinctive landscape character of the area. (Officer note - the extent of the AONB must be considered at the time of the application and decisions cannot predict the outcome of future reviews)

- Insetting within the Green Belt - although the village is now inset from the Green Belt Policy D1 of the Local Plan requires development to have particular regard to the pattern of the village and surrounding landscape, the views of the village from the surrounding landscape and the views within the village of local landmarks
- Layout and design of the current proposals - the increase in the height of the proposal is excessive and creates a three-storey building which will impact on Clock Cottage and Ashley Gardens as well as balconies overlooking Ashley Gardens and possibly affecting light and privacy to the ground floor flats of Ashley House. The boundary with Clock Cottage provides inadequate protection between the garden and the proposed parking areas for both noise and emissions. The building will also be out of keeping with the skyline of Christmas Hill and does not accord with the true character of Christmas Hill. The garden will be much reduced in size and will result in the loss of a number of existing features including the pond, greenhouse, and trees.
- Access and Transport - the site is accessed by an unadopted road with a poor surface and lacks a footpath. There are issues with parking on this road and in the area with unauthorised parking causing difficulties for both residents and service vehicles. The route from the site to the village is not suitable for elderly residents in order that they may access the local facilities. Vehicle speeds in the area are considerable and this poses a danger to pedestrians accessing or exiting the site. Public Transport options in the village are limited and a full traffic survey should be completed to assess the current level of traffic through Shalford. The level of parking to be provided on the site is insufficient and would not cater for the full number of staff and likely visitors.
- Biodiversity - the proposal adjoins Shalford Common and open fields to the rear and there is no consideration to the loss of the gardens as a green corridor between these two areas of open space. There is also the potential to impact on trees including the veteran Elm tree in the garden of the adjoining property

Following the submission of amended plans Shalford Parish Council made the following additional comments:

- Satisfied that potential issues in respect of the veteran Elm tree have been resolved
- The changes from timber cladding to tile hanging results in a building more in keeping with its surroundings
- Pleased to see that agreement has been reached with regard to a contribution to the cost of narrowing the access track and to the provision of speed reduction measures but remain concerned in respect of the impact of narrowing the access track on service vehicles
- The proposed amendments do not change the original concerns regarding the bulk of the building, the limited green space around the site and the impact on the surrounding Common in particular the very busy residential and pedestrian areas of Christmas Hill

Amenity groups / Residents' associations

Ashley Gardens Residents Association: Objection. The proposed building would be excessively large and would appear very dominant and out of character in the locale. The level of parking is considered to be inadequate and potentially cause safety issues to the local community with unauthorised parking on the access road. The A284 has a high volume of traffic and turning onto the access track is a highway safety issue and the traffic using the access road is a safety issue for pedestrians.

Guildford Society: Objection. The large increase in the mass of the building and the proximity to the boundaries represents an over development of the site. The excessive accommodation results in the significant loss of garden and amenity space for the residents, with nearly three times the number of residents now proposed, this results in insufficient amenity space on the site. Suggest that the number of bedrooms is significantly reduced.

Third party comments

There have been 46 letters of representation have been received raising the following principal objections and concerns:

- building is of excessive size and bulk
- excessive height and three-story building is excessive
- detract from the character of the village
- scale of the building is not reflective of a village setting
- loss of historic and characterful building
- adverse impact on the landscape
- harm to views into the village
- adverse impact on the AONB / AGLV
- disruption from construction traffic
- increased road traffic
- congestion in the area is already severe
- roads are currently over capacity
- access is limited and restricted
- access for emergency facilities is not suitable
- adverse impact on highway safety
- increased risk to pedestrians
- insufficient parking on site
- disruptions to the access for existing residents
- impact on trees including those protected by TPO
- loss of garden area
- impact on biodiversity
- impact on veteran Elm Tree
- veteran Elm tree is an important habitat for butterfly's
- would not contribute to the economy of the village
- staff would likely have to commute as would not be able to afford local housing
- surplus supply of care home accommodation in the area
- no evidence of need for new care home
- noise and air pollution from construction activities
- increase number of people on the site will result in more noise and disturbance
- impact on day and sunlight to adjoining properties
- adverse impact on people using footpaths and village green

While no letters of support have been received some of the letters of representation raise the following positive comments:

- clear need for a new care home
- more capacity would be a benefit to the village

The applicant submitted amended plans on the 1st February 2021 which include changes to the footprint, external materials and appearance of the building, the landscaping of the site, and the proposed refuse strategy. These plans have been subject to consultation and 2 letters of representations have been received in respect of the amended plans both stating the amended plans do not overcome the objections previously raised.

Planning policies

National Planning Policy Framework (NPPF):

Core planning principles

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 6. Building a strong, competitive economy

Chapter 8. Promoting healthy and safe communities

Chapter 12. Achieving well-designed places

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

Chapter 15. Conserving and enhancing the natural environment

Chapter 16. Conserving and enhancing the historic environment

South East Plan 2009

Policy NRM6: Thames Basin Heaths Special Protection Area

Guildford Local Plan: Strategy of Sites 2015-2034

Policy S1: Presumption in favour of sustainable development

Policy S2: Planning for the borough - our spatial development strategy

Policy H1: Homes for all

Policy P1: Surrey Hills Area of Outstanding Natural Beauty and Area of Great Landscape Value

Policy P4: Flooding, flood risk and groundwater protection zones

Policy P5: Thames Basin Heaths Special Protection Area

Policy E5: Rural economy

Policy D1: Place shaping

Policy D2: Climate change, sustainable design, construction and energy

Policy D3: Historic environment

Policy ID1: Infrastructure and delivery

Policy ID3: Sustainable transport for new developments

Policy ID4: Green and blue infrastructure

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

Policy G1: Standards of Development

Policy G5: Design Standards

Policy NE4: Species Protection

Supplementary planning documents

Thames Basin Heaths Special Protection Area Avoidance Strategy SPD

Climate Change, Sustainable Design, Construction and Energy SPD

Planning Contributions SPD

Vehicle Parking Standards SPD

Residential Design SPG

Planning considerations

The main planning considerations in this case are:

- the principle of development and the loss of the existing building
- the need for additional care home capacity in the area
- the impact of the development on the character of the area
- the impact of the development on landscape character, the impact on the AGLV and the setting of the ANOB
- the impact of the development on trees within and adjoining the site
- the impact of the development on biodiversity
- the impact of the development on highway and pedestrian safety
- the level of car parking and access to sustainable transport options
- the impact of the development on neighbouring amenity
- the impact of the development on the Thames Basin Heaths Special Protection Area
- any potential legal agreement requirements

The principle of development and the loss of the existing building

Both the NPPF and Policy S1 of the Local Plan included the presumption in favour of sustainable development. Development that accords with the policies set out in an up to date Development Plan is deemed to be sustainable development. The Guildford Local Plan: Strategy of Sites 2015-2034 (the LPSS) is an up to date plan and development which accords with the provisions of the plan benefit from the presumption in favour of development.

The application site is located within the village of Shalford which is inset from the Green Belt. Within the built-up area of the village new development as well as the redevelopment of brownfield sites is acceptable in principle subject to the considerations of other matters of recognised importance and the other policies set out in the LPSS. These will be assessed in the following sections of this report.

The application seeks consent for the erection of a new purpose-built care home and will follow the demolition of the existing building. The current care home building is not statutory Listed and is not included on a Local List of historically significant buildings, but it is not without historic and architectural interest. The original building on the site dates to the mid to late 19th Century and a plaque on the building shows a date of 1875 although it is not clear if this relates to the construction or completion of the building, or the date of a substantial refurbishment.

Although the building is not statutory or locally listed the Councils Senior Conservation Officer has assessed the existing building as to whether it is of significant quality to be included on a Local List. This assessment includes consideration of the age of the building, the rarity of the buildings features in a local context, its aesthetic interest, any group value with surrounding buildings, its historical association, landmark value, and social and community value. This assessment has concluded that whilst the property is of some local significance and interest, historically and architecturally, it is not of a suitable quality to be included in the local list, particularly as the property and its setting has undergone extensive alterations. For these reasons the building would fall significantly below the necessary significance for statutory listing.

Given the building is not included on a local list of significant buildings and has been assessed as falling below the quality necessary to justify inclusion on a local list there are no legitimate grounds to resist the demolition of the existing building. It should also be noted that, short of statutory Listing, there is nothing to prevent the applicant seeking to demolish the building through a notification under the Permitted Development regulations and this would not require the grant of a planning permission by the Council.

In conclusion, it is considered that the principle of the development is acceptable and there are not legitimate grounds to resist the demolition of the existing buildings. The development should benefit from a presumption in favour of development should it be found to comply with the other requirements of the development plan, and this will be assessed in the following sections of this report.

The need for additional care home capacity in the area

The applicant advises that there is significant need for additional purpose-built care home accommodation in the local area and this includes both general elderly persons accommodation as well as specialist dementia care bed spaces. The applicant assesses the need to be approximately between 138 and 216 bedspaces within a 5.5-mile catchment area for the proposed development as well as a need for 185 bedspaces for specialist dementia care.

The Councils identified need for care / nursing home accommodation is set out within in the Strategic Housing Market Assessment (SHMA) Addendum Report 2017 and is identified as 433 bedspaces over the plan period. Policy H1 of the LPSS states that the provision of well designed specialist forms of accommodation in appropriate locations will be encouraged. While the LPSS does not set a specific target for the provision of C2 accommodation a number of sites are identified to meet part of this need including Site Allocations A22 (Land north of Keens Lane) A35 (Former Wisely Airfield); it is also expected that the other Strategic Sites will include an element of specialist residential accommodation and this may include care / nursing home accommodation. The sites allocated for care home accommodation (A22 and A35) account for approximately 160 bedspaces against identified need of 433 bedspaces and therefore it is clear that additional sites providing care home bedspaces will be required during the plan period. Policy H1 allows sites that come forward for redevelopment, where they are suitably located and acceptable in other respects, to be supported.

There is a clear need for specialist care home accommodation in the borough and this need will be met from sites other than those specifically allocated for such accommodation in the LPSS. The site currently provides care home accommodation, it is well located in proximity to the centre of the village and is close to the urban area of Guildford. The site is considered to be well suited to redevelopment that provides additional care home accommodation and the proposed development would meet part of that identified need by the LPSS. The provision of this accommodation should be given weight in favour of the proposed development.

A number of the representations against the proposal have stated that there is no need for such accommodation, or that this accommodation is not needed in this area. While this is not accepted, for the reasons set out above, it should be noted that it is not incumbent on the applicant or the Council it demonstrates a need for the proposed development. A lack identified need would simply remove the positive benefit of providing the accommodation and would not introduce a negative factor in the planning balance or suggest that planning permission should not be granted. The development would be required to be considered on its other merits and against the other policies set out in the LPSS.

In conclusions, and for the reasons set out above, the development is considered to contribute to the identified need for car home accommodation in the Borough and this should carry weight in favour of a grant of planning permission. The development would also meet the objectives and requirements of Policy H1 of the LPSS and would contribute to the need to provide high quality residential accommodation for all sections of the community.

The impact of the development on the character of the area

Policy D1 of the LPSS makes clear that all new developments will be required to achieve a high standard of design that responds to distinctive local character of the area in which it is set. Policies G1 and G5 of the LP2003 also seek to ensure that development is of a high-quality design and that it reflects the character of the area in which it is located. This includes considerations of building scale, heights and architectural details.

The application site is located off Christmas Hill, south of the A248 (Kings Road) and south of Shalford Common. The existing building is relatively attractive and includes some good examples of Arts and Crafts architecture. The building is visible from the common land to the front of the building and can be seen in glimpsed views from the A248 but recent developments and the surrounding landscaping limit the extent to which the building is visible from other parts of the village.

The applicant seeks permission for the erection of a new purpose-built care home following the demolition of the existing buildings. The new building is intended to provide 60-bedspaces, this is a significant increase in the level of accommodation on the site and this is reflected in a building with a significantly greater footprint than the building it is to replace. The building would also have a greater mass and bulk and would include three-storeys of accommodation across most of the building. The applicant has sought to reduce the visual impact of this increase in the scale of the building through articulating the building façade and through the inclusion of projecting gables, dormer windows and tile hanging and this also attempts to reflect some of the features of the existing building. The materials chosen are also intended to reflect the predominant building materials in the local area and includes red tiles for the roof and the tile hanging as well as red multi stock brick.

The increase in the footprint of the building also reduces the spacing that currently exists between the building and the plot boundaries and reduces the open spaces available to provide a landscape setting for the new building. The application is however supported by a well-considered landscape proposal that identifies how the remaining garden areas could be landscaped to soften the appearance of the building as well as providing useable areas of amenity space for the future residents.

While the building would be of greater scale than the existing building on this site there are other examples of large buildings in the local area, in particular the residential building at Ashley Gardens which adjoins the site to the west. It is considered that the careful attention to the detailing of the building, the use of sympathetic materials as well as the landscaping of the site would ensure that the building would integrate well into the site and sit well with the adjoining properties. The combination of the loss of the existing building and the scale of the new proposals would result in a modest change to the character of this part of Christmas Hill but not to such an extent that it would cause any demonstrable harm to the character or the appearance of the surrounding area. For these reasons the development is considered to comply with the requirements of Policy D1 of the LPSS as well as policies G1 and G5 of the LP2000.

The impact of the development on landscape character, the impact on the AGLV and the setting of the ANOB

The application site is located within the Shalford Rural-Urban Fringe Character Area as identified by the Guildford Landscape Character Assessment & Guidance 2007 (the GLCA). This area is described as a gravel terrace bordering the floodplain of the River Wey to the south of Guildford and forms an informal, piecemeal landscape comprising a mix of open land, blocks of residential development, commons, parkland, allotments and industrial uses (e.g. waterworks, sewage works and gravel pit/tip). It also notes the areas distinct historic character created by the presence of informal areas of common land, churches within their setting of yew trees and enclosed graveyards, mature ornamental trees and some distinctive built elements associated with Shalford Park. Some of the key positive landscape attributes are the historic pattern and form of settlement with common edges houses, grand red brick houses and lines of cottages, and the extensive common at Shalford and the wide grass verges that flank the road.

The GLCA (page 89) states that new built development and redevelopment of sites should:

- Conserve the informal character of development, permeated by open gaps and open spaces. A continuous developed frontage along the A281 would create a very different character and the perception of an extended urban area.
- Ensure development does not impinge on the rural setting of the River Wey.
- Conserve the wooded embankments along the Shalford Road, which provide effective containment of the urban edge (garden suburb).
- Conserve the character and setting of the historic properties along the A281. Conserve the setting of landmark features such as the churches.

The application site is also located within the AGLV which is identified for its inherent landscape quality and importance in conserving the landscape setting of some towns and villages. The AGLV also serves to act as a buffer for the AONB and, while the AGLV designation carries less weight, Policy P4 of the LPSS requires that development within the AGLV should demonstrate that they would not harm the setting of the AONB or the distinctive character of the AGLV itself.

The application site is approximately 250 metres from the closest part of the AONB which is located north of the A248 while it is approximately 1.5km from the section of the AONB that lies to the east of A3100. Given that the development proposes the replacement of an existing building, albeit with a marginally taller one, the changes on the view from and the setting of the AONB would be largely imperceptible. While the new building may be visible in some views from the AONB these would be distant, and the building would continue to be seen in a cluster of other buildings in a landscaped setting. The development would therefore not have an impact on the setting of the AONB.

The building would be marginally more prominent in closer views such as those within the AGLV but it is again considered that the scale of the replacement building is not so significant as to be able to reasonably claim that it would impact on the landscape character of the area as a whole. The development would preserve the informal character of this cluster of buildings and would not impinge on the common or the large grass areas to the front on the development line that is characteristic of the landscape character area. The development would not harm any of the key features of the landscape character area identified by the GLCA and would respect the principles it identifies for new buildings.

For all these reasons it is considered that the development would preserve the landscape character of the area and would not harm the setting of the AONB. The development would therefore comply with the requirements of Policy P4 of the LPSS and the objectives of the GLCA.

The impact of the development on trees within and adjoining the site

The application site includes a number of mature trees including 1 identified as Grade A and 10 Grade B in the tree survey submitted in support of the application. The remaining trees are identified as Grade C or below. The application site is also covered by TPO 1974. No2 which was originally served to protect 18 trees on the land at Ashley House and Ashley Gardens. Of these trees the TPO map shows 4 of these fall within the application site, however only 1 of these trees remains which is an Yew tree identified as T14 on the TPO and as T3 on the applicants tree survey. Despite being protected by the TPO this tree is not of high quality.

The development would require the removal of 12 trees, including the protected Yew tree, and all of the trees shown to be removed are of relatively low quality. The Councils Arboricultural Officer has considered the application and the tree survey provided and has raised no objection to the development subject to suitable replanting and measures to ensure that the trees to be retained are suitably protected during the construction process. This could be secured by planning conditions in the event that planning permission was to be granted.

The development does have the potential to impact trees on adjoining land and most notably this includes a European White Elm (T17) which is a veteran tree of high quality. The applicant has amended the scheme from that which was originally submitted to afford a greater buffer to this tree and to afford it a better level of protection both during and post construction. The Woodland Trust have been consulted on the application and advised that while the buffer to this tree has been increased to 16 metres they feel that this should be a minimum of 18 metres given the girth of the tree.

The Councils Arboricultural Officer has however advised that given the tree is located within an open area of lawn, the buffer zone of 16 metres now proposed is adequate to ensure the protection of this tree and requiring an increase to 18 metres would offer insignificant additional protection or benefit to the tree. It should be noted that the elements of the proposal that would fall within this 18 metre buffer is limited to one corner of the proposed building and much of the root protection area of the tree would be far greater than 18 metres and would be unaffected by the development. While the comments of the Woodland Trust should be noted there is no evidence to suggest that complying with this requirement would be of benefit to the tree and it would be unreasonable to withhold consent on these grounds.

It is therefore considered that while the development would require the removal of a number of trees, these trees are generally of low quality and the development would protect the higher quality trees on and adjoining the site. The proposal allows for the re-planting of new trees on the site to replace those to be removed and according the application is considered to comply with the requirements of Policy ID4 of the LPSS and the policy set out in the NPPF.

The impact of the development on biodiversity

The application site is located adjacent to the Shalford Common SNCI and the site has the biodiversity potential in its own right with a number of mature trees and a historic building. The application is supported by a Preliminary Ecological Appraisal (PEA) Report and by a Bat Activity Survey which provides suitable information for Council to consider the impact of the development on biodiversity.

Surrey Wildlife Trust have considered the application and advises that, should the Council be minded to approve the application, the Mitigation and Avoidance Measures set out in the PEA report should be secured by way of condition. It also notes that the development will require a European Protected Species licence in advance to any development which may impact on bats; such works will then need to be undertaken in accordance with the licence as issued by Natural England. The Trust also recommend that any landscaping scheme submitted for the site should ensure that biodiversity net gains are secured along with the management of the site for biodiversity value in the longer term.

Both Surrey Wildlife Trust and the Butterfly Conservation Trust have noted that the veteran Elm tree located on the adjoining land supports a population of White-letter Hairstreak butterfly and that any development which adversely impacts on this tree is likely to adversely impact on this species which is identified by the Natural Environment and Rural Communities (NERC) Act 2006 as a species of principal importance for the conservation of biodiversity in England. As is noted above, the Councils Arboricultural Officer is satisfied that the development would not adversely impact on this veteran tree and accordingly the development is not likely to impact on the species which rely on this tree as habitat.

It is therefore concluded that, subject to suitable planning conditions, the proposed development would not adversely impact on species or habitats of recognised importance and the implementation of a landscape and ecological management plan would enhance the biodiversity value of the site. For these reasons the development complies with the requirements of Policy ID4 of the LPSS and the relevant policy set out in the NPPF.

The impact of the development on highway and pedestrian safety

The application site is located south of the A248 (Kings Road) and is accessed by a single lane two-way track that crosses the common land that separates the site from the highway. While the application only seeks the replacement of the existing care home the proposed development would increase the scale of the development on the site and would include a greater number of residents and an increase in the number of staff employed on the site. Accordingly, the development is likely to increase trips to and from the site and in particular the number of vehicle movements along the access track to the A248, as well as an increase in vehicle movements on the surrounding road network.

The NPPF makes clear that planning permission should only be refused on transport grounds where the impact of allowing development would be severe; this sets a high bar for harm when considering the impact of the development on the local transport network. It should also be noted that, even when the local transport network is at or over capacity, it is unlikely that a small increase in vehicle movements could be shown to have a 'severe' impact.

The applicants Transport Statement identifies that over the course of a typical weekday, a total of 120 vehicle movements two-way would be expected with 60 arrivals and 60 departures. Of these movements only 9 two-way vehicle trips AM Peak hour (08:00-09:00) and 7 two-way vehicle trips in the PM Peak hour (17:00-18:00) are expected. This equates approximately 1 vehicle movement every six minutes on the site during the weekday peak hour periods. This represents an increase from the current level of vehicle movements estimated to be 4 two-way vehicle trips AM Peak hour (08:00-09:00) and 3 two-way vehicle trips in the PM Peak hour (17:00-18:00).

All of the proposed vehicle movements would be required to use the track that crosses the common to the A248 and the Councils Countryside Manager has advised that the Council regularly receives complaints about the access track to Ashley Lodge being blocked by parked cars, and thus making it difficult for emergency services to access Ashley House increasing the potential conflict with pedestrians seeking to access the bus shelter on Kings Rd / Christmas Hill.

Accordingly, a contribution of £7,000 has been requested to reduce the width of the access track by (by approximately 300mm) and associated signage on the access track to prevent parking of vehicles. This will also improve this route for pedestrians and given the low level of additional vehicle movements associated with the proposed development it is not considered that it would give rise to any adverse impact on pedestrian safety. This level of vehicle movement is well below a level normally considered acceptable on shared surfaces where vehicles and pedestrians would mix.

The County Highway Authority has considered the application and the Transport Statement submitted and has advised that, given the relatively low level of additional vehicle movements generated by the proposal, it has no objection to the proposal on highway safety, policy or capacity grounds. This is subject to a condition and a financial contribution towards highway improvement works to the western bound bus stop and crossing point on Station Road / Christmas Hill. The road safety improvement measures would result in reduced speed of vehicles within the vicinity of the site which in turn will increase safety for pedestrians and cyclists accessing the site and the local amenities.

Having regard to all of the above it is concluded that the development would not give rise to any adverse impact to highway safety and the contributions to be secured would enhance the safety of pedestrians in the vicinity of the site. For these reasons the development is considered to comply with the requirements of policies ID1 and ID3 of the LPSS and the policy set out in the NPPF.

The level of car parking and access to sustainable transport options

The application site would provide 24 car parking spaces in addition to a dedicated ambulance bay; this equates to 0.4 spaces per bedspace. By way of comparison the current care home includes 8 car parking spaces to serve the 23 existing bedrooms which equates to 0.35 spaces per bedspace. It should however be noted that the parking spaces proposed would be for staff and visitors to the care home and would not be for residents.

Guildford Vehicle Parking Standards SPD sets a maximum parking standard of 1 car parking space per 5 residents, which equates to 0.2 spaces per bedspace. Accordingly, the proposed provision of 0.4 bedspaces exceeds the current maximum standard set out in the SPD. The NPPF makes clear that maximum parking standards should only be set where there is a clear and compelling justification that they are necessary for managing the local road network. Given that the SPD pre-dates the NPPF the maximum standard must be given reduced weight and should not be applied rigidly.

The applicants Transport Statement includes an assessment of trips associated with the development by private car and a parking accumulation exercise. This assessment shows that the maximum likely level of parking accumulation on site would be 18 vehicles (between 13:00 and 14:00) which equates to a maximum anticipated parking occupancy of 75%. Accordingly, it is unlikely that the level of parking demand would outstrip the level of parking on the site and the level of parking is considered suitable for the development proposed.

The application is also supported by a Travel Plan which seeks to encourage to travel to and from the site by sustainable modes. The application site is located on the edge of the village and is in a sustainable location. There are bus stops within close proximity of the site and Shalford Train station is also within a comfortable walking distance. The village centre also provides a range of amenities and is within 500m of the application site. The successful implementation of the Travel Plan will further reduce the need for travel to and from the site by private car and further reduce the need for parking. The location of the site, close to built up areas, also allows the possibility that staff living locally would be able to walk or cycle to the site.

Having regard to all the above it is considered that the application site is located within a sustainable location with good access to public transport. While the level of parking is above the locally set maximum standard, this should not be applied rigidly, and the applicant's assessment provides a robust justification of the need for parking on the site. The level of parking is appropriate to the development and is not so high as to undermine the objectives of promoting sustainable transport. The proposal is therefore considered to comply with the requirements of Policy ID3 of the LPSS and the policy set out in the NPPF.

The impact of the development on neighbouring amenity

To the east of the site is a large residential building known as Ashley Gardens which contains a number of apartments for the elderly. This building includes a number of windows to habitable rooms on the elevations facing the application site however these windows generally overlook the parking area of Ashley Gardens and are a significant distance from the common boundary. While the proposed building would be within 5 metres of this shared boundary at its closest point, the greater part of the building would be more than 16 metres from the common boundary. It is considered that the intervening distances, combined with the oblique angles between windows serving primary accommodation in each building is sufficient to ensure that the proposed development would not give rise to any material loss of privacy to the occupants of Ashley Gardens.

The proposed building would be visible from the communal garden space serving Ashley Gardens however as these spaces are communal, they do not currently benefit from a high degree of privacy. Notwithstanding this, the proposed development would not result in any significant direct overlooking of these communal areas. The development would also not be of such a scale as to appear unneighbourly or overbearing when viewed from Ashley Gardens and any potential impact would be further mitigated by the proposal landscaping scheme that it is to be secure by way of condition. While the effect of the landscaping would vary over time and could be expected to mature it is noted that this could be removed in the future. In any event, the building relationships are considered to be acceptable and it would not be reasonable to withhold planning permission on these grounds or required overly stringent long-term management requirements for the proposed planting.

To the east and south east of the site are residential properties known as a Clock Cottage and Rusham End. The boundaries to the properties are currently well landscaped and while the proposed development would be partially visible from some areas of these properties it would not appear overbearing or unneighbourly. The siting of the proposed development also ensures that the distance between the proposed building and the site boundaries is significant and while there would be a number of habitable windows in the flank elevations facing these properties, the development would not materially impact on the privacy currently enjoyed by the occupants of these properties.

While the proposed development will result in a larger number of residents being present on the site it is not considered that the proposal would give rise to such a significant increase in noise and disturbance such as to impact on the quiet enjoyment of the garden areas of the adjoining properties. The proposed parking area would be located adjacent to the flank elevation of Clock Cottage but this is an area currently used for parking. While the number of vehicle movements in the new car park is likely to increase vehicle movements would remain modest, especially in the evening hours and overnight.

The increase in the footprint of the building would reduce the extent of the site which would serve as a garden area for occupants of the development and would also increase the number of residents who be present on the site. While there are no set standards for amenity space serving care homes all developments should seek to provide sufficient outdoor space to meet the passive recreational requirements of the intended residents. In this case, while the size of the outdoor space is relatively constrained the application includes a landscaping strategy which carefully considers how this area could be used and how this would be of benefit to the residents. It is considered that the outdoor space provided would be appropriate given the intended use of the site and that it would meet the reasonable expectations of the future residents.

Having regard to all the above it is concluded that the development would not give rise to any adverse impact on the amenities enjoyed by the occupants of the adjoining properties and would not impact on the level of privacy the occupants of these properties currently enjoy. For these reasons the development complies with the requirements of policy D1 of the LPSS and policies G1 and G5 of the LP2003.

The impact of the development on the Thames Basin Heaths Special Protection Area

The application site is located within the 5 to 7km buffer zone of the Thames Basin Heaths Special Protection Area (TBH SPA). Within this zone large scale residential development may have the potential to impact on the integrity of the protected sites and may require avoidance or mitigation measures; large scale developments are identified as those that are more than 50 dwellings. The Councils TBH SPA Avoidance Strategy that development within this buffer zone will be considered on a case by case basis and in consultation with Natural England.

The main potential impact on the is that resulting from recreational pressure and urbanisation associated with residential development (e.g. cat predation, dog walking and general recreational use). In this instance the development proposes a care home providing 60 bed-spaces falling within Use Class C2. Given the use falls within Use Class C2 the bedspaces are not equivalent to dwellings, which would fall within Use Class C3, and therefore does not meet the indicative threshold for a likely impact as set out in the Avoidance Strategy. For the same reason the occupants of the development are likely to be less mobile, have limited access to private cars as a means of transport, and are relatively unlikely to access the TBH SPA for the purposes of recreation. It is also noted that the occupants would not be able to keep dogs which is one most common reason given by those who do visit the TBH SPA for their purpose of their visit. Natural England have raised no objection to the proposed development and have advised that the development would not have a likely significant adverse impact on the protected site and have advised that neither mitigation nor avoidance measures are required.

The development would therefore not have a likely significant adverse impact on the TBH SPA and no mitigation or avoidance measures are required. For these reasons the development meets the requirements of Policy NRM6 of the SEP and Policy P5 of the LPSS. For the same reasons an Appropriate Assessment under Regulation 63 of The Conservation of Habitats and Species Regulations 2017 is not required.

Legal agreement requirements

Planning obligations entered into in respect of development must meet the three tests set out in Regulation 122(2) of the Community Infrastructure Regulations. These are that obligations must 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.

The following obligations have been identified in the report and should be secured in the event that planning permission was to be granted.

Access Track Works

A contribution of £7,000 has been requested by the Councils Countryside Team towards the cost of works to reduce the width of the access track. These works are intended to prevent unauthorised parking along the access track and will ensure that vehicles, including refuse vehicles and ambulances, are not hindered in accessing the site. The works would also improve safety of this route for pedestrians travelling between the site and Kings Road / Christmas Hill.

The contribution is necessary to make the development acceptable in planning terms and is considered to be fairly and reasonably related to the development proposed. The obligation should ensure these works are completed prior to the first occupation of the new development.

Highway Safety Improvements

A contribution of £45,000 has been sought for road safety improvements which would include the creation of a pedestrian refuge and highway widening on Kings Road / Christmas Hill. The road safety improvement measures would result in reduced speed of vehicles within the vicinity of the site which in turn will increase safety for pedestrians and cyclists accessing the site and the local amenities.

The contribution is necessary to make the development acceptable in planning terms and is considered to be fairly and reasonably related to the development proposed. The obligation should ensure these works are completed prior to the first occupation of the new development.

Travel Plan Auditing

The application is supported by a Travel Plan which is intended to promote sustainable modes of transport and to reduce the number trips to and from the site by private car. The implementation of the Travel Plan is to be secured by a condition however a contribution of £4,600 is required towards the cost of Surrey County Council auditing and ensuring the continued development of the Travel Plan.

The contribution is required to ensure that the Travel Plan is implemented and developed in full and is necessary to ensure that the development makes best use of the sustainable transport choices available. The contribution is necessary to make the development acceptable in planning terms and is considered to be fairly and reasonably related to the development proposed.

Conclusion

The application site is located outside of the Green Belt and within the inset village of Shalford where the principle of development is generally considered to be acceptable. While the buildings to be removed have some historic and architectural interest they are not considered of sufficient quality to warrant statutory protection or inclusion on a local list of significant buildings. Accordingly, there are no reasonable grounds to resist the demolition of the existing building and there is no objection its replacement with a new building. The development would replace an outdated care home with a building which meets modern care and quality standards and would provide additional care home capacity to the local area for which there is an established need.

The proposed building is considered to be of a good quality of design which includes materials and architectural details which would be sympathetic to the character of the local area. While the building would be of greater scale than the existing, the design of the building is such that it would be accommodated on the site without causing harm to the character or the appearance of the locality and would not harm the special landscape character of the wider area.

The site is located in a sustainable location with good access to services and public transport. The development would not give rise to conditions prejudicial to highway or pedestrian safety and would not generate such significant vehicle movements as to have an adverse impact on the local highway network. The level of parking provided is appropriate for the scale of the development and its location and the development would support the principles of sustainable travel.

The development would not result in any material adverse impact on the amenities enjoyed by the occupants of the surrounding residential properties. It would not harm protected species on or adjoining the site and would give rise to a likely significant adverse impact on the Thames Basin Heaths Special Protection Area.

The development accords with the provisions of the Development Plan and relevant national planning policy and guidance and it is accordingly recommended that the application should be approved.