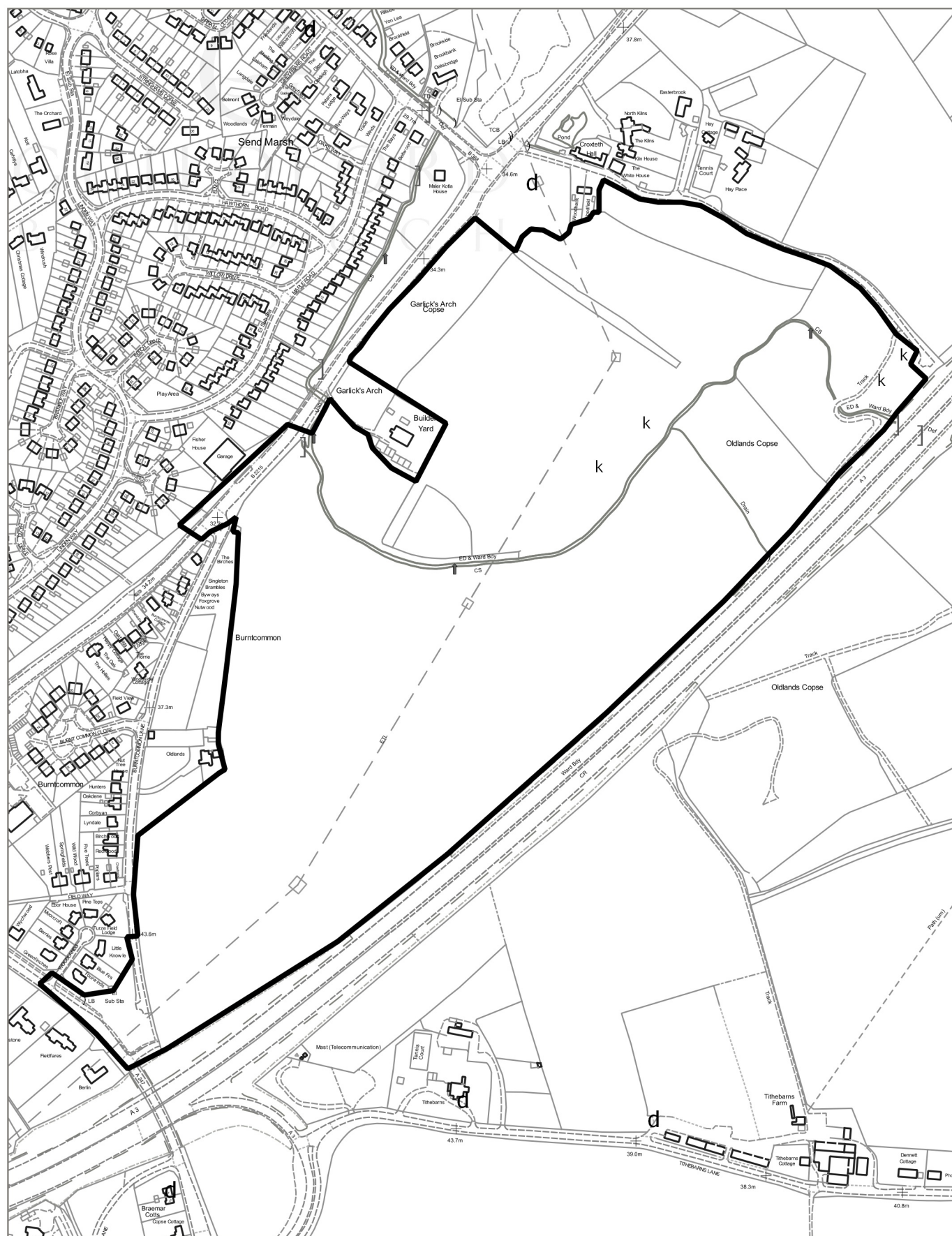


**19/P/02223 - Land At Garlicks Arch, Send Marsh/burnt Common,
Portsmouth Road**



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Print Date: 26/05/2021



Not to Scale



GUILDFORD
BOROUGH

**19/P/02223 – Land at Garlick's Arch, Send Marsh/ Burnt Common,
Portsmouth Road, Send, Woking**



Not to scale



App No: 19/P/02223
Appn Type: Hybrid Application
Case Officer: Kelly Jethwa

8 Wk Deadline: 29/01/2021

Parish: Send

Ward: Send

Agent : Mr Gale
Iceni Projects
Da Vinci House
44 Saffron Hill
Farringdon
London
EC1N 8FH

Applicant: c/o The Agent
London Strategic Land on behalf of
Garlicks Arch Limited

Location: Land at Garlicks Arch, Send Marsh/Burnt Common, Portsmouth Road, Send
Proposal: Hybrid (part full/part outline) application comprising:
Full planning permission for 220 residential dwellings (Use Class C3), Travelling Showpeople plots (Sui Generis) and 81 sqm community facility (Use Class F.2(b)), with associated open space and landscaping, means of access, parking, drainage, utilities and infrastructure works, temporary and permanent acoustic fencing, and other associated works; and
Outline planning permission, with all matters reserved except for access, for up to 300 residential dwellings (Use Class C3) with associated open space and landscaping (including a landscape bund and acoustic fencing), means of access, enabling infrastructure and other associated works.

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.

1. Key information

- 1.1 The application site from part of the site allocation A41 (Land at Garlick's Arch, Send Marsh Burnt Common and Ripley) and is approximately 28.9 hectares in size and it is currently in use for agriculture for hay crops.
- 1.2 The north of the site is bound by Portsmouth Road (B2215), to the south is bound by the A3 and beyond the boundary to the west is Burnt Common Lane and to the east Kiln Lane The application site has three pylons and overhead powerlines. Vehicular access is from Clandon Road (A247) where there is a field gate. The East Clandon Stream runs through the site, there is the Ancient woodland of Oldlands Copse adjacent to the A3 boundary and trees with tree preservation orders along the site boundaries.
- 1.3 The site has a varied topography with undulation and then rising to a hillock on the northern side of the stream, providing vistas to the countryside to the south.
- 1.4 The proposed site is allocated for 550 new homes (C3), including some self-build and custom house building plots and 6 Travelling Showpeople plots under site allocation policy A41 of the Guildford Borough Local Plan: strategy and sites (LPSS) 2019. The proposal would deliver a mixture of flats and houses with 40 affordable homes, accessible homes and custom build homes.

Proposed Mix					
	1-bed	2-bed	3-bed	4+-bed	Total
Total dwellings	31	60	88	41	220
Of which...					
Houses		17	88	41	146
Apartments	31	43			74
Affordable	30	28	25	5	88

2. Executive Summary and Recommendation

- 21 The site allocation A41 at Garlick's Arch is identified as an early delivery site for housing as part of the Local Plan: strategy and sites (LPSS) 2019. The Council currently has a five-year housing land supply (with an appropriate buffer) of 7.34 years. This includes the delivery of 450 new homes at Garlicks Arch by March 2025, 9% of the total supply. Therefore, the site makes an important contribution to our ability to maintain a five year land supply going forward and as the site is completed would also make a significant contribution to ensure that the Housing Delivery Test remains greater than 75% of housing required. Achieving both of these would ensure that the 'tilted balance'/presumption in favour of sustainable development would not apply.
- 22 The proposed development would deliver roundabout junctions at Portsmouth Road (B2215) and Clandon Road (A247) creating a through vehicular link between the Portsmouth Road and Clandon Road which would be used as a bus route to serve the development. This would be designed as a residential road, with landscape along the route (including the roundabouts), a swale and speed tables to prevent rat-running. Site permeability is essential so that residents walk and cycle for short journeys, there would be multiple access points along the site boundaries using desire lines, and this would integrate with the sustainable transport strategy and highway improvement works along Portsmouth Road and at Send Primary School. To facilitate alternative travel options there would be a contribution to increase the frequency of the local bus service to Guildford, cycle parking at Clandon Railway Station and an on-site car club for two vehicles.
- 23 There would be an increase in the local population using local services, community facilities and the local environment. Therefore, financial contributions totalling £1.55m have been secured for the redevelopment of Ripley Village Hall, a new pavilion at Send Recreation Ground and environmental improvements in Send and West Clandon parishes. There would also be financial contributions to increase capacity at schools for early years, primary and secondary education, additional floorspace at the GP practice and policing in Surrey. The package of S106 and S278 highway improvement works including the bus subsidy would amount to approximately £11.9 million.
- 24 The development would adjoin the A3 edge, comprising the landscape element of the outline planning permission. A bund has been designed as an undulating landform feature and thereby reducing the height of the required acoustic fence panels to achieve the overall 5.0m height requirement . There would be new trees and climbing plants. There would be a temporary acoustic fence installed during the construction of phase 1 and this would then be removed when the bund is complete. The pylons and overhead powerlines that cross the site would be buried or relocated as part of the proposals.

- 25 The East Clandon Stream bisects the site and marks the boundary between the wards of Send and Lovelace. All new homes and the Travelling Showpeople plots would be built in flood zone 1 reducing the flood risk of the development. The Environment Agency have requested conditions to ensure that a buffer zone to the stream is maintained and the Lead Local Flood Authority are satisfied that suitable conditions and detailed design would ensure that there would not be a greater risk of flooding elsewhere.
- 26 Most of the trees and hedges on the site would be retained and there would be enhancements to these with a woodland management plan to restore the Ancient Woodland which has been degraded and the creation of green corridors for wildlife through the landscape and biodiversity strategy.
- 27 The Travelling Showpeople plots would be provided with a separate access from Kiln Lane, highway improvement works to Kiln Lane, a weight limit, cutting back of trees, Operational Management Strategy and acoustic fencing would be secured by conditions. The site would be large enough to accommodate the residential development sought and space for storage of Travelling Showpeople equipment. There is a community of travelling showpeople in the borough who have small vehicles and rides and this allocation would meet their needs.
- 28 The first phase would achieve a 7-16.9% carbon emission reduction through fabric, this would then be complemented by in-situ renewable energy sources to achieve the required 20% carbon emissions reduction. In addition to this there would be a Site Waste Management Plan, electric vehicle charging points, cycle parking, an onsite car club and water management. This would support sustainable design, construction and lifestyles.

3. Formal Recommendation

That this application be **GRANTED** subject to securing a s.106 agreement and the following conditions:

- 31 (i) Subject to a Section 106 Agreement securing:
- provision of 40% affordable housing in accordance with Council's approved tenure split;
 - provision of 6 Travelling Showpeople plots;
 - provision of 5% custom build plots;
 - provision of a community use and arrangements for its management and maintenance for the lifetime of the development;
 - provision of SANG mitigation in accordance with the Thames Basin Heaths SPA Avoidance Strategy 2017;
 - a contribution towards SAMM;
 - a contribution of £6,150 for travel plan auditing fee;
 - a contribution of up to £860,000 towards passenger transport improvements within the vicinity of the site;
 - a contribution of £24,000 for the provision of cycle parking at Clandon Station;
 - a contribution of £41,000 for the provision of two bus stops and associated footway works at Clandon Station;
 - a contribution of £60,000 towards improving public footpath 568;
 - to implement the car club space (s) in general accordance with Drawing Number: 19201/C07G;
 - to offer to each household of each residential unit free membership of the Car Club for three years;
 - a contribution to early years, primary and secondary education;
 - a contribution for additional floor space at a GP practice;
 - a contribution to policing infrastructure;
 - provision and maintenance of public open spaces for the lifetime of the development;
 - provision and delivery of a land ownership and management plan for the lifetime of the development;
 - a financial contribution of £300,000 to a new sports pavilion at Send Recreation Ground;
 - a financial contribution of £600,000 to Ripley Village Hall; and
 - a financial contribution of £150,000 to Send Parish Council and £500,000 for West Clandon Parish Councils for environmental improvements.

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

(ii) That upon completion of the above, the application be determined by the Head of Place.

33 Full application phase 1:

1.	Time limit	<p>The development hereby permitted shall be begun before the expiration of three years from the date of this permission.</p> <p><u>Reason:</u> 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.</p>																																																																																																																					
2.	Drawing no.s	<p>The development hereby permitted shall be carried out in strict accordance with the following list of approved plans:</p> <table border="1"> <thead> <tr> <th>Date Issued</th><th>No.</th><th>Rev</th><th>Title</th></tr> </thead> <tbody> <tr><td>24/02/21</td><td>S101</td><td>J</td><td>Site Location Plan</td></tr> <tr><td>24/02/21</td><td>C01</td><td>F</td><td>Housing Mix Plan</td></tr> <tr><td>18/05/21</td><td>C02</td><td>G</td><td>Building Height plan</td></tr> <tr><td>23/03/21</td><td>C03</td><td>M</td><td>Affordable Distribution Plan</td></tr> <tr><td>14/05/21</td><td>C04</td><td>G</td><td>Accessible Homes Plan</td></tr> <tr><td>24/02/21</td><td>C05</td><td>J</td><td>Materials Plan</td></tr> <tr><td>24/02/21</td><td>C06</td><td>H</td><td>Waste Strategy Plan</td></tr> <tr><td>19/05/21</td><td>C07</td><td>G</td><td>Parking and Access Arrangement Plan</td></tr> <tr><td>09/04/21</td><td>P301</td><td>A</td><td>Phase 1 Site Plan</td></tr> <tr><td>09/04/21</td><td>P302</td><td>A</td><td>Phase 1 on wider Masterplan</td></tr> <tr><td>09/04/21</td><td>C301</td><td>F</td><td>Coloured Site Layout</td></tr> <tr><td>09/04/21</td><td>C302</td><td>A</td><td>Coloured Site Layout on Wider Master Plan</td></tr> <tr><td>27/05/21</td><td>LN-LP-12</td><td></td><td>Floodplain and Public Open Space Overlay</td></tr> <tr><td>24/02/21</td><td>30466 LN-LD-201</td><td>E</td><td>Hard and Soft Landscape Plans Sheet 1</td></tr> <tr><td>24/02/21</td><td>30466 LN-LD-202</td><td>E</td><td>Hard and Soft Landscape Plans Sheet 2</td></tr> <tr><td>24/02/21</td><td>30466 LN-LD-203</td><td>E</td><td>Hard and Soft Landscape Plans Sheet 3</td></tr> <tr><td>24/02/21</td><td>LSL22423-01</td><td>D</td><td>Tree Survey Plan</td></tr> <tr><td>24/02/21</td><td>LSL22423-03</td><td>C</td><td>Tree Protection Plan</td></tr> <tr><td>21/05/21</td><td>LSL22423 70</td><td></td><td>Bat Lighting Constraints Plan</td></tr> <tr><td>17/03/20</td><td>184389-G-001</td><td>F</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 1 of 7)</td></tr> <tr><td>17/03/20</td><td>194389-G-002</td><td>F</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 2 of 7)</td></tr> <tr><td>17/03/20</td><td>184389-G-003</td><td>F</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 3 of 7)</td></tr> <tr><td>20/12/19</td><td>184389-G-004</td><td>D</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 4 of 7)</td></tr> <tr><td>20/12/19</td><td>184389-G-006</td><td>D</td><td>Proposed Pedestrian/Cycle Improvements (Sheet 6 of 7)</td></tr> <tr><td>20/12/19</td><td>184389-G-005</td><td>E</td><td>Geometric Assessment Of Proposed Garlick's Arch Site Access (Sheet 5 Of 7)</td></tr> <tr><td>20/12/19</td><td>184389-G-007</td><td>C</td><td>Geometric Assessment Of Proposed Garlick's Arch Site Access South (Sheet 7 Of 7)</td></tr> <tr><td>22/02/21</td><td>184389-G-019</td><td></td><td>Proposed Parking Restrictions</td></tr> <tr><td>22/02/21</td><td>184389-TP-701</td><td>D</td><td>Proposed Junction Improvements To Kiln Lane General Arrangement And Swept Path Analysis</td></tr> </tbody> </table>		Date Issued	No.	Rev	Title	24/02/21	S101	J	Site Location Plan	24/02/21	C01	F	Housing Mix Plan	18/05/21	C02	G	Building Height plan	23/03/21	C03	M	Affordable Distribution Plan	14/05/21	C04	G	Accessible Homes Plan	24/02/21	C05	J	Materials Plan	24/02/21	C06	H	Waste Strategy Plan	19/05/21	C07	G	Parking and Access Arrangement Plan	09/04/21	P301	A	Phase 1 Site Plan	09/04/21	P302	A	Phase 1 on wider Masterplan	09/04/21	C301	F	Coloured Site Layout	09/04/21	C302	A	Coloured Site Layout on Wider Master Plan	27/05/21	LN-LP-12		Floodplain and Public Open Space Overlay	24/02/21	30466 LN-LD-201	E	Hard and Soft Landscape Plans Sheet 1	24/02/21	30466 LN-LD-202	E	Hard and Soft Landscape Plans Sheet 2	24/02/21	30466 LN-LD-203	E	Hard and Soft Landscape Plans Sheet 3	24/02/21	LSL22423-01	D	Tree Survey Plan	24/02/21	LSL22423-03	C	Tree Protection Plan	21/05/21	LSL22423 70		Bat Lighting Constraints Plan	17/03/20	184389-G-001	F	Proposed Pedestrian/Cycle Improvements (Sheet 1 of 7)	17/03/20	194389-G-002	F	Proposed Pedestrian/Cycle Improvements (Sheet 2 of 7)	17/03/20	184389-G-003	F	Proposed Pedestrian/Cycle Improvements (Sheet 3 of 7)	20/12/19	184389-G-004	D	Proposed Pedestrian/Cycle Improvements (Sheet 4 of 7)	20/12/19	184389-G-006	D	Proposed Pedestrian/Cycle Improvements (Sheet 6 of 7)	20/12/19	184389-G-005	E	Geometric Assessment Of Proposed Garlick's Arch Site Access (Sheet 5 Of 7)	20/12/19	184389-G-007	C	Geometric Assessment Of Proposed Garlick's Arch Site Access South (Sheet 7 Of 7)	22/02/21	184389-G-019		Proposed Parking Restrictions	22/02/21	184389-TP-701	D	Proposed Junction Improvements To Kiln Lane General Arrangement And Swept Path Analysis
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		22/02/21	184389-TP-702	A	Proposed Localised Widening To Kiln Lane General Arrangement And Swept Path Analysis
		09/04/21	-	A	NDSS Schedule
		14/05/21	-	A	Summary of Accommodation
		09/04/21	P310	A	Type 4B-1 (Plots 106-109 & 179-182) Plans & Elevations
		09/04/21	P311	B	Type 3B-1 (Plots 66, 105, 143, 164 & 169) Plans & Elevations
		09/04/21	P312	A	Type 3B-1 (Plots 19, 40, 98, 129, 130 & 139) Plans & Elevs
		09/04/21	P313	A	Type 4H-1 (Plots 89 & 91) Plans & Elevations
		09/04/21	P314	A	Types 3B-2 & 320 (Plots 16-18) Plans & Elevations
		09/04/21	P315	A	Types 3B-3 & 320 (Plots 41-43) Plans & Elevations
		09/04/21	P316	A	Types 3B-2, 3B-3 & 320 (Plots 44-47) Plans & Elevations
		09/04/21	P317	B	Types 4H-2 & 3H (Plots 48-50, 54-56 & 80-82) Plans & Elevations
		09/04/21	P318	A	Type 3H (Plots 51-53, 83-85 & 86-88) Plans & Elevations
		09/04/21	P319	A	Type 320 (Plots 92-93 & 96-97) Plans & Elevations
		09/04/21	P320	A	Type 320 (Plots 02-03) Plans & Elevations
		09/04/21	P321	A	Types 3B-3 & 320 (Plots 94-95) Plans & Elevations
		09/04/21	P322	A	Type 320 (Plots 126-128) Plans & Elevations
		09/04/21	P323	A	Types 3B-3 & 320 (Plots 131-134 & 135-138) Plans & Elevs
		09/04/21	P325	A	Type 2H (Plot 33) Plans & Elevations
		09/04/21	P326	A	Types 2H & 3H1 (Plots 8-9 & 29-30) Plans & Elevations
		09/04/21	P327	A	Types 2H & 3H1 (Plots 20-21 & 31-32) Plans & Elevs
		09/04/21	P328	A	Types 2H & 3H1 (Plots 67-68) Plans & Elevations
		09/04/21	P329	A	Types 2H & 3H1 (Plots 58-60 & 76-78) Plans & Elevs
		09/04/21	P330	A	Types 2H & 3H1 (Plots 101-104) Plans & Elevations
		09/04/21	P331	A	Types 2H & 3H1 (Plots 69-72) Plans & Elevations
		09/04/21	P332	A	Type 3H1 (Plots 27-28) Plans & Elevations
		09/04/21	P333	B	Type 3HW (Plot 142) Plans & Elevations
		09/04/21	P334	B	Type 3HW (Plots 34-35) Plans & Elevations
		09/04/21	P335	A	Type 207 (Plots 165-166) Plans & Elevations
		09/04/21	P336	A	Type 207 (Plots 12-15) Plans & Elevations
		09/04/21	P337	A	Type 322 (Plots 62 & 65) Plans & Elevations
		09/04/21	P338	A	Type 322 (Plot 155) Plans & Elevations
		09/04/21	P339	A	Type 322 (Plots 167-168) Plans & Elevations
		09/04/21	P340	A	Type 322.2 (Plots 24-25 & 110-111) Plans & Elevs
		09/04/21	P341	A	Type 307 (Plot 112) Plans & Elevations
		09/04/21	P342	A	Type 307 (Plots 157-158) Plans & Elevations
		09/04/21	P343	A	Type 3B-1A, 404A & 322 (Plots 143-145) Plans
		09/04/21	P344	✓	Type 3B-1A, 404A & 322 (Plots 143-145) Elevations
		09/04/21	P345	A	Type 401 (Plots 175, 176, 177 & 178) Plans & Elevs
		09/04/21	P346	A	Type 404 (Plots 159, 160, 161, 162 & 163) Plans & Elevs
		09/04/21	P347	A	Type 404 (Plot 26) Plans & Elevations
		09/04/21	P348	A	Type 412 (Plots 1,5-7,22,61,174 & 183) Plans & Elevs
		09/04/21	P349	A	Type 412 (Plot 23) Plans & Elevations
		09/04/21	P350	A	Type 412 (Plot 156) Plans & Elevations
		09/04/21	P351	A	Type 416 (Plots 63 & 64) Plans & Elevations
		09/04/21	P352	A	Type 503 (Plots 170, 171 & 172) Plans & Elevations
		09/04/21	P353	A	Type 503 (Plot 173) Plans & Elevations

		<table><tr><td>09/04/21</td><td>P354</td><td>A</td><td>Type 503 (Plot 4) Plans & Elevations</td></tr><tr><td>09/04/21</td><td>P355</td><td>B</td><td>Type 2FOG-1 (Plots 10 & 113) Plans & Elevs</td></tr><tr><td>09/04/21</td><td>P356</td><td>B</td><td>Type 2FOG-1 (Plot 125) Plans & Elevs</td></tr><tr><td>09/04/21</td><td>P357</td><td>B</td><td>Type 2FOG-1 (Plot 99) Plans & Elevs</td></tr><tr><td>09/04/21</td><td>P358</td><td>B</td><td>Type 2FOG-P (Plots 37,38, 75 & 141) Plans & Elevs</td></tr><tr><td>09/04/21</td><td>P359</td><td>B</td><td>Type 2FOG-P (Plots 11,36,39,57,79 & 90) Plans & Elevs</td></tr><tr><td>09/04/21</td><td>P360</td><td>B</td><td>Type 2FOG-P (Plot 100) Plans & Elevs</td></tr><tr><td>09/04/21</td><td>P361</td><td>B</td><td>Type 2FOG-P (Plot 140) Plans & Elevs</td></tr><tr><td>09/04/21</td><td>P365</td><td>A</td><td>Type 2FOG-1 & 3HW1 (Plots 73-74) Plans & Elevs</td></tr><tr><td>09/04/21</td><td>P367</td><td>✓</td><td>Plots 143-145(Sales area configuration) Plans</td></tr><tr><td>09/04/21</td><td>P368</td><td>✓</td><td>Plots 143-145(Sales area configuration) Elevations</td></tr><tr><td>24/02/21</td><td>P370</td><td>✓</td><td>Apartment Building A (Plots 114-124) Grd & 1st Flr Plans</td></tr><tr><td>24/02/21</td><td>P371</td><td>✓</td><td>Apartment Building A (Plots 114-124) 2nd Floor Plan</td></tr><tr><td>09/04/21</td><td>P372</td><td>A</td><td>Apartment Building A (Plots 114-124) Elevations</td></tr><tr><td>24/02/21</td><td>P373</td><td>✓</td><td>Apartment Building B (Plots 146-154) Grd & 1st Flr Plans</td></tr><tr><td>24/02/21</td><td>P374</td><td>✓</td><td>Apartment Building B (Plots 146-154) 2nd Floor Plan</td></tr><tr><td>09/04/21</td><td>P375</td><td>A</td><td>Apartment Building B (Plots 146-154) Elevations</td></tr><tr><td>01/06/21</td><td>P376</td><td>A</td><td>Apartment Building C (Plots 184-195) Grd & 1st Flr Plans</td></tr><tr><td>24/02/21</td><td>P377</td><td>✓</td><td>Apartment Building C (Plots 184-195) 2nd & 3rd Flr Plans</td></tr><tr><td>01/06/21</td><td>P378</td><td>B</td><td>Apartment Building C (Plots 184-195) Elevations</td></tr><tr><td>24/02/21</td><td>P379</td><td>✓</td><td>Apartment Building D (Plots 196-210) Grd & 1st Flr Plans</td></tr><tr><td>24/02/21</td><td>P380</td><td>✓</td><td>Apartment Building D (Plots 196-210) 2nd Floor Plan</td></tr><tr><td>09/04/21</td><td>P381</td><td>A</td><td>Apartment Building D (Plots 196-210) Elevations</td></tr><tr><td>24/02/21</td><td>P382</td><td>✓</td><td>Apartment Building E (Plots 211-220) Grd & 1st Flr Plans</td></tr><tr><td>24/02/21</td><td>P383</td><td>✓</td><td>Apartment Building E (Plots 211-220) 2nd Floor Plan</td></tr><tr><td>09/04/21</td><td>P384</td><td>A</td><td>Apartment Building E (Plots 211-220) Elevations</td></tr><tr><td>24/02/21</td><td>P390</td><td>✓</td><td>Ancillary Buildings (Garages & Sub-Station)</td></tr><tr><td>24/02/21</td><td>P391</td><td>✓</td><td>Ancillary Buildings (Car Barns)</td></tr></table> <p>Reason: To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans is achieved in practice.</p>	09/04/21	P354	A	Type 503 (Plot 4) Plans & Elevations	09/04/21	P355	B	Type 2FOG-1 (Plots 10 & 113) Plans & Elevs	09/04/21	P356	B	Type 2FOG-1 (Plot 125) Plans & Elevs	09/04/21	P357	B	Type 2FOG-1 (Plot 99) Plans & Elevs	09/04/21	P358	B	Type 2FOG-P (Plots 37,38, 75 & 141) Plans & Elevs	09/04/21	P359	B	Type 2FOG-P (Plots 11,36,39,57,79 & 90) Plans & Elevs	09/04/21	P360	B	Type 2FOG-P (Plot 100) Plans & Elevs	09/04/21	P361	B	Type 2FOG-P (Plot 140) Plans & Elevs	09/04/21	P365	A	Type 2FOG-1 & 3HW1 (Plots 73-74) Plans & Elevs	09/04/21	P367	✓	Plots 143-145(Sales area configuration) Plans	09/04/21	P368	✓	Plots 143-145(Sales area configuration) Elevations	24/02/21	P370	✓	Apartment Building A (Plots 114-124) Grd & 1st Flr Plans	24/02/21	P371	✓	Apartment Building A (Plots 114-124) 2nd Floor Plan	09/04/21	P372	A	Apartment Building A (Plots 114-124) Elevations	24/02/21	P373	✓	Apartment Building B (Plots 146-154) Grd & 1st Flr Plans	24/02/21	P374	✓	Apartment Building B (Plots 146-154) 2nd Floor Plan	09/04/21	P375	A	Apartment Building B (Plots 146-154) Elevations	01/06/21	P376	A	Apartment Building C (Plots 184-195) Grd & 1st Flr Plans	24/02/21	P377	✓	Apartment Building C (Plots 184-195) 2nd & 3rd Flr Plans	01/06/21	P378	B	Apartment Building C (Plots 184-195) Elevations	24/02/21	P379	✓	Apartment Building D (Plots 196-210) Grd & 1st Flr Plans	24/02/21	P380	✓	Apartment Building D (Plots 196-210) 2nd Floor Plan	09/04/21	P381	A	Apartment Building D (Plots 196-210) Elevations	24/02/21	P382	✓	Apartment Building E (Plots 211-220) Grd & 1st Flr Plans	24/02/21	P383	✓	Apartment Building E (Plots 211-220) 2nd Floor Plan	09/04/21	P384	A	Apartment Building E (Plots 211-220) Elevations	24/02/21	P390	✓	Ancillary Buildings (Garages & Sub-Station)	24/02/21	P391	✓	Ancillary Buildings (Car Barns)
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3.	Archaeology	<p>No development shall take place until the applicant has secured the implementation of a programme of archaeological work on the site in accordance with a written scheme of investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved Written Scheme of Investigation.</p> <p>Reason: To ensure archaeological investigation(s) are carried out before any archaeological remains are disturbed by the approved development. This is required to be a pre-commencement condition because it is necessary to understand the nature and extent of any archaeological remains on the site before development commences.</p>																																																																																																																

4.	Construction Environmental Management Plan (CEMP)	<p>No development shall commence until a comprehensive Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. This plan shall include the recommendations outlined in Chapter 9 and 11 of the ES, the Woodland report, the Woodland Management plan and the tree protection plans, for the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment shall be protected during the works. This shall:</p> <ul style="list-style-type: none"> a) include measures for noise and vibration mitigation during each phase of construction, together with plans to monitor noise and vibration during construction; b) specify the proposed piling method and the reason for the selection of this method. This shall take into account the ground conditions of the proposed development site and the proximity of residential properties to the development site c) include details of lighting requirements during construction; d) include a Dust Management Plan to minimise dust and emissions including an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring; e) pre-construction check for badger setts; f) a plan showing habitat areas to be specifically protected during the works and how they shall be protected (i.e. with fencing). This should include the 10m buffer zone to the East Clandon stream; g) details demonstrating how the buffer zone and watercourse will be protected during development. This should include: h) the measures to be used to physically protect the buffer zone during construction, e.g. the use of Heras fencing; ii) any necessary pollution protection methods, particularly for light, dust, concrete, sediment and other harmful substances such as paint and oil that could pollute the watercourse; i) any necessary pollution protection methods. Please note that any materials/equipment/spoil should be stored at least 10m from the East Clandon stream; and j) information on the persons/bodies responsible for particular activities associated with the method statement that demonstrate they are qualified for the activity they are undertaking. <p>The CEMP measures shall be implemented and maintained for the course of the development works.</p> <p><u>Reason:</u> In order to safeguard against the emission of noise, vibration and dust and protect the wildlife on the site and along the watercourse and in the buffer zone. This is required to be a pre-commencement condition as these matters need to be agreed before development commences, in order to protect the amenities of the locality and by minimising impacts on habitats and biodiversity.</p>
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5.	Construction Transport Management Plan (CTMP)	<p>No development shall commence until a Construction Transport Management Plan (CTMP) has been submitted to and approved in writing by the Local Planning Authority, to include details of:</p> <ul style="list-style-type: none"> 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) vehicle routing; h) measures to prevent the deposit of materials on the highway; i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused; j) on-site turning for construction vehicles <p>The CTMP measures shall be implemented and maintained for the course of the development works.</p> <p><u>Reason:</u> In order that the development should not prejudice highway safety nor cause inconvenience to other highway users. This is required to be a pre-commencement condition as the details go to the heart of the planning permission as the impact on the highway will be on commencement of any construction activity.</p>
6.	Site Waste Management	<p>No development shall commence until a Site Waste Management Plan has been submitted to an approved in writing by the Local Planning Authority that demonstrates how waste generated from construction and excavation activities would be dealt with in accordance with the waste hierarchy. The Site Waste Management Plan will subsequently be kept up-to-date throughout the development process in accordance with established methodology.</p> <p><u>Reason:</u> To ensure that the development takes waste hierarchy into account to manage waste. It is considered necessary for this to be a pre-commencement condition because waste will begin to be generated as soon as any development commences on the site.</p>
7.	Contaminated land	<p><u>Reason:</u> To ensure that risks from land contamination to neighbouring land and future users of the land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors. This is required to be a pre-commencement condition as the nature and extent of any contamination, along with any necessary remediation measures, need to be identified before development commences, in order to ensure that risks can be managed.</p>
8.	Drainage scheme design	<p>No development shall commence (excluding site preparation/ earthworks/ enabling works) until details of the design of a surface water drainage scheme has been submitted to and approved in writing by the Local 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:</p>

		<p>a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+20% allowance for climate change) storm events, during all stages of the development. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of equivalent to the Greenfield run-off rate for the 1 in 1 year and 1 in 100 year rainfall events, as stated within Appendix A11- Flood Risk Assessment Addendum, issue 1 ref: 267660-00;</p> <p>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.);</p> <p>c) 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;</p> <p>d) Details of drainage management responsibilities and maintenance regimes for the drainage system; and e) 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.</p> <p>The development shall be built in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality and improve biodiversity and the appearance of the development. This is required to be a pre-commencement condition as the design of a surface water drainage scheme goes to the heart of the permission and must be secured before development commences.</p>
9.	Site Levels	<p>No development shall commence until levels details including the existing and proposed ground, finished floor, ridge height and hard surfaced areas levels, a datum point and spot heights of the adjoining building(s) has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with those approved levels.</p> <p><u>Reason:</u> In order to ensure the height of the development is appropriate to the character of the area. It is considered necessary for this to be a pre-commencement condition to ensure the development respects the scale of existing adjoining buildings.</p>
10.	Tree protection measures	<p>No development shall take place until a finalised Arboricultural Method Statement (AMS) (detailing all aspects of construction and staging of works) and a finalised Tree Protection Plan (TPP), in accordance with British Standard 5837:2012. has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit. The fencing shall be maintained in accordance with the approved details,</p>

		<p>until all equipment, machinery and surplus materials have been moved from the site.</p> <p><u>Reason:</u> To protect and enhance the appearance and character of the site and locality and reduce the risk to protected and retained trees. This is required to be a pre-commencement condition as details relating to the protection of trees during and after construction goes to the heart of the permission.</p>
11.	Tree protection meeting	<p>No development excluding the temporary haul road and including groundworks and demolition shall take place and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until a pre-commencement meeting has been held on site and attended by a suitable qualified arboriculturist, representative from the Local Planning Authority and the site manager/foreman, to check all tree protection measures have been installed in accordance with the approved tree protection plans and approved reports. The tree protection measures shall be maintained for the course of the development works.</p> <p><u>Reason:</u> 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.</p>
12.	Bat survey	<p>Prior to the felling of Tree 78 and Tree 91, further surveys shall be submitted to an approved in writing by the Local Planning Authority, to show that there is no bat roosting activity. The development shall be carried out in accordance with the approved details.</p> <p><u>Reason:</u> To ensure that a suitable bat roost is only removed when there is no evidence of bats which are a protected species.</p>
13.	Buffer to E. Clandon Stream	<p>Prior to the commencement of development within 10m of the top of bank of the stream a scheme for the provision and management of a 10 - 40 metre (10m minimum) wide buffer zone within the Phase 1 boundary (as per drawing Phase 1 1:1250 Detailed Application Boundary Ref S101 dated 23.08.19) along East Clandon Stream (measured from the bank top of the stream) has been submitted to and approved in writing by the Local Planning Authority.</p> <p><u>Reason:</u> Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Buffer zones to watercourses form a vital part of green infrastructure provision.</p>
14.	Energy performance	<p>Prior to the commencement of development above the damp proof course (dpc) level, details shall be submitted to and approved in writing by the Local Planning Authority that demonstrate that each new dwelling will achieve a carbon emission rate that is at least 20 percent lower than the building's Target Emission Rate (TER), assessed against Part L:2013. The carbon emission reduction figures must be supported by SAP and SBEM assessment sheets (or similar) that show</p>

		<p>the TER and Building Emission Rate (BER) or Dwelling Emission Rate (DER) for Part L:2013 as applicable. The carbon reduction achieved using low and zero carbon energy generating technologies may be included within the SAP and SBEM assessment. The approved details shall be implemented prior to the first occupation of that dwelling and maintained as operational thereafter.</p> <p><u>Reason:</u> To ensure that the development takes sustainable design and construction principles into account, including climate change adaption and reducing carbon emissions.</p>
15.	External details	<p>Prior to the commencement of development above the damp proof course (dpc) level, large scale plans to a scale of at least 1:20 shall be submitted to and approved in writing by the Local Planning Authority for:</p> <ul style="list-style-type: none"> a) fenestration details including depths of reveal, sections, mouldings, glazing bars, trickle vents, materials, finishes and method of opening; b) pattern/header brickworks and pattern hanging tile work; c) headers and cills; d) balcony, access ramp and other balustrading, excluding the use of glass and sheet materials; e) garage doors, including panelisation, glazed window and door within a door (where practicable) f) porches; g) chimneys; h) roof verges and eaves including brick corbels; i) dormer windows; j) standing seams to metal roofs; k) profile of solar photovoltaic panels. <p>The development shall be carried out in accordance with the plans approved by the Local Planning Authority.</p> <p><u>Reason:</u> To ensure that a satisfactory external appearance is achieved of the development.</p>
16.	External materials	<p>Prior to the commencement of development above the damp proof course (dpc) level, a written schedule including source and manufacturer of materials based on the principles in the Design and Access Statement, shall be submitted to and agreed in writing by the Local Planning Authority. The written schedule shall be supplemented with a sample board(s) of the submitted materials:</p> <ul style="list-style-type: none"> a) bricks, tiles and cladding materials; b) fascias and soffits; c) rainwater goods, vents and flues; <p>The sample board shall be retained on site until the completion of the relevant phase of development. The development shall be carried out using the approved external materials.</p> <p><u>Reason:</u> To ensure that a satisfactory external appearance is achieved of the development.</p>

17.	FTTP broadband	<p>Prior to the commencement of development other than the access and groundworks, details shall be submitted to and approved in writing by the Local Planning Authority for the installation of a High Speed wholly Fibre broadband To The Premises (FTTP) connection to each dwelling/building hereby approved. Thereafter, the infrastructure shall be laid out in accordance with the approved details at the same time as other services during the construction process and be available for use on the first occupation of each dwelling where practicable or supported by evidence detailing reasonable endeavours to secure the provision of FTTP and alternative provisions that been made in the absence of FTTP.</p> <p><u>Reason:</u> To ensure that the new development in Guildford is provided with high quality broadband services and digital connectivity. It is considered necessary for this to be a pre-commencement condition because utility services need to be agreed at the groundworks stage of construction.</p>
18.	Noise mitigation	<p>Prior to the commencement of development above the damp proof course (dpc) level, a comprehensive scheme for protecting the proposed dwellings from noise, which shall ensure that the levels of 55dB, LAeq16 hour (day-time) in private external amenity areas, 35dB LAeq, 16 hour (day-time) in living rooms and bedrooms, and 30dB, LAeq, 8 hour (night-time) and 45dB, LAmax (night-time) in bedrooms are not exceeded, shall be submitted to and approved in writing by the Local Planning Authority. It shall be demonstrated that the scheme ensures that the noise criteria are achieved for the following stages of development (where dwellings are to be occupied prior to the completion of that stage):</p> <ul style="list-style-type: none"> a) prior to the erection of the temporary acoustic fence b) prior to the completion of the permanent bund and acoustic fence c) on completion of the development as a whole <p>The agreed details shall be implemented for the associated dwelling(s) and maintained thereafter.</p> <p><u>Reason:</u> In order to safeguard occupiers from external noise sources.</p>
19.	Outfall details	<p>No outfalls into the East Clandon Stream shall be constructed until a scheme detailing the location and design of any outfalls into the East Clandon Stream shall be submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority.</p> <p>The outfalls should be designed to cause minimal disturbance to the river and its immediate environment and enhance it where possible. The outfalls should be set back from the bank of the East Clandon Stream to provide a natural surface discharge route as recommended in Chapter 9 of the ES.</p> <p><u>Reason:</u> Watercourses are important linear features within the landscape which facilitate the movement of wildlife between suitable habitats and improve the robustness of species populations.</p>

20.	Refuse collection points	<p>Prior to the commencement of development above the damp proof course (dpc) level, details for the refuse collection points including, surfacing, dimensions (to accommodate the required number of bins) and any means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented prior to the first occupation of the associated dwelling(s) and maintained thereafter.</p> <p><u>Reason:</u> To ensure that the collection of refuse can be adequately managed.</p>
21.	Airtightness	<p>Prior to the first occupation of the dwelling type, information shall be submitted to and approved in writing by the Local Planning Authority that demonstrates that each completed dwelling type or 50% of all instances of that dwelling type, whichever is less has achieved an air permeability (airtightness) of 4m3/h/m2 or lower. The information provided must match the data on the relevant air permeability test certificate. The approved details shall be implemented prior to the first occupation of that dwelling and maintained as operational thereafter.</p> <p><u>Reason:</u> To ensure that the development applies the energy hierarchy to reduce carbon emission and respond to climate change.</p>
22.	Boundary treatments	<p>Prior to first occupation a plan indicating the positions, height, species, design, materials, and type of boundary treatment to be erected, as appropriate shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment(s) shall be completed prior to first occupation. Development shall be carried out in accordance with the approved details and shall be permanently maintained.</p> <p><u>Reason:</u> To ensure the provision, establishment, and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality</p>
23.	Car parking	<p>Prior to first occupation of a dwelling, space shall be laid out within the site in accordance with the approved plans, drawing no. 19201/C07G, 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 /turning areas shall be retained and maintained for their designated purposes.</p> <p><u>Reason:</u> To ensure the provision and retention of adequate off-street parking facilities for vehicles in the interests of highway safety.</p>
24.	Contamination verification	<p>Any approved remediation scheme shall be carried out as detailed. Documentary proof shall be submitted to and approved in writing provided to by the Local Planning Authority to include:</p> <ul style="list-style-type: none"> a) a quality assurance certificate to show that the works have been carried out in full accordance with the approved remediation strategy; b) details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report; c) the necessary documentation detailing what waste material has been removed from the site;

		<p>before the development hereby permitted is first occupied by any person not directly involved in constructing the development.</p> <p><u>Reason:</u> To ensure that risks from land contamination to the future users of land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p>
25.	Custom builds	<p>Prior to the occupation of the 50th dwelling (excluding affordable housing), a Statement shall be submitted to and approved in writing by the Local Planning Authority in accordance with drawing no. C04 rev G for the custom homes identified and setting out how the initial owner(s) of the properties have had primary input into their final design and layout within the sold plot. Additional Statements shall be submitted on the occupation of every subsequent 100th dwelling (i.e. 150th, 250th, etc) of the development.</p> <p><u>Reason:</u> In order to provide effective information and monitoring of the proposals which are capable of being considered as custom-build properties in terms of Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) and to deliver housing choice.</p>
26.	Cycle parking	<p>Prior to first occupation of a dwelling, details shall be provided of secure and covered storage for each dwelling that does not have a garage or access to a cycle store. The details shall be submitted to and approved in writing by the Local Planning Authority for bicycles to be parked. Thereafter the cycle parking area shall be retained and maintained for their designated purposes.</p> <p><u>Reason:</u> to support sustainable travel choices for new occupants.</p>
27.	Drainage verification	<p>Prior to the first occupation of the development, a verification report carried out by a suitably qualified drainage engineer shall be submitted to and approved in writing 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 engaged to manage the drainage system and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).</p> <p><u>Reason:</u> In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality, and improve biodiversity and the appearance of the development.</p>
28.	EV charging	<p>Prior to first occupation of each of the proposed dwellings (flat or house) details of fast charge sockets (current minimum requirements – 7kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of that dwelling and maintained thereafter in perpetuity.</p>

		<p><u>Reason:</u> To encourage the use of electric cars in order to reduce carbon emissions and improve air quality.</p>
29.	External lighting	<p>Prior to first occupation details of all external lighting shall be submitted to and approved in writing by the Local Planning Authority. To comply with BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby. The details shall be implemented in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> To prevent adverse impacts on protected species, in particular bats, resulting from the proposed development works.</p>
30.	Footbridge	<p>Prior to first occupation details including a sample panel of the brickwork (measuring not less than 1 metre by 1 metre shall be constructed to show bricks, face-bond, mortar mix and type and pointing style), plans, elevations and the particulars of the keystone for the footbridge shall be submitted to and approved in writing provided to by the Local Planning. The development shall be built in accordance with the approved plans.</p> <p><u>Reason:</u> To ensure that a satisfactory external appearance is achieved of the development.</p>
31.	Hard & soft landscaping	<p>Prior to completion or first occupation of the development hereby approved, whichever is the sooner; details of treatment of all parts on the site not covered by buildings shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>The site shall be laid out in accordance with drawing no. LN-LD-201 rev E, 202 rev E and 203 rev E and details shall include:</p> <ul style="list-style-type: none"> a) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted; b) location, type and materials to be used for hard landscaping including specifications, where applicable for: <ul style="list-style-type: none"> i) permeable paving ii) tree pit design iii) underground modular systems iv) Sustainable urban drainage integration v) use within tree Root Protection Areas (RPAs); c) a schedule detailing sizes and numbers/densities of all proposed trees/plants; d) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and e) types and dimensions of all boundary treatments <p>There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees.</p> <p>The landscaping shall be strictly implemented in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.</p> <p>Any new tree(s) or hedge(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting</p>

		<p>(other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced.</p> <p><u>Reason:</u> to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality.</p>
32.	Highway works	<p>Prior to first occupation of the development hereby permitted, the following measures shall be implemented in accordance with the approved plans:</p> <p>a) the northern access arrangement comprising of a roundabout on Portsmouth Road, including implementation of shared footway cycleway in general accordance with drawing no: 184389-G- 005 E</p> <p>b) a shared footway cycleway and toucan crossing on Portsmouth Road and Send Barns Lane in general accordance with drawing no.s: 184389-G- 001 F, 194389-G- 002 F, 184389-G- 003 F</p> <p>c) pedestrian and cycle improvements on Portsmouth Road in general accordance with drawing no.s: 184389-G- 004 D and 184389-G-006 D. The development shall be built in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> To ensure satisfactory functioning and access to the development and so that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p>
33.	Highway works	<p>Prior to occupation of the 150th dwelling, the following measures shall be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority for the southern access arrangement comprising:</p> <p>a) a roundabout on Clandon Road, including implementation of shared footway cycleway and zebra crossing in general accordance with drawing no. 184389-G- 007 C: and</p> <p>b) the footway link to Burnt Common Lane near Field Way in general accordance with drawing no. 19201/C302A</p> <p>The development shall be built in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> To ensure satisfactory functioning and access to the development and provide highway improvement to support sustainable transport choices.</p>
34.	TSP noise mitigation	<p>Prior to the first occupation of the Travelling Showpeople plots a comprehensive scheme for protecting the proposed plots from noise, which shall ensure that external noise levels do not exceed 55dB LAeq16 hour (day-time), 50dB LAeq, 8 hour (night-time) and 65dB LMax (night-time) in areas in which living accommodation will be situated, shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be implemented for the associated plot(s) and maintained thereafter.</p> <p><u>Reason:</u> In order to safeguard occupiers from external noise sources.</p>

35.	Installation of temp acoustic fence	<p>Prior to the first occupation of any dwelling within 175m of the A3 the temporary acoustic fence shall be provided in accordance with Appendix 7.8 of the Environmental Statement and thereafter maintained until the permanent bund and acoustic fence are provided.</p> <p><u>Reason:</u> In order to safeguard occupiers from external noise sources.</p>
36.	Kiln Lane works	<p>Prior to first occupation of the travelling showpeople plots hereby permitted, the following measures shall be implemented in accordance with details to be submitted to and approved in writing by the Local Planning Authority:</p> <p>a) waiting restrictions shall be implemented on Kiln Lane in general accordance with drawing no.: 184389-G- 019;</p> <p>b) a weight limit of 18 Tonnes be implemented in general accordance with drawing no.:184389-TP-701, Rev D;</p> <p>c) improvements to the junction of Kiln Lane and Portsmouth Road in general accordance with drawing no.: 184389-TP-701, Rev D; and</p> <p>d) improvements to Kiln Lane to the north of 'Hay Place' in general accordance with drawing no: 184389-TP-702 Rev A.</p> <p>The development shall be built in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> To ensure satisfactory functioning and access to the development and so that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p>
37.	Landscape and Ecological Management Plan (LEMP)	<p>Prior to first occupation of the development hereby permitted a landscape and ecological management plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas shall be submitted to and approved in writing by the Local Planning Authority. The landscape and ecological management plan shall be carried out and maintained thereafter.</p> <p>Depending on the time period between the completed ecological surveys and the commencement of development activities, updated survey works may be required prior to drafting this plan. The plan shall include the measures outlined in Chapter 9 of the ES, the Woodland report, the Woodland Management plan and the Landscape and Biodiversity Management Strategy. The plan shall also include the additional elements listed below:</p> <p>a) aims and objectives of the management plan</p> <p>b) description of the ecological features of the site to be managed and habitat condition to be achieved. Specific details on the SNCI buffer management will need to be detailed.</p> <p>c) Ecological trends and constraints on site that might influence management</p> <p>d) details of maintenance regimes for each habitat type supported by a detailed map. Maintenance of the watercourse should be minimal and carried out on a rotational basis to try and achieve a mosaic of different habitats. Rotational coppicing/pollarding should aim to create approximately 60% sun and 40% shade over the watercourse.</p> <p>e) timings of maintenance activities and ecological considerations (e.g. avoiding bird nesting season when carrying out vegetation</p>

		<p>clearance/tree works) details of how public access will be restricted and disturbance minimised to the buffer zone</p> <p>f) landscape maintenance for a minimum period of 10 years, including timings, work programmes, replacements etc</p> <p>g) details of the ecological enhancements recommended in section 9.218 of Chapter 9 of the ES. This should also include in-channel morphological enhancements to create a more sinuous, multi-staged channel, including the introduction of coarse angular gravels where these aren't present.</p> <p>h) monitoring for and control of non-native invasive species, including Himalayan Balsam which has been recorded on site</p> <p>i) details of on-going ecological survey work to further shape the Management Plan details of management responsibilities</p> <p>j) all native planting is to be of local provenance.</p> <p>k) details of the legal and funding mechanism(s) by which long term implementation of the plan shall be secured by the developer with the management body responsible for its delivery</p> <p>The LEMP shall be implement in accordance with the approved details and thereafter maintained.</p> <p><u>Reason:</u> to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site.</p>
38.	Operational Management Strategy (OMS)	<p>Prior to first occupation of the Kiln Lane development an Operational Management Strategy (OMS), to include details of:</p> <p>a) The types and weights of vehicles to be permitted;</p> <p>b) The dimensions and layout of parking area(s) and turning space(s); and</p> <p>c) The maintenance regime to clear overhanging trees shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented for any future occupier of the site.</p> <p><u>Reason:</u> So that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p>
39.	Pylons & overhead lines	<p>Prior to first occupation of the development hereby permitted, details for a programme of works and timetable for the relocation of the pylons and burial of the overhead powerlines shall be submitted to and agreed in writing with the Local Planning Authority. The works shall be carried out in accordance with the approved details.</p> <p><u>Reason:</u> To deliver the development in accordance with the masterplan and improve the visual and landscape setting.</p>
40.	Plant and equipment	<p>Prior to first occupation a plan to show the location, specification and manufacturers details of the proposed photovoltaic panels, air source heat pumps and any other plant and equipment for heating, cooling or ventilation to be installed externally on the dwellings/buildings hereby approved, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented prior to the first occupation of that dwelling and maintained as operational thereafter.</p>

		<p><u>Reason:</u> To support carbon reduction measures and maintain the visual amenities of the locality.</p>
41.	Play space	<p>Prior to first occupation of the development hereby approved, detailed plans for the LEAP shall be submitted to and approved in writing by the Local Planning Authority. This shall include the equipment to be installed, as well as a Management Plan for the facilities. The LEAP shall be fully installed and made operational on or before the 100th residential unit is occupied.</p> <p><u>Reason:</u> To ensure that the LEAP is delivered to an acceptable standard and thereafter maintained.</p>
42.	Travel plan	<p>Prior to first occupation of the development, a Travel Plan shall be submitted and approved in writing by the Local Planning Authority in accordance with the Sustainable Transport Strategy prepared by Vectos dated 20.10.2020 ref: 184389/N16 and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide". The approved Travel Plan shall be implemented prior to first occupation and thereafter maintain and develop the Travel Plan.</p> <p><u>Reason:</u> To support sustainable transport choices.</p>
43.	Water efficiency	<p>Prior to first occupation, a water efficiency statement shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of water management measures that achieve a maximum water usage of 110 litres per person per day and prioritises demand reduction measures over supply measures for each dwelling.</p> <p><u>Reason:</u> To improve water efficiency and respond to climate change.</p>
44.	Accessible housing	<p>The development hereby approved shall have 11 homes constructed to meet Building Regulations M4(3) 'wheelchair accessible dwelling' standards and this dwelling shall include storage space for the storage of mobility scooters/wheelchairs and associated charging points, where practicable. 35 of the units hereby approved shall also be designed to meet the Building Regulations 'accessible and adaptable dwellings' M4(2), as specified in the 'schedule of accommodation' ref: P301A dated 14.05.2021. Thereafter these features and accessible homes shall be retained and maintained for the life of the development.</p> <p><u>Reason:</u> In order to provide a flexible housing stock to meet a wide range of accommodation needs.</p>
45.	Biodiversity net gain	<p>Prior to the completion of development hereby approved the Biodiversity Net Gain shall be delivered in accordance with Chapter 9: Ecology and Nature Conservation of the Environmental Statement (December 2019) and the calculator provided at Appendix A9 of the Supplementary ES (February 2021). This shall thereafter be maintained.</p>

		<p><u>Reason:</u> to ensure that biodiversity gains are delivered for enhancement and improvements of habitats.</p>
46.	Hours of working	<p>a) no demolition, construction or engineering works, (including land reclamation, stabilisation, preparation, remediation or investigation), shall take place on any Sunday, Bank Holiday or Public Holiday, and such works shall only take place between the hours of 08:00 to 20:00 weekdays and 08:00 to 13:30 Saturdays. No plant, machinery or equipment associated with such works shall be started up or operational on the development site outside of these permitted hours.b) delivery restrictions by HGV movements to or from the site shall take place between 08:30 to 09.15 and 15:15 to 16:00 only and (no HGVs shall be laid up, waiting, in Send Barns Lane in advance of or during these times)</p> <p>c) Should any extension to working hours be required due to unforeseen circumstances, the site manager shall write to the Local Planning Authority and all local residents detailing the length of time site operatives will be working on site to carry out essential work only, what work would be undertaken and measures to reduce the impact on adjoining neighbours in accordance with the Considerate Constructors Scheme (or similar).</p> <p><u>Reason:</u> To protect the amenity of adjoining properties and roads and so that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p>
47.	Remove PD car barns	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending those Orders with or without modification) any garage or car barn which has been approved with open sides, fronts or backs shall remain as such in perpetuity and they shall not be further enclosed in full or in part at any time. They shall be useable only for their designated purpose for car parking.</p> <p><u>Reason:</u> To prohibit the unsightly enclosure of the structures and in an ad-hoc manner, to protect the character and appearance of the development and ensure that parking provision is maintained to prevent obstruction of the highway.</p>
48.	Remove PD enlargement & HMO	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development Order) 2015 (as amended) or any succeeding or replacement legislation, no extensions or alterations to dwelling houses hereby approved shall be carried out under Schedule 2, Part 1 (all Classes); Part 2 Class A and B and Part 3 Class L.</p> <p><u>Reason:</u> To prohibit the unsightly enclosure of the structures and in an ad-hoc manner, to protect the character and appearance of the development and ensure that parking provision is maintained to prevent obstruction of the highway.</p>

49.	Remove PD for front boundaries	<p>Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended), (or any Order revoking and re-enacting that Order), no gates, walls, fences or other means of enclosure as defined by Section 336 of the Town and Country Planning Act 1990 shall be erected forward of any wall of that dwellinghouse which fronts onto a road.</p> <p><u>Reason:</u> Having regard to the specific, innovative and detailed design of the approved dwellings, maintaining satisfactory private outdoor amenity space and place-making principles.</p>
50.	Secured by Design	<p>The development hereby approved shall be based upon the principles of Secured by Design (physical security) or the Building Regulations equivalent, and the scheme shall be implemented in accordance with those principles.</p> <p><u>Reason:</u> To ensure that the development is acceptable in terms of crime and safety.</p>
51.	Tree & planting retention	<p>All existing trees, hedges or hedgerows shall be retained, unless shown on the approved drawings as being removed and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the last occupation of the development.</p> <p>a) no retained tree, hedge or hedgerow shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and particulars. Any pruning shall be carried out in accordance with British Standard 3998: 2010 (tree work) and in accordance with any approved supplied arboricultural information.</p> <p>b) if any retained tree, hedge or hedgerow is removed, uprooted or destroyed or dies, another tree, hedge or hedgerow of similar size and species shall be planted at the same place, in the next available planting season or sooner.</p> <p><u>Reason:</u> To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality.</p>
52.	Weight limit	<p>No vehicle over 18 tonnes shall be stationed, parked or stored on the Travelling Showpeople plots.</p> <p><u>Reason:</u> to not prejudice highway safety and users.</p>

34 Outline application phases 2 and 3:

53.	Time limit	<p>Application for approval of the reserved matters for Phase 2 shall be made to the Local Planning Authority before the expiration of five years from the date of this permission and application for approval of reserved matters for Phase 3 shall be made before the expiration of seven years from the date of this permission.</p> <p><u>Reason:</u> To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.</p>
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54.	Time limit	<p>The development in each of Phases 2 and 3 hereby permitted shall be begun before the expiration of two years from the date of approval of the last of the reserved matters to be approved for that phase.</p> <p><u>Reason:</u> To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.</p>																																																								
55.	Reserved matters	<p>Details of the appearance, layout, and scale, hereinafter called "the reserved matters" for each phase shall be submitted to and approved in writing by the Local Planning Authority before any development begins on that phase and the development shall be carried out as approved.</p> <p><u>Reason:</u> To enable the Local Planning Authority to control development in detail and to comply with Section 92 of the Town and Country Planning Act (1990) as amended.</p>																																																								
56.	Drawing no.	<p>The development hereby permitted shall be carried out in strict accordance with the following list of approved plans:</p> <table><tr><th>Date Issued</th><th>No.</th><th>Revision</th><th>Title</th></tr><tr><td>24/02/21</td><td>S101</td><td>✓</td><td>Site Location Plan</td></tr><tr><td>24/02/21</td><td>S102</td><td>✓</td><td>Existing Site Layout & Topo Survey</td></tr><tr><td>09/04/21</td><td>P301</td><td>A</td><td>Site Masterplan</td></tr><tr><td>09/04/21</td><td>C301</td><td>A</td><td>Coloured Site Master Plan</td></tr><tr><td>24/02/21</td><td>P302</td><td>✓</td><td>Site sections</td></tr><tr><td>24/02/21</td><td>P302</td><td>✓</td><td>Site sections</td></tr><tr><td>24/02/21</td><td>C01</td><td>F</td><td>Land use Parameter Plan</td></tr><tr><td>24/02/21</td><td>C02</td><td>F</td><td>Access and Movement Parameter Plan</td></tr><tr><td>24/02/21</td><td>C03</td><td>F</td><td>Landscape Parameter Plan</td></tr><tr><td>24/02/21</td><td>C04</td><td>F</td><td>Building Heights Parameter Plan</td></tr><tr><td>24/02/21</td><td>C05</td><td>F</td><td>Density Parameter Plan</td></tr><tr><td>24/02/21</td><td>C06</td><td>✓</td><td>Phasing Plan- Phase 2</td></tr><tr><td>24/02/21</td><td>C07</td><td>✓</td><td>Phasing Plan- Phase 3</td></tr></table> <p><u>Reason:</u> To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans is achieved in practice.</p>	Date Issued	No.	Revision	Title	24/02/21	S101	✓	Site Location Plan	24/02/21	S102	✓	Existing Site Layout & Topo Survey	09/04/21	P301	A	Site Masterplan	09/04/21	C301	A	Coloured Site Master Plan	24/02/21	P302	✓	Site sections	24/02/21	P302	✓	Site sections	24/02/21	C01	F	Land use Parameter Plan	24/02/21	C02	F	Access and Movement Parameter Plan	24/02/21	C03	F	Landscape Parameter Plan	24/02/21	C04	F	Building Heights Parameter Plan	24/02/21	C05	F	Density Parameter Plan	24/02/21	C06	✓	Phasing Plan- Phase 2	24/02/21	C07	✓	Phasing Plan- Phase 3
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57.	SANG	<p>No development for each phase shall take place until written confirmation has been obtained from the Local Planning Authority that either:</p> <p>a)</p> <p>i) the Council has secured Suitable Alternative Natural Green Space (SANG) to be provided or enhanced to mitigate the impacts of the development utilising a financial contribution payable pursuant to the planning obligation attached to this permission; or</p> <p>ii) the applicant has secured sufficient capacity at another existing or approved area of SANG capable of mitigating the impacts of the development in accordance with the planning obligation attached to this</p>																																																								

		<p>permission.</p> <p>b) prior to first occupation of any dwelling for each phase written confirmation shall be obtained from the Local Planning Authority that any works required to bring the area of SANG allocated to the development up to acceptable SANG standard have been completed.</p> <p><u>Reason:</u> This is required as a pre-commencement condition as the development is only acceptable if the impact on the Thames Basin Heaths Special Protection Area can be mitigated. This is reliant on the provision of SANG. Avoidance works associated with development need to be carried out prior to the occupation of the development so that measures can cater for increased number of residents to avoid adverse impact on the Thames Basin Heaths Special Protection Area.</p>										
58.	Phasing	<p>The Reserved Matters submitted to the Local Planning Authority pursuant to Condition 55 shall come forward in accordance with the phasing for phases 2 and 3 in accordance with drawing no. C06 and C07 and the construction works programme provided at Table 2.5 of the ES Addendum. The development shall thereafter be carried out in accordance with the approved schedule and phasing.</p> <p><u>Reason:</u> In order to ensure that where the development is to be carried out in phase that the impacts can be properly controlled and monitored so as to ensure there is no significant impact on residential amenity or highway safety.</p>										
59.	Housing mix	<p>Each reserved matters application for a phase shall include a housing mix that results in an overall mix for the whole development that shall accord with the following range:</p> <table><tr><td>Market Housing:</td><td>Affordable Homes</td></tr><tr><td>1-bed: 5-10%</td><td>1-bed: 35-45%</td></tr><tr><td>2-bed: 25-30%</td><td>2-bed: 30-35%</td></tr><tr><td>3-bed: 35-45%</td><td>3-bed: 20-25%</td></tr><tr><td>4+bed: 20-25%</td><td>4+bed: 0-5%</td></tr></table> <p>Properties across all reserved matters will meet the National Minimum Spaces Standards, that 10% of the homes shall meet Building Regs M4(2) 'acceptable and adaptable dwellings' and 5% of the dwellings shall meet Building Regs M4(3) 'wheelchair user dwellings' and 5% of the homes shall be custom builds.</p> <p><u>Reason:</u> to ensure that the housing delivered meets the borough's identified housing need and offers housing choice.</p>	Market Housing:	Affordable Homes	1-bed: 5-10%	1-bed: 35-45%	2-bed: 25-30%	2-bed: 30-35%	3-bed: 35-45%	3-bed: 20-25%	4+bed: 20-25%	4+bed: 0-5%
Market Housing:	Affordable Homes											
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2-bed: 25-30%	2-bed: 30-35%											
3-bed: 35-45%	3-bed: 20-25%											
4+bed: 20-25%	4+bed: 0-5%											
60.	Masterplan	<p>Details of the particulars submitted under the reserved matters pursuant to condition 55 shall generally accord with the principles shown on the drawing number C302 rev A Illustrative Master Plan'.</p> <p><u>Reason:</u> In order to ensure that where the development is to be carried out in phase that the impacts can be properly controlled and monitored so as to ensure there is no significant impact on residential amenity or highway safety.</p>										

61.	Bund	<p>Prior to commencement of the bund to the A3 detail shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of land contouring, new planting with the specification, height, species and density and the location and specification of the acoustic fence. The development shall be carried out in full accordance with the approved details.</p> <p><u>Reason:</u> to ensure that the bund provides noise and vibration mitigation to the new occupants and would preserve the visual amenity of the surrounding area.</p>
62.	Public art	<p>Prior to commencement of each phase of development details of the public art strategy shall be submitted to and approved in writing by the Local Planning Authority. This shall follow the principles in the Guildford Public Art Strategy 2018-2023. The agreed Public Art shall be installed on site prior to the occupation of the 100th dwelling of that phase and be maintained in perpetuity.</p> <p><u>Reason:</u> In the interest of delivering Public Art on site to create an enhanced public realm.</p>
63.	Buffer zone scheme	<p>Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for approval pursuant to Condition 55 shall include a scheme for the provision and management of a 10 - 40 metre (10 m minimum) wide buffer zone along either side of the East Clandon Stream (measured from the bank top of the stream). The scheme shall be submitted to and approved in writing by the Local Planning Authority. The scheme will include details of the following:</p> <ul style="list-style-type: none"> a) the buffer shall vary in size from a minimum 10m extending as much as possible to 40m wide as recommended in Chapter 9 of the Environment Statement (ES). Local narrowing over a distance of approximately 15.0m adjacent to the travelling showpeoples' plots and at the proposed crossing is permissible, providing the buffer zone is no less than 6m from the bank top of the stream at this location and any impacts to the river corridor are appropriately mitigated. b) areas of ancient woodland shall be protected by a 15m (minimum) wide buffer as recommended in the Woodland report. The proposed layout will be implemented to avoid gardens abutting the watercourse and ancient woodland buffer zones to prevent residents dumping garden waste in these areas. c) this scheme shall include the recommendations outlined in Chapter 9 and 11 of the ES, the Woodland Report, the Woodland Management plan and the tree protection plans. d) The scheme for each phase will be complementary, additional and connected to the previous phase and will not compromise the outcomes or connectivity of the previous phases. <p>Thereafter, the development shall be carried out in accordance with the approved scheme.</p> <p>The buffer zone scheme shall be free from built development including lighting, footpaths (accept in specifically agreed locations), domestic gardens and formal landscaping and must not be used to store or transport any materials/equipment. The scheme shall include:</p> <ul style="list-style-type: none"> a) plans to show the extent and layout of the buffer zone

		<p>b) details of any proposed planting scheme (all species to be native and of local provenance)</p> <p>c) details of how the site will be managed over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plan</p> <p>d) details of any proposed footpaths, fencing, lighting, etc. To reduce light spill onto the buffer zone, all artificial lighting should be directional and focused with cowlings (for more information see Institute of Lighting Professionals (formerly the Institute of Lighting Engineers) "Guidance Notes for the Reduction of Obtrusive Light". Where fencing is required, this should have a wildlife friendly design that allows species (e.g. hedgehogs and badgers) to pass through/under it in accordance with Article 10 of the Habitats Directive.</p> <p><u>Reason:</u> Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Buffer zones to watercourses form a vital part of green infrastructure provision.</p>
64.	River crossing	<p>Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority shall include abutment locations. The design must demonstrate that:</p> <p>a) it does not restrict flood flows up to the 1 in 100 year flood extent plus an appropriate allowance for climate change.</p> <p>b) There is enough space for the passage of mammals (including otters) a 1 in 100 year flood event plus an appropriate allowance for climate change. An appropriate vertical clearance will be provided between the 1 in 100 year plus climate change flood level and the bridge soffit to allow mammals (including otters) to pass under during high flows. If it is not possible to provide a gap between the bridge abutments and the edge of the watercourse (for animals to walk on solid ground) during the 1 in 100 year plus climate change flood level, a mammal ledge must be incorporated into the design. This ledge should be designed in accordance with volume 10, section 1, part 9 of the design manual for roads and bridges (The Good Roads Guide New Roads Nature Conservation Advice in Relation to Otters, dated May 1999).</p> <p>c) incorporate mitigation measures to mitigate for any loss of open water habitat, such as habitat impacted by shading.</p> <p>The number of crossings will be kept to a minimum and should not exceed the three (one road and two footpath) crossings currently proposed in paragraph 9.214 of the ES. A new road crossing will be constructed as a clear span bridge and one of the existing culverts (the existing road bridge) will be replaced with a new clear span footbridge as referenced in paragraph 9.214 of the ES. The reserved matters application will consider the removal of the third culvert if the culvert is elevated from the stream bed or restricting flow significantly. Details of the condition of the third culvert will be provided.</p> <p>Thereafter the development shall be carried out in accordance with the approved scheme.</p> <p><u>Reason:</u> The use of a clear-spanning bridge would maintain the river corridor and allow the movement of both the river and associated wildlife.</p>

65.	Play space	<p>Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for approval pursuant to Condition 55 shall include details of play space or equipment for youths and older children. The development shall be carried out in full accordance with the approved details.</p> <p><u>Reason:</u> to ensure that there are suitable play facilities for all age groups.</p>
66.	Site levels	<p>Detailed plans and particulars of the Reserved Matters submitted to the Local Planning Authority for approval pursuant to Condition no 55 shall include full details of proposed earthworks, showing existing and proposed finished levels or contours for the phase. The development shall be carried out in full accordance with the approved details.</p> <p><u>Reason:</u> To prevent flooding and ensure that the height and scale takes into account the site topography.</p>
67.	Biodiversity net gain	<p>Particulars of the Reserved Matters submitted to the Local Planning Authority for approval shall include an updated Biodiversity Impact Calculator (BIC) in accordance with the current policy and national requirements. The development shall be carried out in full accordance with the approved details.</p> <p><u>Reason:</u> to ensure that biodiversity gains are delivered in accordance with policy requirements in place at the time of decision-making for enhancement and improvements of habitats.</p>
68.	Flood risk mitigation	<p>The development shall be carried out in accordance with the submitted flood risk assessment (ref A11.1 Garlicks Arch Flood Risk Assessment ISSUE 4) and the associated drawing and plans included in this document with the following mitigation measures it details:</p> <ul style="list-style-type: none"> a) the layout of the site and phasing of the development will be in line with the plans b) the area adjacent to the watercourse should be in accordance with the Landscape proposal drawing c) there shall be no land raising or storage of material in areas designated as flood zone 3 (1% AEP of flood risk) d) flooding will not be increased off-site <p>These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.</p> <p><u>Reason:</u> To reduce the risk of flooding to the proposed development and future occupants. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided. To reduce the risk of flooding from blockages to the existing culvert.</p>
69.	Woodland Management plan	<p>The development hereby permitted shall follow the recommendations outlined in Chapter 9 and 11 of the ES, the Woodland Report, the Woodland Management Plan and the tree protection plans. This shall</p>

		<p>include the provision of information boards and litter/ dog waste bins. Thereafter, the development shall be carried out in accordance with the approved scheme and maintained.</p> <p><u>Reason:</u> Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Buffer zones to watercourses form a vital part of green infrastructure provision.</p>
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35 Informatives

1.	<p>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:</p> <ul style="list-style-type: none"> • 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 <p>However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.</p> <p>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.</p>
2.	<p>Thames Water Informative:</p> <p>A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.</p>
3.	<p>Lead Local Flood Authority Informatives:</p> <p>If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.</p> <p>If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.</p> <p>As part of the submission of information to discharge the surface water drainage planning conditions the Applicant should provide pond liner details and depths in accordance with the manufactures recommendations, this should include evidence</p>

	that a hydrogeologist has reviewed the pond liner design to take account of ground conditions.
4.	<p>County Highway Authority Informatives:</p> <p>The permission hereby granted shall not be construed as authority to carry out any works on the highway.</p> <p>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</p> <p>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 www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme</p> <p>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-andcommunitysafety/flooding-advice</p> <p>The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.</p> <p>The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.</p> <p>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. For guidance and further information on charging modes and connector types please refer to: www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html</p>
5.	<p>Ecology Informative:</p> <p>Should Bats be identified as present or their roosts, the applicant should contact Natural England to establish if a Protected Species licence is required in order to allow the development to proceed lawfully.</p>

Officer's Report

6. Site description

- 61 The site forms the majority of the Garlick's Arch site allocation (A41) which has been inset from the Green Belt following the adoption of the Guildford Borough Local Plan: strategy and sites (LPSS) in 2019.
- 62 The site abuts the Portsmouth Road (B2215) to the north, the A3 Ripley Bypass to the south, Burnt Common Lane to the west and Kiln Lane to the east. The southern parcel of the site contains a large arable field, whilst the north of the site contains several smaller fields of semi-improved grassland, which are used for sheep/horse pasture and pheasant shooting, and a clay pigeon shooting range, and gundog training. The grassland fields are surrounded by tree belts and woodland including Garlick's Arch Copse and Oldlands Copse (north), both of which are designated as Ancient Woodland. Oldlands Copse is bisected by the A3 Ripley Bypass. The northern parcel of Oldlands Copse (Oldlands Copse North) is within the site. The two parts of the site are separated by the East Clandon Stream, a tributary of the River Wey
- 63 The site is within the 400m to 5km buffer zone of the Thames Basin Heaths Special Protection Area.

7. Proposal

- 7.1 The hybrid application, as amended, seeks permission for a phased development of 520 new homes including Travelling Showpeople plots and associated infrastructure including vehicular accesses onto Portsmouth Road (B2215) and Clandon Road (A247) with roundabout junctions. An on-site community facility would also be provided. The application also includes the erection of associated utilities infrastructure, burying of the electricity pylons and included land works and acoustic fencing along the boundary with the A3, Ripley By-Pass. The full application relates to phase 1 for 220 new homes and the six Travelling Showpeople plots. The outline application is for Phases 2 and 3 for 300 new homes. See drawing C06, Phase 2 and C07, phase 3 for the phasing plans. In respect of the outline application, the matters for determination at this stage are access, landscape and the principle of development. Scale, appearance and layout are reserved.
- 72 Brief details of the full application for phase 1 for 8.26 hectares (gross):
- 220 new homes, with the following housing mix:
 - 40% would be affordable housing (88 homes);
 - 5% would meet Building Regulation M4(3) Category 3 Standard (wheelchair user dwellings) (11 homes);
 - 10% would meet Building Regulation M4(2) Category 2 Standard (accessible and adaptable dwellings) (35 homes).
 - 5% would be custom build plots (11 homes);
 - the housing type breakdown is:
 - 31 one-bedroom flats;
 - 60 two-bedroom flats/houses;
 - 88 three-bedroom houses;
 - 36 four-bedroom houses;
 - 5 five-bedroom houses.

- proposed housing density 24.1 dwellings per hectare or 44.8 dwellings per hectare on the developable area (excluding the roundabout junctions, acoustic bund and open space areas)
 - 2 and 2.5 storey houses and 2.5 to 3.5 storey apartment buildings (see drawing no. C02G)
 - 81 sqm for a community facility, Use Class F.2(b) (see drawing no. floor plan - P376 rev A)
 - 0.98 hectares of open space (including a Local Equipped Area for Play (LEAP), see drawing no. hard and soft landscaping plan - LN-LD-203 rev E)
 - change of use of land for six Travelling Showpeople plots with a separate vehicular access from Kiln Lane
- 73 Phases 2 and 3 for 21.62 hectares of the application are in outline with the access and landscaping details. The matters for consideration are:
- acoustic bund - combination of landscaped earthworks and a permanent acoustic barrier
 - vehicular and pedestrian access
 - 5.15 hectares of open space (including 0.08 play space comprising Super Local Area for Play (SLAP) and natural play, see drawing no. landscape parameter plan C03 rev F)
 - woodland management
- 74 There are three existing electricity pylons and associated overhead power lines which require relocation and under-grounding to facilitate the proposed development. It is intended, subject to the necessary approvals, to remove two of the three pylons on the site and relocate the remaining pylon to the north east.
- 75 The masterplan overlaid with flood zones(drawing no. GARL-ARP-XX-CIV-0202 rev D, in Appendix A11 – Flood Risk Addendum part A4.2) for the site shows the built form to be generally located outside the flood zones 2 and 3 and ancient woodland buffer zones. The Masterplan shows a mixture of houses and apartments ranging in height between two and three and a half storeys. The apartment buildings would frame the entrance from Portsmouth Road and north of the central green I. The Travelling Showpeople plots are adjacent to the A3 to the east of the site, while the other services, including the community use, would be around the central green next to the primary road.
- 76 The development would have two access points to the residential development, one to the north from Portsmouth Road and the other to the west from Clandon Road both served by roundabouts. A primary street running from north to south west through the site would link these access points and this would link to the secondary and tertiary streets to serve the development areas. Additional pedestrian and cycle accesses would be provided along all the site boundaries. The Travelling Showpeople plots would have a separate vehicular access from Kiln Lane to the east.
- 77 An illustrative construction works programme is provided at Table 2.5 of the ES Addendum has been submitted as part of the application. The Applicant envisages that the initial enablement phase of development could commence in 2021-22 (subject to outline planning permission being granted in Spring 2021). Between 2022-25 reserved matters applications for phases 2 and 3 and any necessary further permission for the Travelling Showpeople would be submitted and works commenced.
- 78 The scheme is the result of significant engagement between officers and the applicant

following both pre-application and post submission reviews as part of a Planning Performance Agreement (PPA). Plans were first presented to the Council at the pre-application stage in June 2019. A number of formal pre-application meetings and design focused workshops and other technical meetings have been held since.

7.9 This is a summary of the key recommendations from the Guildford Design Review Panels (DRP) held on 01.08.2019 and 16.10.2019 with Design: South East, see Appendix 1 and 2 for the reports:

- landscape strategy important to design development
- on site community facilities necessary
- more bespoke response to the landscape characteristics, architecture, built form and communal spaces required
- need clarity as to how the development is resilient and sustainable
- views should be provided to and from key locations to ensure the quantum and disposition of built form is appropriate
- clarity on housing typologies towards the street hierarchy
- highway engineered led approach to Portsmouth Road roundabout which is detrimental
- need to establish the scheme's identity and relationship to the surrounding villages
- further analysis of the site and its landscape history and heritage needed
- a village layout should be considered
- the proposal is likely to be car-reliant
- reinforce the green corridor along the East Clandon Stream
- plateau slope should be protected and enhanced
- relocate Travelling Showpeople plots

7.10 The applicant has provided a response in the Design and Access Statement, Revision B dated Feb 2021 pages 62-66, as well as further details of the design evolution and work carried out with officers in a series of meetings at the pre-application stage and during the course of the application.

7.11 During the course of the application the following amendments were made to the proposals, public consultations were carried out on 24.01.2020, 02.10.2020 and 03.03.2021:

Phase 1 (detailed element):

- updated boundary
- layout and distribution of properties for defined character areas and legibility when moving from higher to lower hierarchy roads
- mews broken up for parking with inclusion of flats of garages (FOGs) and pedestrian connections and road widths
- larger Sustainable Urban Drainage Systems (SUDS) basins
- relocation of the bus stop
- green, pedestrian only corridor connecting the Central Green with the neighbouring Oldlands development
- additional secondary green links to inter-connect neighbourhoods
- revised mix and dwelling size distribution
- revised building height distribution to reinforce place-making

- greater ridge height and roof form variation
- enlarged habitable room windows
- review of the materials palette to promote a more harmonic environment
- provision of an 81 sqm community space within the ground floor of the apartment building
- squares added to mark the spine road junctions with ends of secondary streets
- omission of the shelter from the Central Green
- commanding presence at the northern entrance from Portsmouth Road

Phases 2 and 3 (outline element):

- revisions to the access and movement strategy
- reduction in the number of apartment blocks
- amendment to buildings heights
- revised proportion of affordable housing provision to achieve a 60:40 (private: affordable) mix.

[officer note: since 03.03.2021, some updated drawings were submitted to account for the changes in the fabric first approach, updated parking layout plan, corrected building heights plan, overlay plan with open space, flood zones and Ancient Woodland, updated accommodation schedule, clarification on public open space, energy statement updated, sustainability statement updated, corrections to the Arboricultural Method Statement, corrections to pages of the Design and Access Statement, illustrative detailing of buildings drawings and clarification on ecological matters. These were mainly technical matters and points of clarifications that did not materially change the proposal or affect the Environmental Statement chapters to warrant a public notification and have been made accessible on the council's website.]

8. Environmental Impact Assessment

- 81 The proposal is Environmental Impact Assessment development under the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.
- 82 Prior to the submission of the application the applicant submitted a scoping request (19/S/00002). The Council responded to confirm that matters that should be scoped in and scoped out of an Environmental Statement (ES).
- 83 An ES with a separate Non-Technical Summary (NTS) accompanied the application, public consultation for this took place for 21 days from 23.01.2020 and 30 days from 02.10.2020. A further Addendum Statement was submitted in February 2021, the purpose of which was to provide information on further assessment work and scheme amendments and to identify, where relevant, the extent of any additional or amended significant environmental effects not previously identified. It was subject to public consultation for 30 days from 03.03.2021.
- 84 The ES has twelve chapters, covering the following issues:
- Chapter 1: Introduction
 - Chapter 2: Description of the Site, Surroundings and Background
 - Chapter 3: Proposed Development and Alternative Considerations
 - Chapter 4: Soils and Construction Methodology

- Chapter 5: EIA Methodology
- Chapter 6: Transport and Access
- Chapter 7: Noise and Vibration
- Chapter 8: Air Quality
- Chapter 9: Ecology and Nature Conservation
- Chapter 10: Landscape and Visual Impact Assessment
- Chapter 11: Water Resources and Flood Risk
- Chapter 12: Residual Impacts, Mitigation and Cumulative Effects

Together with all other material information, comments from statutory consultees and from members of the public, these items form the environmental information that is taken into account in this report. This information must be taken into account in the course of the decision, and the obligations set out in Regulation 26 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 complied with.

- 85 The ES has been independently reviewed to assess the basic approach and methodology of the applicants' EIA work as reported in the ES and to assess the adequacy of the ES in providing a full and systematic account of the proposed development and its likely effects on the environment as required by the EIA Regulations. The review used criteria adopted by the Institute of Environmental Management and Assessment (IEMA) for use in the Environmental Impact Assessment (EIA) Quality Mark registration scheme. The review identified a number of potential areas of clarification and further information. See Appendix 3 for the review by Thomson Environmental. Taking this into account, alongside all other relevant information, officers are satisfied that the ES complies with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

9. Relevant Planning History

The following applications relate to the application itself:

- 91 19/S/00002 - Request for a Scoping Opinion under the Town and Country Planning (Environment Impact Assessment) Regulations 2017. *Issued 07/08/2019*
- 92 76/P/0575 – Outline for petrol filling station, shop, toilets, restaurant, car parking and link to south side of trunk road. *Refused 10/08/1976*
- 93 GU/R 6228 1957 - Residential development of land. *Refused 22/08/1957*

The following applications relate to part of the site allocation (A41) known as Oldlands accessed from Burnt Common Lane to the west of the application boundary:

- 94 21/P/00352 Proposed erection of 29 residential dwellings with associated vehicular and pedestrian access via Burnt Common Lane, garaging, car parking, secure cycle storage and landscaping. *Pending consideration and will be considered at the same special planning committee as this item.*
- 95 19/P/02191 - Proposed erection of 30 residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping. *Refused 27/04/2020, Appeal allowed 26/05/2021*

Allowed as an appropriate layout for the site, would complement the surrounding character and appearance of the area and provide a sensible transition between the existing settlement and the broader housing allocation.

- 96 19/P/01112 - Proposed erection of 32 residential dwellings with the associated vehicular and pedestrian access via Burnt Common Lane, car parking, secure cycle storage and landscaping. *Withdrawn 27/09/2019*

- 97 14/P/00219 - Outline application for retention of existing dwelling and the erection of 25 new dwellings with associated access. (All matters are reserved except for access and layout). *Refused 07/05/2014*

This application relates to another part of the site allocation known as the Builder's Yard used for the sale and storage of motor vehicles accessed from Portsmouth Road:

- 98 16/P/00783 - Outline application for nine two storey dwellings would all matters reserved. *Refused 07/06/2016*

6.7 and 6.8 above were refused as there was an objection in principle as the sites were in the Green Belt at the time of determination and would amount to inappropriate development. There were also other reasons for refusal in relation to harm to the character of the area, tree loss, risk to protected species and loss of business use.

This is for land at Tithebarns Farm, Tithebarns Lane on the opposite site of the A3 which would be used in association with the site as SANG:

- 99 19/P/02240/S106/1 - Section 106 request to secure the use of the open space as SANG in perpetuity. *Pending consideration*

- 910 19/P/02240 - Change of use of the site to 16 hectares of publicly accessible open space with associated landscaping, access, parking and other works to facilitate a bespoke Suitable Alternative Natural Greenspace (SANG). *Granted 29/07/2020*

The applicant has applied to enter into a legal agreement to enable the land to be used as a SANG now that the change of use has been granted.

10. Consultations

- 101 The applicant has submitted a Statement of Community Involvement (December 2019), prior to the submission of the application the applicant undertook three public exhibitions (18.07.2019, 22.07.2019 and 23.07.2019) in the villages of Ripley, West Clandon and Send with invitations sent to 3,250 homes and 218 attendees, meetings with the parish councils, Diocese of Guildford and Guildford Residents Association. The applicant has delivered two councillor briefings on 11.09.2019 and 17.05.2021, alongside briefing sessions between officers and ward councillors including a session on highway matters and a committee site visit is also planned prior to the committee meeting.

The response below is the latest received and where no updated response is received it is the last one received as there have been three consultations of this application on 24.01.2020, 02.10.2020 and 03.03.2021:

Statutory consultees

- 102 Highways England: no objection, unlikely to be a significant impact on the safe and effective operation of the A3. Suggest conditions for a travel plan and Construction Traffic Management Plan
- 103 Natural England: no objection, following revisions to the SANG Management Plan for the proposed SANG at Tithebarns Farm, satisfied that the identified impacts on Thames Basin Heaths Special Protection Area (SPA) can be appropriately mitigated. Natural England has been consulted on an Appropriate Assessment for the application in accordance with Regulation 63(3) of the Conservation of Habitats and Species Regulations 2017, they raise no objection.
- 104 Environment Agency: no objection, subject to conditions in relation to mitigation measures, buffer zones, protection and outfalls to the East Clandon Stream, details of river crossing.
- 105 County Highways Authority (CHA): no objection, are satisfied that the proposed development would not result in a severe impact on the local highway network, subject to planning obligations of highway improvements and contributions to sustainable travel strategy and conditions.
- 106 Local Lead Flood Authority (LLFA): no objection and suggest conditions in relation to design of the drainage scheme and verification report for that system.
- 107 Historic England: no comments

Internal consultees

- 108 Environmental Health Officer: no objection and has made the following comments:
- Additional mitigation is proposed for properties where internal noise levels are predicted to be above acceptable standards. This includes enhanced glazing and ventilation to certain properties; detailed conditions would ensure that these properties would get satisfactory mitigation temporary fencing for phase 1 required prior to first occupation
 - noise mitigation for new homes and Travelling Showpeople site required
 - additional air quality monitoring reveals there would be no new exceedances
 - suggest conditions in relation to noise protection, Construction

Environmental Management Plan (CEMP), dust and construction management, contaminated land and air quality

- 109 Parks Development Officer: no objection and has made the following comments:
- no playing fields however the alternative developer contribution is acceptable
 - a shortage of play space for older children some equipment would cater for older children, a condition to ensure details for the play spaces are provided to illustrate that older children are catered for
 - further details required on the equipment for LEAP in phase 1
[officer comment: further details can be secured by condition]
 - interconnected corridors of green space connecting out of the site is welcomed
- 10.10 Recycling and Waste Projects Officer: no objections and has made the following comments:
- phase 1 acceptable
 - masterplans for phase 2 and 3 look acceptable, subject to a swept path and bin store mapping that would come later.
- 10.11 Housing Strategy and Enabling Manager: no objection and has made the following comments:
- policy compliant 40% affordable housing across the development and on each phase
 - 70/30% split between affordable rented (62 homes) and other affordable intermediate homes (26 homes)
 - specific clustering of the different types of accommodation and the mix of properties broadly in line with the requirements defined by the SHMA
- 10.12 Tree Officer: no objection, subject to conditions condition requiring both the Arboricultural Method Statement (AMS) and Tree Protection Plans (TPP) be adhered to during all stages of the development and a Woodland Management Plan condition suggested.

Non-statutory consultees

- 10.13 Surrey County Council, Infrastructure Agreements Manager: no objection, subject to financial contribution for circa:
Early Years Contribution: £349,986
Primary Contribution: £1,729,453
Secondary Contribution: £1,861,443
- The forecasted demand for places (based on the birth rate and inward migration), including the pupils from this development, does not generate sufficient need to open a new primary school on the site of the former Ripley CofE Primary School.
- 10.14 NHS Guildford and Waverley CCG: no objection, subject to financial contribution of circa. £451,500 for additional floorspace at the local GP practice.
- 10.15 Surrey & Sussex Police: no objection, subject to financial contribution circa. £101,534.50 for staff set up costs, staff accommodation and vehicles
- 10.16 Arriva Buses: no response

- 1017 Stagecoach Bus: has made the following comments:
- all the routes past and in the near vicinity of the site are supported by Surrey County Council
 - welcome the provision of a logically-routed spine road
 - a single pair of stops would bring all dwellings nominally within the 400m catchment
 - worth examining the provision of two pairs, one nearer the SW access and another towards the north.
- 1018 White Bus Services: no response
- 1019 Network Rail: no objections
- 1020 South Western Railway: no response
- 1021 Surrey Hills Area of Outstanding Natural Beauty Officer: no objection, in view of the distance, intervening topography and vegetation between this site and the Surrey Hills AONB
- 1022 National Trust: no comment
- 1023 County Archaeologist: has provided the following comments:
- further investigations in the form of a trial trench evaluation
 - suggests condition for programme of archaeological works
- 1024 Minerals & Waste Policy Team Manager, Surrey County Council: has made the following comments:
- need for facilities to sustainably manage domestic waste
- 1025 Surrey Police: has provided the following comments:
- condition requiring Secure by Design accreditation
 - meeting to facilitate an early application for the Secure By Design Accreditation
- 1026 Thames Water: have no objection in regard to foul water sewerage and surface water network infrastructure capacity and have made the following comments:
- surface water would not be discharged to the public network and approval should be sought from the Lead Local Flood Authority
 - waste capacity exists for 220 homes
- 1027 Affinity Water Company: no comments, located outside of our groundwater protection zone
- 1028 National Grid and Cadent Gas: no assets in this area
- 1029 UK Power Networks: no response
- 1030 Southern Gas Networks: no response
- 1031 Surrey Wildlife Trust: no objection and has provided the following comments:
- requirement for sensitive lighting strategy
 - trim trail play area should have a semi-natural habitat

- footpath east of C3 recommended to have additional dog waste and information panels
- loss of grassland would be offset by habitat enhancement and creation
- accurate details on the use of the site by bats
- sufficient information on impact on otter and water voles
- no net loss of biodiversity and small net gain of circa. 2.5%
- objectives of the Thames Basin Lowlands BOA TBL02 (see here, pp. v-vii) not referenced
[officer comment: habitat creation in the SANG, Skylark nesting plots and restoration of woodland for bat roosting/foraging would contribute towards the objectives of the BOA]
- 15m buffer is incorporated south of Oldlands Copse
- Oldlands Copse is significantly degraded and can be active management would enable regeneration
- proposed footpaths in this area would be located in the areas already subject to significant compaction
- footpath be re-routed to be located outside the southern buffer
- planting along the path be undertaken to discourage users to use alternative routes
- low bollards lighting with motion-sensors on short-duration timers
- north of the site also be covered as part of the further survey
- tree climbing survey
- bat roosting survey in trees to be removed

1032 Woodlands Trust: object and have raised the following matters:

- 15 metre buffer would only be adequate in the less intensively developed areas of the site
- should allow for a buffer zone of at least 30 metres around Garlick's Arch Copse
- SUDS features adjacent to ancient woodland can cause impact to the site by altering its hydrology
[officer comment: the pond is proposed as part of ecological enhancements. Oldlands Copse is in a currently degraded condition. The proposed pond would not be within RPAs of any retained trees, the Council's Tree Officer has reviewed the information and is satisfied that the buffer zones are acceptable]

[officer comment: the Woodland Trust are a charity and their comments are useful in informing development however, they are not a statutory consultee on trees and ancient woodlands]

1033 Forestry Commission: has provided the following comments:

- much ancient woodland would be retained
- impact upon the flora and fauna of the woodland caused by increased pedestrian traffic
- no apparent way to travel by foot to the proposed SANG on the other side of the A3
[officer comment: highway improvement works proposed and required by Grampian condition under 19/P/02240]
- no loss of ancient semi-natural woodland
- no trees would be removed from alongside Kiln Lane
- the woodland management plan provided covers the basic aspirations for the woodland compartments

- no response to ash dieback
[officer comment: this can be secured as part of the woodland management plan]
- recommended that the Forestry Commission's small woodland management plan template is used
- the management plan fails to mention who, if anyone, has been consulted as part of its production
- the woodland management plan be revised to take into account deer and rabbit control
- no SuDS are placed within the 15 metre buffer zone protecting the ancient semi-natural woodland
[officer comment: see above]

1034 Campaign to Protect Rural England: no response

1035 MacFarlane & Ass, Landscape Consultants: have made the following comments:

- the baseline levels of light in this area are affected by adjacent settlements, roadways and commercial uses, both small scale (such as the car showroom) and large (such as Heathrow Airport).
- The proposed development would not significantly impact the area in terms of added light nuisance.
- temporary timber-built acoustic fence and pylons would be seen in the context of construction activities and existing views of pylons
- beneficial effects from removal of overhead power lines
- the enlargement of the proposed SuDS basin adjacent to the proposed Portsmouth Road roundabout and associated stepping back of built form would be a positive change that would alter the composition of views from Portsmouth Road so as to be more strongly influenced by the landscape proposals
- visual receptors travelling along the A3 is agreed as low and the impact of the inclusion of built form up to the maximum parameter is not considered likely to give rise to effects greater in adverse significance

[officer comment: the council sought external advice to review the Landscape and Visual Impact Assessment chapter of the ES, three reviews were carried out and the consultant was satisfied the assessment undertaken by the applicant was robust]

Neighbouring authorities

1036 Woking Borough Council: no objection to the proposed development, subject to the decision maker being satisfied that the proposed development would not increase surface water fluvial flood risk on-site or elsewhere and the County Highway Authority being satisfied that the proposed development would be acceptable in highway safety and parking terms.

Parish Council/ Amenity groups

1037 Send Parish Council: object and have raised the following matters:

- no infrastructure delivery prior to first occupation
- village population growth 40% over next 5 years to 2026
- existing village halls would serve the development
- use of community space for shop/retail
- sustainable transport routes may not be viable and usable

[officer comment: a shared footway cycleway is proposed through the entire development. On Portsmouth Road a shared footway cycleway would be implemented to Send Primary School with two toucan crossings to provide safe access for all users. The proposed works would be an improvement on the existing situation and provide improvements for existing and future residents as confirmed by the County Highways Authority]

- risk to highway safety for pedestrians and cyclists from new road layouts
- adaptability to speed limit changes
- accessibility of SANG
[officer comment: highway improvement works to be provided under 19/P/022440]
- highway safety – use of Kiln Lane by HGVs, pedestrian crossings
[officer comment: any occupiers of the Travelling Showpeople plots would be aware of the weight restrictions before occupying the site, there would be on-site turning space, waiting restriction, junction improvements and widening to maintain highway safety]
- provide fibre broadband
- overhead lines should be buried
- planning obligation for healthcare
- unspecified contributions for primary education
- inadequate open space for teenagers
- noise and pollution – proximity to A3 edge
- air quality
- flooding risk to Travelling Showpeople plots
- woodland management
- inadequate play space – off site play space at Send Recreation ground has no car parking
- include electric vehicle charging

Requests financial contributions for:

Lancaster Hall: £250,000

New play equipment: £100,000

New pavilion: £50,000

public car parking: £150,000

[officer comment: the following requests cannot be taken forward as the site would have an onsite community facility and no details have been provided of the works to Lancaster Hall and how this would increase capacity, there would be on-site play space provision so an off-site provision is not justified and whilst there are no proposals and details for a new public car park this would amount to an environmental improvement. A request was made for further details; however, insufficient information was provided, without details of the capital costs and reasons for the mitigation these contributions have not been justified.]

1038 Ripley Parish Council: They object and have raised the following matters:

- ill-considered site allocation
[Officer comment: the planning application cannot be used to re-assess the local plan process and examination]
- unsustainable location
- flooding risk
- highway safety – use of Kiln Lane by HGVs
- affordable housing for those with a link to Ripley and Send
[officer comments: the Council's SPD requires a registered provider with a local presence]
- varied housing mix and tenure including for down/re-sizers

- weight limit on Kiln Lane would make is unsuitable for Travelling Showpeople plots
- need for footpath through woodland
[officer comment: use of an existing informal path]
- inaccurate flood map
[officer comment: detailing site specific modelling has been done and the Environment Agency are satisfied with the accuracy of the information]
- community use does not have supporting infrastructure
- unsuitable Travelling Showpeople plots
- accessibility of SANG
- long term future of Little Waitrose uncertain
- re-open Ripley Village Primary School
- include electric vehicle charging
- relocate Travelling Showpeople site
- use community space for shop/retail
- only response to engagement is additional footpath
- non-compliance with Lovelace Neighbourhood Plan
- overdevelopment
- inadequate car parking
- pylons – timescale for burying
- sewerage capacity
- no innovative response to the Council declaring a Climate Emergency
- flooding risk
- increased demand on infrastructure – schools
- risk to highway safety – pedestrians, school drop off/pick up, tree on roundabout
- air quality
- no need for Travelling Showpeople plots
[officer comment: this need was identified in the evidence base for the Local Plan, in the GTAA]
- Travelling Showpeople plots retained for that group
- loss of trees and vegetation

Requests financial contribution for:

New Ripley Village Hall: £600,000

1039 Tibbalds Planning and Urban Design Ltd: object on behalf of Ripley Parish Council and Send Parish Council and have raised the following matters:

- lack of changes to respond to points raised at pre-submission consultations
- impact on primary school places and traffic movements to Send Primary School
- mitigation for greater demand for social and community services
- transport strategy dependant on modal shift to sustainable travel, rather than providing local facilities in close proximity
- reliance on private transport – even for short journeys
- unsustainable location
- highway safety – use of Kiln Lane by HGVs
- harm to the character of the area – risk to natural features, openness, density
- inadequate play and young adult space
- dependant on facilities in surrounding villages
- increased demand on infrastructure – schools and health

- Send and Ripley growing by around 20% in 5 years – lack of supporting infrastructure
- insufficient primary school spaces since closure of Ripley Village Primary School
[officer comment: Surrey County Council have commented to confirm that there is capacity and the mitigation to provide more school places]
- sustainable transport to education
[officer comment: the proposal would require a travel plan to be produced and monitored]
- lack of convenience shop
[officer comment: the size for the site is not large enough to support a shop and there is a Little Waitrose in close proximity for top-up shopping needs, it is envisaged the proposed community use could be adopted to meet the needs of the new residents and adapt to this]
- contributions to existing community halls
- integrated parking strategy welcome
- traffic congestion
- no details of bus improvements
[officer comment: financial contribution to increase frequency of services would be managed by the Passenger Transport Team at Surrey County Council]
- unsafe cycling routes to Clandon Station
- desire lines through the woodland
- SANG inaccessible
- flooding risk
- impact on landscape setting
- use a wide palette of materials
- no home working and office space

1040 West Clandon Parish Council: object and have raised the following matters:

- no information on proposed public transport improvements
- harm to the character - density
- overdevelopment
- reliance on private transport
- poor design – cramped, identical, same ridge heights, limited palette of materials
- natural light restricted to windows by street trees
- tandem parking would lead to informal parking and obstructions in the road
- location of play area by the A3 and busy road junctions
[officer comment: this SLAP would come forward in phase 2 and mitigation to manage the noise effects can be required]
- no on site playing fields
- poor layout and design
- no sense of community – a housing estate
- no community facilities
- cumulative impact - 250 car parking spaces at Clandon Station
- no detail of improvement to bus services and shelters
- increase in traffic congestion on A247
- risk to highway safety – road users, footways, pedestrians, cyclists
- need for highway safety and capacity measures to A247

- smart traffic lights - Oak Grange Road, Station Road junctions
- improvements to cycling and pedestrian routes
- reduce speed limit - 20mph speed limit from the church to the school and 30mph limit from Lime Grove to the proposed new roundabout at the A3 bridge
- electric vehicle (EV) charging at off-site public facilities

Requests financial contributions for:

new footpath that should be provided from the A247 to the potential SANG at Tithebarns Farm:
uncosted

two electric vehicle charging points: uncosted

West Clandon Village Hall, insulation, fixtures and fittings: £100,000

[officer comment: the following requests cannot be taken forward as the Parish do not own or maintain the highway and the County Highways Authority have not included these works as proposed highway improvement works for this application or 19/P/02240 for the SANG, the site would have an onsite community facility and no details have been provided of the works to the village hall and how this would increase capacity. A request was made for further details; however, insufficient information was provided, without details of the capital costs and reasons for the mitigation these contributions have not been justified.]

1041 East Clandon Parish Council: no response

1042 Ockham Parish Council: object and have raised the following matters:

- poor design – cramped and identical
- inadequate open space
- lack of community facilities
- pylons – timescale for burying
- unsuitable Travelling Showpeople plots
- car dependency
- improvements to cycling and pedestrian routes
- uncertainty on northbound A3 slip roads
- inadequate car parking
- height – 3-4 storeys has an urbanising effect
- noise and pollution – proximity to A3 edge
- harm to landscape setting
- increased demand on infrastructure – schools, healthcare
- inadequate car parking at Clandon station
- risk to Ancient Woodland
- highway safety – use of Kiln Lane
- flooding risk

1043 East and West Clandon Residents Association: object and have raised the following matters:

- increased demand on infrastructure – schools, healthcare
- traffic congestion and inadequate highway capacity
- poor layout and design
- alternative scheme - reduce number of new homes
- no sense of community – a housing estate
- no community facilities
- increase in traffic congestion on A247
- no improvements to cycling and pedestrian routes

- 1044 Ockham and Hatchford Residents' Association: object and have raised the following matters:
- increased demand on infrastructure – schools, healthcare, public transport
 - noise and pollution – proximity to A3 edge
- 1045 Guildford Society: object and have raised the following matters:
- no sense of community
 - no community facilities
 - community covered structure – usable all year round
 - adjacent to countryside – lower density housing
 - height – 3 storeys has an urbanising effect
 - poor layout and design
 - parking dominated
 - alternative scheme preferred – green space on hillock not housing
 - phasing – lack of green space available for use in phase 1 until phase 2 delivered
 - vehicular access and spine road– capacity to serve development
[officer comment: would meet the requirements in the Manual for Street 2]
 - noise and pollution – mitigation from proximity to A3 edge
 - pylons – easement, removal of concrete tower footings
 - use of new road by HGVs
 - landscaping – strengthened to Travelling Showpeople site
 - legal agreement – agree obligations for whole site
 - risk of flooding
 - traffic congestion
 - cumulative impact of development
 - phasing of development and impact on slip roads
- 1046 Guildford Residents Association: object and have raised the following matters:
- no community facilities
 - harm to the character – density, height
 - harm to landscape setting
 - harm to woodland and trees
 - no design response to riverside location
 - poor design and layout
 - pylons – easement if not buried
[officer comment: the applicant confirms the three pylons would be buried]
 - phasing of infrastructure – slip roads, A3 bund
 - need for temporary fencing
[officer comment: until the bund to the A3 is complete temporary acoustic fences are proposed]
 - ineffective buffer to A3
[officer comment: has been assessed to be effective by Environmental Health]
- 1047 Merrow Resident's Association: object and have raised the following matters:
- support reduction in height
 - maintain car parking spaces provided
 - no sense of community – a housing estate
 - no community facilities

- lack of connectivity to Send, Send Marsh and Ripley
- noise and pollution – proximity to A3 edge
- flooding risk
- require burying of pylons
- height – should be no more than 2.5 storeys
- inadequate car parking – rural location
- cumulative impact – Gosden Hill Farm
- good housing mix - high number of two bed units

1048 Friends of Ripley Primary School CIC: made the following comments:

- residents of Ripley and Send were promised that if more places were needed in the future, the school would be reopened
- nobody wants to see the expansion of Send Primary School
[officer comment: the County as the education authority have confirmed the development does not generate sufficient need to re-open the school]

1049 The Showman's Guild of Great Britain (Norwich & Eastern Counties Section): made the following comments:

- small vehicle access suitable for Kiln Lane
- support layout in the masterplan
- meet a local need for Travelling Showpeople

1050 The Showman's Guild of Great Britain (London & Home Counties Section): object and have raised the following matters:

- Kiln Lane unsuitable for heavy good vehicles (HGVs)
- unsuitable Travelling Showpeople plots
- lack of detail
[officer comment: application made for a change of use and not operational development which would require planning permission]
- not supported by the Guild
[officer comment: it is supported by the Norwich & Eastern Counties Section]
- should not count towards the identified need in the GTAA

1051 The Association of Independent Showman: object and have raised the following matters:

- harm to the character of the area – scale, density and layout
- Kiln Lane unsuitable for heavy good vehicles (HGVs)
- can only accommodate a limited group
- poor living environment
- noise and pollution – proximity to A3 edge
- breach of Article 8 of the Human Rights Act

11. Third Party Representations

11.1 At the time of the preparation of this report there have been 131 representations received objecting to the development. The main issues raised include:

- inadequate car parking
- inadequate infrastructure including sewerage, education, healthcare, convenience store, parking in local centres
[officer comment: no objection from Thames Water as sufficient capacity and planning obligation for financial contribution to education and healthcare]
- traffic congestion and inadequate highway capacity
- air quality
- flooding and surface water flooding risk
- Kiln Lane unsuitable for heavy good vehicles (HGVs)
- overdevelopment
- risk to highway safety – access to Portsmouth Road
- noise and disturbance during construction
- harm to the character of the area – flats, scale and density
- impact on the Green Belt
[officer comment: the site is allocated in the LPSS and inset from the Green Belt]
- loss of Green Belt
- delivery of the northbound slip roads
[officer comment: this is not required as mitigation for this development and is allocated in the LPSS for delivery]
- noise and disturbance for occupiers along A3 boundary
- noise and disturbance during construction
- noise and disturbance from occupation
- pylons reduce developable land
- harm to the ancient woodland
- proposed SANG inaccessible
- built form – no more than two storeys
- inadequate public transport service and cycle and pedestrian routes
- Clandon railway station inaccessible
- re-open Ripley Village Primary School
- loss of trees
- harm to wildlife
- cumulative impact of development
- use brownfield land
- create a 'rat run' along the primary road
- no community centre
[officer comment: amended plans have been submitted to include a community facility]
- inadequate open space
- reliance on private transport
- no leisure or entertainment facilities
- no response to declaring a climate change emergency
- poor design
- loss of agricultural land
- light pollution

- for overspill from London
- unsuitable Travelling Showpeople plots
- unsustainable construction practices
- fails to comply with guidance from the Showman's Guild
- no need for development
- distribution of affordable homes
- no employment space
- revision to respond to changes since COVID-19 pandemic
- overlooking to Burnt Common Cottages
- alternative proposal as open space
- ongoing management for new highway and drainage infrastructure
[officer comment: if it is the applicant's intention to offer any of the roadways for adoption an Agreement under Section 38 of the Highways Act 1980 would be required, and the others would be maintained by a management company]
- relocate Travelling Showpeople site
- lack of community integration
- should not have been inset from the Green Belt
- poor broadband services
- anti-social behaviour
- overwhelm existing smaller settlements
- unsustainable location

112 At the time of the preparation of this report there have been 2 representation received in support of the development. The main issues raised include:

- deliver affordable housing
- improvement to road network and local infrastructure
- positive Green Belt release
- contribute to vitality of Send
- sustain local facilities and economy
- suitable Travelling Showpeople plots -secure, own access, large enough, high standard
- close to local facilities
- accessible to road network
- suitable for Travelling Showpeople who travel with smaller equipment

12. Planning policies

121 National Planning Policy Framework 2019 (NPPF):

1. Introduction
2. Achieving sustainable development
4. Decision-making
5. Delivering a sufficient supply of homes
6. Building a strong, competitive economy
8. Promoting healthy and safe communities
9. Promoting sustainable transport
10. Supporting high quality communications
11. Making effective use of land
12. Achieving well-designed places

- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment
- 16. Conserving and enhancing the historic environment

- 122 Planning Policy Guidance (PPG)
- 123 National Design Guide (NDG)
- 124 Planning policy for traveller sites (PPTS)

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

The Guildford Borough Local Plan: Strategy and Sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan. The Local Plan 2003 policies that are not superseded are retained and continue to form part of the Development Plan (see Appendix 8 of the Local Plan: strategy and sites for superseded Local Plan 2003 policies). In April 2021 the Council agreed to review the LPSS to include a full update and reassessment of the relevant evidence used and other factors including regeneration, demand for retail/commercial property, impact of the pandemic, loss of A3 widening scheme, infrastructure delivery, declaration of Climate Emergency and the Planning Bill.

- S1 Presumption in favour of sustainable development
- H1 Homes for all
- H2 Affordable homes
- P4 Flooding, flood risk and groundwater protection zones
- P5 Thames Basin Heaths Special Protection Area
- D1 Place shaping
- D2 Climate change, sustainable design, construction and energy
- D3 Historic environment
- ID1 Infrastructure and delivery
- ID3 Sustainable transport for new developments
- ID4 Green and blue infrastructure
- A41 Land at Garlick's Arch, Send Marsh / Burnt Common and Ripley
- A42 Land for new north facing slip roads to / from A3 at Send Marsh / Burnt Common

- 126 Evidence base:

- Land Availability Assessment (LAA) 2020
- Open Space, Sport and Recreation Assessment 2017
- The Guildford Borough Traveller Accommodation Assessment (TAA) 2017
- West Surrey SHMA Guildford Addendum Report (SHMA Addendum) 2017
- West Surrey Strategic Housing Market Assessment (SHMA) 2015
- Green Belt & Countryside Study 2013

- 127 Referendum version of the Lovelace Neighbourhood Plan (LNP)

Adopted on 19.05.2021 and therefore carries full weight in decision-making.

- LNPH1 Suitability of Development Sites
- LNPH2 Housing For All
- LNPH3 Housing Design and Density
- LNPEN1 Local Green Spaces (LGS) and Local Views
- LNPEN2 Biodiversity and Natural Habitats
- LNPEN3 Flooding
- LNPEN4 Light Pollution
- LNPEN5 Air Quality and Traffic

LNPI1	Infrastructure
LNPI2	Public Transport and Sustainable Travel
LNPI3	Cycling and Walking
LNPI4	Parking
LNPI5	Community Facilities
LNPI6	Healthcare and Education

128 Send Neighbourhood Development Plan (SNDP) – Referendum Version 2019 – 2034
Adopted on 19.05.2021 and therefore carries full weight in decision-making.

Send 1	Design
Send 2	Housing development
Send 3	Supporting the local economy
Send 4	Green and blue infrastructure
Send 5	Local Green Space
Send 6	Supporting Community Facilities
Send 7	Supporting sustainable transport
Send 8	Car parking provision

129 Surrey Waste Local Plan (SWLP) 2019-2033
Policy 4 Sustainable Construction and Waste Management in New Development

1210 Guildford Borough Local Plan 2003 (as saved by CLG Direction 24 September 2007):
Following the adoption of the LPSS, until the Local Plan: Development Management Plan Policies DPD is produced and adopted some of the policies (parts of the policies) contained within the Guildford Borough Local Plan 2003 (as saved by CLG Direction on 24 September 2007) remain part of the development plan.

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

1211 South East Plan (SEP) 2009:
NRM6 Thames Basin Heath Special Protection Area

1212 Supplementary planning documents:

- Climate Change, Sustainable Design, Construction and Energy SPD 2020
- Planning Contributions SPD 2017
- Thames Basin Heaths Special Protection Area Avoidance Strategy 2017
- Guildford Landscape Character Assessment 2007
- Vehicle Parking Standards SPD 2006
- Residential Design SPG 2004
- Surrey Design 2002

1213 Other guidance:

- Surrey County Council Vehicular and Cycle Parking Guidance 2018
- Guidance on the storage and collection of household waste for new developments 2017

13. Planning Considerations

13.1 The main planning considerations in this case are:

- Housing delivery
- Site preparation
- Context and Identity
- Access, highway safety and capacity
- Flooding and Drainage
- Air quality
- Landscape and visual impact
- Housing mix and type
- Travelling Showpeople plots
- Characteristics of well-designed places
- Impact on residential amenity
- Impact on trees
- Ecology and nature conservation
- Landscape strategy and open space
- Heritage assets
- Sustainable design and construction
- Contaminated land
- Utility services
- The Thames Basin Heaths Special Protection Area
- Economic / financial considerations
- Legal agreement requirements
- Viability assessment

13.2 Housing delivery

13.2.1 The Garlick's Arch site is allocated for approximately 550 dwellings and 6 Travelling Showpeople plots in the adopted Local Plan: strategy and sites (LPSS). For this reason, the principle of residential development on this site is established. The in-principle suitability and sustainability of the site for residential development has been established through the Plan Making process. As part of the plan making process, the Council developed a spatial strategy that sought to meet the identified need for housing in full in the most sustainable way. In doing so, the Garlick's Arch site was first identified in The Regulation 19 (2016) version of the plan. It was retained in the Regulation 19 (2017) version however, the proposed industrial use within the allocation was removed and replaced with the Travelling Showpeople use.

13.2.2 The justification for the allocation at Garlick's Arch included:

- it made an important contribution towards meeting identified housing need;
- including that of Travelling Showpeople;
- it made a significant contribution to early delivery thereby helping to address the significant backlog accrued since the start of the plan period and ensuring that the Council was able to demonstrate that the plan would achieve a rolling five-year supply from the date of adoption; and
- facilitated the provision of an A3 northbound on-slip and an A3 southbound off-slip at A247 Clandon Road (Burnt Common).

1323 Following five weeks of hearings, including a specific session on the sites in and around Send/Send Marsh/Burnt Common, the LPSS was found sound by an independent Planning Inspector. In doing so the Inspector considered both the wider spatial strategy and the specific allocation at Garlick's Arch. He concluded that the spatial strategy allocates development to the most sustainable locations, or those that can be made sustainable, and that there is an appropriate balance of strategic/non-strategic sites as well as location of sites to provide choice and variety of housing across the borough. He also concluded that the site is well related to the village, accessible to the nearby facilities, would have a limited impact on the wider openness of the Green Belt and would help make a very effective contribution towards meeting the Borough's significant housing needs.

1324 The Council is able to demonstrate a five-year housing land supply with an appropriate buffer. The supply, base dated 1 April 2020, is assessed as 7.34 years based on most recent evidence as reflected in the GBC LAA (2020). It should be noted that this land supply figure has been prepared on the basis of an approval on Garlick's Arch and assumes a total of 450 homes to be delivered during the five year period to 31 March 2025 – this equates to 9% of the total supply identified. In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2020 measurement is 90%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (75%). These two factors mean that the development plan policies can be regarded as up-to-date in terms of paragraph 11 of the NPPF.

133 Site preparation

Electricity pylons

1331 To increase the developable land three existing electricity pylons and associated overhead cables would have to be relocated and buried to facilitate the proposed development. Two pylons on the site would be removed and one relocated. This would require agreement from UK Power Networks (UKPN), and third-party landowners and those discussions are ongoing. Further details are provided in the ES Addendum Appendix A5, drawing number 9966-UKPN-DR-C05947-82-0014 rev P02. Discussions with UKPN remain ongoing however UKPN have now provided indicative designs for the proposed new terminal pylons that would replace the existing off-site pylon to the west of the site (with a temporary pylon provided during the works), and on-site to the north-east of the site.

1332 The locations and appearance of the proposed terminal pylon are set out in the following drawings provided by UKPN and included in Appendix A10. The temporary pylon PPA25T approximately 52m north-west of the existing pylon (PPA25) to the west of the site would be approximately 5.8m shorter than the existing pylon. The proposed permanent terminal pylon (PPA25R) to the west of the site would be located in approximately the same location as the existing pylon and would be approximately 8.9m shorter than the existing pylon.

1333 The indicative route of the undergrounded cables would be through the proposed bund to the A3, then divert north through the drainage features across the East Clandon Stream (subject to Environment Agency consent), then follow roads on the plateau. These operations would take place during phases 2 and 3 and further details submitted by condition.

1334 Table 2.5 of the ES Addendum states the pylons would be removed during the second

year of works for phase 1, this is part of the proposed works and therefore no easement would be needed under the power lines as they would be buried. A programme for the removal of the pylons and burying of the overhead powerlines shall be required by condition.

Landscape bund

- 1335 This would provide a landscape and noise attenuation buffer between the residential development and the A3. This would not compromise the delivery of the slip road (site allocation A42). Landscape has been submitted as part of the outline planning application including the bund and acoustic fencing and would not be a reserved matter. This has been designed to provide flexibility for the detailed design of the slip roads required for the strategic site allocation at Wisley Airfield and as the allocation includes more land than is required for the slip road, the landscape bund would be delivered in this excess land.
- 1336 The development would be occupied through a phased approach, and the ground and engineering works would be carried out over the course of the construction process, with completion in phase 2. This would require a temporary acoustic fence would not be removed until the completion of the bund and permanent barrier.
- 1337 The bund has been designed as an undulating landform feature and thereby reducing the height of the required acoustic fence panels to achieve the overall 5.0m height requirement, also allowing it to assimilate into the wider site topography. The southern end would have a generous width for a planting buffer to screen the fence and gabions on both sides. The pinch point where the gap is narrowest would require the bund to reduce in height and the fence to increase in height. The landscape design would be varied to break up the visual form, as explained on pages 132-139 of the Design and Access Statement (DAS). The proposed landscape bund strategy would be acceptable response to the allocation requirement for an increased landscaped buffer/strategic planting subject to detailed design of the land contouring, planting and specification of the acoustic fence which would be secured by condition.

134 Context and Identity

- 134.1 Local Plan Policy D1 ('Place Shaping') requires new development to achieve high quality design that responds to the distinctive local character (including landscape character) of the area in which it is set, albeit we also note that at D1(5) it qualifies that due to the characteristics and goals for strategic allocations it may not in all cases be desirable "to reflect locally distinct patterns of development" as they "must create their own identity to ensure cohesive and vibrant neighbourhoods." Send Neighbourhood Plan (SNP) Policy Send 1 ('Design') sets a similar goal for development to demonstrate how it promotes and reinforces local distinctiveness, though acknowledges (criterion J) that in the Character Area of Portsmouth Road, Burnt Common (south) and Clandon Road within the strategic housing allocation the policy does not require proposals to reflect the variety of styles in the area (for the avoidance of doubt the aim to retain healthy trees along roads does apply). For clarity the strategic sites are identified in para. 4.1.10 of the LPSS in the preamble to policy S2. Garlick's Arch is not one of these and as none of the other strategic sites falls within the Send Parish boundary, criterion J is taken to be a reference to Garlick's Arch. Lovelace Neighbourhood Plan (LNP) policy LNPH3 ('Housing Design and Density') sets out proposals will be supported where they are "well designed, enhance the special qualities of each location and are sympathetic to local character and history" and where they follow prevailing requirements in adopted design guidance and requirements of Policy D1 as mentioned above. Part i) goes on to state "Outside the strategic sites residential developments

will reflect the density and character of the surrounding area.” Again, the LNP does not specifically include or exclude Garlick’s Arch as a strategic site however, the site is not shown on Map 4 on page 16.

- 1342 Noting this is not a strategic site for the purposes of the LPSS, the allocation is nevertheless significant in its scale of the development and the extent to which the development can positively reflect existing patterns, and character of development is an important consideration. Having regard to the National Planning Policy Framework (paragraph 122) it is necessary, in the context of making effective use of land to consider, inter alia, the desirability of maintaining or harmonising with the prevailing character and setting of the area or of promoting regeneration and change. The National Design Guide (NDG) was published in October 2019 and is a material consideration. The NDG uses ten different characteristics to illustrate the Government’s priorities for well-designed places. These characteristics include understanding and responding to site’s context and its identity or character.

Context

- 1343 ‘Context’ concerns the location of a site or development and the attributes and character of its surroundings.
- 1344 Paragraph 39 of the NDG confirms, in summary, that development based on an understanding of the attributes set out in that paragraph would integrate more successfully and more likely to be acceptable to a local community. Paragraph 40 emphasises that well-designed places are; based on a sound understanding of the features of the site and the surrounding context; integrated into their surroundings so they relate well to them; are influenced by and influence their context positively; and responsive to local history, culture and heritage.
- 1345 Key application documents describe the site and its surroundings, provide detailed contextual appraisals and evaluate the landscape baseline and predicted impacts to landscape character and visual amenity. Through the comprehensive Design and Access Statement in particular the scheme shows a good understanding of the attributes of the site and surrounding character.
- 1346 The site occupies a fringe location on the southern edge of the settlement. The composition of the site is described at the front of this report (section 3.2) and contains arable and semi-improved grassland, the latter used for sheep/horse pasture and pheasant shooting, and a clay pigeon shooting range, and gundog training. Within the site tracts of ancient woodland (Garlick’s Arch Copse), natural watercourse and high land/hillock are key features. The site occupies a transitional space; bounded to the east by the A3 trunk road representing heavy infrastructure and posing a noise constraint, but to its west by a tranquil semi-rural lane hosting low-medium density housing.
- 1347 In landscape terms, as the Design and Access Statement (DAS) notes, the site sits within and is also characteristic of the landscape character described by National, County and Local appraisals on pages 20-39 of the DAS. It is part of a pastoral landscape which is broken up by the influence of woodland and other planting, infrastructure (including highway network and utilities) and settlements. The site is well contained visually by planting within the site adjacent Burnt Common Lane, and Portsmouth Road B2215, in particular by woodland blocks nearer to Kiln Lane which comprise ancient woodland (Garlick’s Arch Copse).

- 134.8 Views from the south (along the A3 trunk road) are in places more open, owing to a present lack of vegetation and, as the Landscape and Visual Impact Assessment (LVIA) notes, these are pronounced where the site appears at a similar (topographical) level. These views are, however, taken between areas that are well screened (features are more successful near to the A247 Clandon Road/flyover and moving north east towards Kiln Lane) and at speeds (unregulated, 70mph) which reduce the duration of views. The later section at 10.8 describes the landscape baseline and visual effects in more detail with reference to the submitted LVIA.
- 134.9 Turning to the built context, the site's location places it spatially within the close context of several small villages, namely Ripley, Send, and adjacent to the village of Burntcommon and Send Marsh. The settlements of Burpham, Old Woking, West Clandon, West Horsley, are less closely related (though not far removed from the site themselves in terms of travel time). With reference to historic mapping the DAS shows the chronology of development from pre-1874, whereby Send and Ripley established earlier than Burntcommon/Send Marsh and have a more linear structure/settlement.
- 134.10 The detailed contextual analysis set out by the Design and Access Statement provides a sufficient description of the residential character of adjacent and nearby settlements (Burntcommon, Send Marsh, Send and Ripley). This evaluates key characteristics including; Urban structure and form; Building heights; Architectural detailing and building components; Use of Materials, Parking typologies, Landscaping. In addition to the study of these settlements the DAS also undertakes a broader study of key elements of what it terms the 'Surrey Style' deriving key architectural principles, forms and detailing.
- 134.11 Only development along Burnt Common Lane to the south west and a small collection of housing (with more rural character) along Kiln Lane bordering the north east, have a direct visual connection to the site. Development north of Portsmouth Road (Linden Way, Chestnut Close, Maple Road) has little visual connection (with the exception of the commercial Bentley Car Showroom) where said housing is arranged with gardens backing on to the road and plots are well separated visually by mature trees and planting along the northern side of the highway.
- 134.12 Burntcommon provides the immediate built character context which the DAS described as comprising a mix of development with scattered historic property interspersed by modern infill plots sharing the prevalent characteristics of:
- Almost entirely residential;
 - Two storey forms;
 - Detached and semi-detached forms of housing;
 - On plot parking;
 - Consistent use of brickwork under tile roofs; and
 - Occasional render, tile hanging and weatherboarding

Identity

- 134.13 'Identity' concerns the ways in which "buildings, streets and spaces, landscape and infrastructure combine together and how people experience them". This is stated at Paragraph 50 of the NDG which also observes that well-designed places, buildings and spaces have; a positive and coherent identity that everyone can relate with; have character that suits the context, its history, how we live today and in the future; and are visually attractive in order to delight their occupants and users.

- 134.14 As identified by the Urban Design Officer (UDO), the site's use (until recently as arable farmland) did not have any historical or cultural relationship to the local population. It is inaccessible private land isolated from nearby communities. This is assisted by the (in places) extensive degrees of screening along the development/village side boundaries of the site.
- 134.15 Development framing the site along Burntcommon Lane and Kiln Lane represent the character of immediate built development. The former is a narrow (though two lane) quieter semi-rural route, comprising a mix of inter and post-war development, interspersed by modern infill properties. The latter are present in both single infill form along the lane and in depth (Burnt Common Close). Development along Burntcommon Lane is almost wholly two-storey (a few isolated bungalows) in a mix of detached and semi-detached housing. The majority benefit from driveway or frontage parking. This lane has a low-medium density and has a private and tranquil semi-rural residential quality.
- 134.16 Kiln Lane, a single lane width track of more rural character, hosts a low number of residences, a few of which are arranged close to the lane, while others are set back behind in a backland arrangement or are very well screened from the lane. This reduces the prominence of development perceptible from the lane. Dwellings have a mix of architectural styles; however, development is also notably visually separated from the application site by Garlick's Arch Copse which aligns favourably to the south side of the lane.
- 134.17 Currently the constraints and context lend the site a mixed identity. The land serves as undeveloped agricultural land that is isolated visually, but not physically, from the settlement, and it plays a role in hosting and buffering infrastructure from the village, which spoil its character. Its individual identity is made up by the existing landscape framework and key physical characteristics of the site. The site also hosts/provides a robust mosaic of positive landscape features and habitats, supporting tracts of Ancient Woodland and habitats, as well as the existing watercourse (East Clandon Stream, a tributary of the River Wey), and rising landform to a plateau in the north of the site.
- 134.18 Returning to considerations of policy the context and identity of the site suggest that while development would benefit from reflecting aspects of local character, and particularly a consistent Surrey vernacular, the physical and visual context of the site is such that greater flexibility can be applied to this site and that it is not pivotal to follow surrounding established patterns of development. Instead the scale of the development and the existing landscape framework, in particular, enables opportunities for innovation and individuality. The later 'features' and identity of the site have been key in guiding discussions and seeking to secure improvements to the proposals with the applicant, and in particular in respect of identifying appropriate design parameters.
- 134.19 As the latest UDO comments show this has led to a 'more fully site-responsive scheme'. These changes are described in detail in the later section 'Characteristics of well-designed places'.
- 134.20 Overall, it is concluded that the development has successfully assessed the local context and identity of the site and surrounding areas would enhance the surrounding area through the landscape approach and provide an attractive and distinctive built form. Accordingly, the application would comply with policy Send 1 of the SNP, D1 of the LPSS, policies G1 and G5 of the saved Local Plan 2003, and the policies of Chapter 12 of the NPPF.

135 Access, highway safety and capacity

1351 Para 103 of the NPPF requires significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. Para. 109 explains that “Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. In allocating the site in the LPSS the sustainability of the location in terms of patterns of movement were regarded as acceptable in principle. In fact, the Inspector’s Report of the LPSS para. 102 states that “Send is served by existing bus services and there is an opportunity to link the development at Garlick’s Arch to a new bus service provided in relation to the Wisley airfield development.” Furthermore, para 206 of the Inspector’s Report makes the following points, about the site, in summary:

- it is well-related to the village;
- it is close to a convenience store and other facilities including schools, shops and community facilities within a short distance;

1352 However, the Inspector recognised that there was a need for new pedestrian crossing in order to create a more attractive route for pedestrians to and from the site and supported the requirement to provide pedestrian and cycle routes into the development from the B2215 to improve connections into the village in the policy A41.

1353 Policy ID3 of the LPSS says that new development will be expected to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of sustainable transport modes, and establishes a set of steps for development to take into account in order to achieve this objective. Policy Send 2 of the SNP required mitigation from increased demand on transport infrastructure and Send 7 supports proposals that enhance sustainable and accessible transport opportunities. Policies LNPI1 relates to new and changed infrastructure in response to need and growth and LNPI2 of the LNP seeks to reduce the need for car use and supports sustainable transport choices.

Access

1354 The access arrangements to the site are acceptable and have been subject to a Stage 1 Safety Audit. They would be implemented through a S278 agreement and subject to further assessment at the detailed design stage by the County Highway Authority’s (CHA’s) internal Road Safety Team and engineers. The implementation of the two roundabouts would not have a detrimental impact on current traffic flows. The CHA have raised no objection and conditions in terms of the delivery of these roundabouts would be required.

1355 There would be a shared cycleway from the Portsmouth Road roundabout, this would include a bridge over the swale. For a safer segregated route into the site from the main road.

1356 The Clandon Road roundabout would have four arms enabling an on-slip to the A3, which would be brought forward by the Wisley Airfield site at a later date as part of Local Plan Policy A35. Both roundabouts would be landscaped with pedestrian footways.

1357 Following comments from the DRP, further discussions were had with the CHA and applicant for a priority junction at Portsmouth Road. However, it was concluded that a roundabout would future-proof the site and the surrounding highway capacity, bus

priority benefits and to ensure free-flowing traffic to manage queuing traffic.

Highway capacity

- 1358 Traffic surveys to inform the modelling has been taking place since September 2016 including Manual Classified Counts, Automatic Number Plate Recognition (ANPR) surveys and Automatic Traffic Counters. Paragraphs 3.22-3.32 of the Transport Assessment summarises the baseline traffic conditions.
- 1359 Highway modelling has been ongoing for this site from 2016 when it was first proposed as a site allocation up until a response was made by the CHA. This takes into account pre COVID-19 pandemic traffic movements, the cumulative impact of allocated sites, committed development already granted planning permission and vehicles using the new slip roads. This is a comprehensive approach to look at the worst case scenarios. For example, they do not take into account the fact that a proportion of trips (i.e. school-based journeys) would not have a need to travel along the A3. Similarly, no allowances have been made for the potential effects of operating a Travel Plan at this site. Furthermore, it takes into account trips for car and heavy good vehicles (HGVs) that both the proposed development and others would have on the highway network from the existing baseline situation. The cumulative impact of site allocations including Gosden Hill Farm and Wisley Airfield have also been included.
- 13510 A stress or sensitivity test has been undertaken in the 'Junction Modelling Sensitivity Test' Technical Note dated May 2020, to establish how the vehicle trip distribution profile used to assess the impact of the proposed development would change in the event that a wider range of journey types is taken into account. This has been applied to the junctions assessed. This is a robust methodology to account for trips being carried out by modes other than the private motor car.
- 13511 Junctions in Send and Ripley villages and Ockham interchange (for the effects of the Wisley Airfield scheme in the year of opening (i.e. 2025)) have also been included and updated in the modelling at the request of the CHA and Highways England (HE) to ensure that the impact on through flow and local traffic movements are taken into account.
- 13512 The queuing at the Ockham interchange would result in negligible increases. At Send Roundabout this would have approximately 15 more vehicles per hour, which would be equivalent to just one extra movement every four minutes and A247/ A3 on-slip would have approximately 10 more vehicles per hour, which would be equivalent to just one extra movement every six minutes. Therefore, the conclusions reached within the Transport Assessment have been accepted; as the junctions would operate within accepted capacity thresholds.
- 13513 The traffic impact assessment demonstrated that the level of trips generated by this site would not result in significant delays to journeys nor impact on flow of junctions compared to existing journeys and taking into account future growth. The CHA reached this conclusion following multiple traffic assessments and junction modelling, which has involved their Transport Modelling team carrying out audits on all the assessments.
- 13514 The CHA requested additional information during the course of the application, this was duly submitted. The CHA had all the information to assess the scheme and they are satisfied that there would not be an adverse impact on highway capacity, and they have confirmed that the methodology used is robust and takes into account the impact on junctions in the surrounding area. Therefore, whilst there would be increase in the number of vehicle movements there would be highway capacity to accommodate this

even without the proposed sustainable transport strategy.

Offsite highway improvement works

- 135.15 A transport package suitable for the scale of development which focuses on provision of sustainable transport options for future occupiers is proposed. By providing access to these modes of transport, reliance on the private vehicle should be reduced and therefore the predicted additional trips from this site onto the highway network should also be reduced.
- 135.16 The following improvement works to the local transport network have been agreed with the CHA and these would ensure that the sustainable transport strategy could be implemented, and that highway safety and capacity could be able to accommodate the new homes:
- A shared footway/cycle way on Portsmouth Road between the Portsmouth Road access and the Send Barns Lane/Portsmouth Road roundabout;
 - A new toucan crossing on Portsmouth Road, adjacent to the Send Barns Lane/Portsmouth Road roundabout;
 - A shared footway/cycle way on Send Barns Lane between the Send Barns Lane/Portsmouth Road roundabout and Send Primary School, where a new toucan crossing would be provided;
 - Waiting restrictions at the southern end of Kiln Lane;
 - A weight limit of 18 Tonnes to be implemented on Kiln Lane; and
 - Localised widening at the Portsmouth Road/Kiln Lane junction and opposite 'Hay Place' on Kiln Lane.
- 135.17 These works would improve highway infrastructure to encourage new residents to cycle and walk for short journeys.
- 135.18 These works are required to mitigate the impact of the development on the highway infrastructure and would be required to be delivered by condition and the detailed design work and implementation would be carried out under a S278 agreement with the CHA.

Kiln Lane

- 135.19 The Technical Notes prepared by Vectos dated 8th November 2019 and 16th June 2020 (appended to the ES Addendum) detail the nature of the proposed operation of the Travelling Showpeople plots and the suitability of Kiln Lane for the vehicles associated with the use, with various management measures identified.
- 135.20 The applicant has prepared an Operational Management Strategy (OMS) that future occupants of the Travelling Showpeople plots would need to abide by. This is to ensure that only appropriate vehicles use Kiln Lane and that the occupants of the plots do not have HGVs. This is a suitable way to ensure that the risk to highway safety from HGVs would be managed and shall be secured by condition.
- 135.21 The site would be suitable for the storage of vehicles for food and beverage operation, fair stalls, and small rides, commonly referred to as children's or juvenile rides. Typically transported on a standard trailer that is capable of being pulled by a standard vehicle or are themselves designed to be pulled by a standard vehicle. Rather than large HGVs for larger rides. The Travelling Showpeople Guild have confirmed that

some of their members have smaller equipment, vehicles and rides as well as the typical larger equipment.

- 13522 The vehicular access from Kiln Lane to the plots would be a priority controlled junction for one way movement and there would be enough space on the site to allow vehicles to turn and exit in a forward gear. Unlike the refuse freighters who currently have to turn around at the end of Kiln Lane.
- 13523 The applicant did not rely solely on modelling and swept path analysis and carried out two separate vehicle tests with actual vehicles on Kiln Lane using both an 8.6 metre and 10.3 metre vehicle. This showed that larger vehicles are able to travel along Kiln Lane. It is envisaged that the plots would be used for the storage of vehicles 4-6m long, therefore, based on the tests, Kiln Lane could more than accommodate these.
- 13524 In addition to this, the CHA requested a technical analysis and the swept path analysis for a 10.198m Land Rover & Ifor Williams Trailer (Drawing: 184389-SPA-012) and a 10.3m Rigid Vehicle (Drawing: 184389-SPA-011) this showed that these could travel along Kiln Lane without encroaching onto verges.
- 13525 The proposed works are set out in Appendix G of the Transport Assessment (TA). Even with the presence of trees on the junction of Kiln Lane and Portsmouth Road the access would be suitable for larger vehicles associated with the Travelling Showpeople plots at the far end of Kiln Lane. Two sections of carriageway on Kiln Lane would be widened to allow a large vehicle and car to pass near existing dwellings, shown on Drawing 184389-TP-702. The 18 tonne weight restriction (this would restrict vehicles to a maximum length of 10.3 meters) and waiting restrictions are required on Kiln Lane, to manage this and suitable conditions are suggested by the CHA.
- 13526 Double yellow lines would be required to be provided at the southern end of Kiln Lane to prevent any on-street parking. This would require a Traffic Regulation Order (TRO) to further ensure that vehicles can safely travel along Kiln Lane.
- 13527 Therefore, there would be no material impact from the change of use to highway safety.

New slip roads (A42)

- 13528 The application does not include the detailed design of the new slips as these are not required to make this scheme acceptable in highway capacity terms, because these would provide mitigation for the strategic site at Wisley Airfield. The layout has been designed to incorporate the on-slip to be delivered at a later date as required by policy A41(3) of the allocation. Appendix E of the TA scoping note shows the slip roads that informed the previous Wisley application (15/P/00012), there would be enough land available to accommodate a fourth arm to the roundabout on Clandon Road facilitate access to the A3.

Sustainable transport strategy

- 13529 The Sustainable Transport Strategy outlined in the latest Technical Note (20th October 2020) has been submitted in conjunction with the submitted Transport Assessment and the Framework Travel Plan.
- 13530 The connectivity of the site for pedestrians and cyclists is more extensive than for vehicles with multiple points of entry along Burnt Common Lane, Portsmouth Road and Kiln Lane (see page 163 of the DAS). This would provide connectivity and permeability to encourage residents to walk and cycle as they would not have to use only primary

and secondary roads.

- 13531 The bus service would need to be improved. A financial subsidy would be required while the development is being built to remain financially viable until the bus service would be self-funded. This shall be secured as part of the planning obligation. The enhanced bus service would be the subject of work by the Passenger Transport Team at Surrey County Council and would increase the frequency of services above the existing level for journeys to and from Guildford.
- 13532 To make other travel options more attractive cycle parking would be upgraded at Clandon Railway Station and to use the bus service, new bus stops would be provided at the station.
- 13533 The provision of an on-site car club would allow future occupiers to have access to a vehicle not their own one. The car club would be provided in general accordance with the proposal provided by Enterprise Car Club as set out in the Sustainable Transport Strategy.
- 13534 These improvements, along with a travel plan and highway improvement works, would improve the sustainability of the site. These measures would offset any adverse impact of the scheme. The CHA have required a number of S106 financial contributions which all relate to implementing measures for a sustainable transport strategy and shall be reviewed in detail as part of the legal agreement section below.
- 13535 The Sustainable Transport Strategy would provide the new residents with new and improved transport infrastructure to encourage sustainable travel choices to reduce the reliance on the private motor car and support modal shifts.

Parking

- 13536 The parking requirement in the Vehicle Parking Standards SPD and Surrey CC guidance are as follows against the on-site (table 1):

	<u>GBC parking standard</u>	<u>Surrey CC guidance</u>	<u>Provided</u>
1 bed	1x 31 = 31	1x 31 =31	31
2 bed	1.5x 60 = 90	1.5 x 60 = 90	102
3+ bed	2x 129 = 258	2x 129 = 258	279
Visitor spaces			33
Car club spaces			2
TOTAL	379	379	447

Policy Send 8 of the SNP requires that the County's guidance is applied as a minimum.

- 13537 The Surrey CC guidance would have to be applied in this case and requires a minimum of 379 spaces and there would be a total of 447 spaces (including 53 garages) provided. When garages are excluded there would be 359 parking spaces for occupants which would be supplemented by 33 visitor spaces, an overprovision of 13 spaces from the total required.
- 13538 The houses would have spaces provided in undercroft areas for the flats over garages (FoGs), garages, car barns, driveways and parking courts, as follows (table 2):

	On-plot	Garage	Off-plot	FoGs	Car barn	Unallocated
Total	93	53	169	61	16	20

- 13539 A majority of the spaces for the homes in the secondary road would be in a tandem arrangement, as this would only be part of the site, this would be acceptable.
- 13540 The use of rear parking courts would be limited, although they have been used for the homes fronting the primary street, roundabout to Portsmouth Road and the flats where access from the road is not possible due to the landscaping, bus route and the swale. These parking courts would be small, have private thresholds and be well overlooked by surrounding dwellings and the FOGs. For the flatted blocks adjacent to the central green this would be a larger parking court, however, this is not an uncommon layout and with the use of allocated spaces would be appropriate.
- 13541 Garages and parking bays would be designed to enable electric charging points to be easily installed if required (connection point).
- 13542 5% of parking spaces (11 spaces) would be accessible bays these would be closest to the flat entrances; this would be acceptable as shown on drawing no. C07 rev G.
- 13543 The visitor spaces would be adjacent to the roadways and in the small parking court in bays this would create a clear delineation that they are unallocated/private spaces and would also serve as parking bays for delivery vehicles, to reduce obstructive parking.
- 13544 One and two bed homes would require 1 cycle parking space and homes with 3 beds or more at least two cycle parking spaces. So, a minimum of 349 spaces. Cycle parking would be possible within garages, garden sheds for the houses and cycle stores for the flats. No details of garden storage have been provided, so this shall be required by condition to ensure that this would be covered and secure.
- 13545 The application site is located adjacent to the settlement area and is in a generally sustainable location within walking distance of schools, shops and local services as supported by the Inspector for the LPSS (para. 206 of the Inspector's Report) and illustrated on pages 18-19 of the DAS showing the proximity of local facilities and the movement network. The site also has reasonable accessibility to public transport including bus stops on Portsmouth Road and alongside the improvement works would facilitate using sustainable travel modes.
- 13546 It is acknowledged that there would be an overprovision of available car parking of 66 spaces including garages and 13 spaces including garages. This would exceed the minimum parking standard of Send 8. However, the parking provision is in response to the comments made in the pre-application consultation with the community (as detailed in the feedback responses from the public consultation events in the Statement of Community Involvement). Therefore, in this instance, to reduce the risk of obstructive or overspill car parking this higher provision would be acceptable.

Refuse strategy

- 13547 Phase 1 of the development has been designed to minimise reversing. The development provides turning areas where needed, aside from two locations that make up a small percentage of the scheme. The Council's Recycling and Waste Projects Officer has no concerns with the tracking. A vehicle slightly larger than the Council's freighter has been used for the tracking so all of the tighter turns should not result in overrunning of kerbs.
- 13548 Properties along the secondary road would be able to present their bins at the kerbside for collection. Although those living along the primary road and tertiary roads would have to use refuse collection points (RCPs), the carry distances

would not be excessive and as this has been designed into the scheme it would reduce obstructions on refuse collection days. Details of the size, arrangement and surface of the RCPs shall be required to ensure that they are suitable for their use.

- 13549 The proposed location and size of the bin stores to serve the flats are satisfactory and would be accessible for collection.
- 13550 The proposed development would accord with the objectives of policy ID3 of the LPSS, policies Send 2 and Send 7 of the SNP, policies LNPI1 and LNPI2 of the LNP and the NPPF. There would be a genuine a choice of transport modes and there would not be a severe impact on highway safety, or the residual cumulative impacts on the road network.

136 Flooding and Drainage

- 1361 Para 163 of the NPPF requires that development should not increase flood risk elsewhere and at para. 165 major schemes should incorporate sustainable drainage systems (SuDS). Policy P4 of the LPSS is in accordance with these requirements. The SNP does not have any specific policy requirements or identify the application site as prone to flooding. Policy LNPEN3 requires flood risk to be minimised by new development and identifies the application site as a local surface water flooding area, particularly within the Ripley Parish end of the site, alongside Kiln Lane.

Flooding and the main watercourse

- 1362 The majority of the site lies in land classified as Flood Zone 1. The central part of the site adjacent to the East Clandon Stream is situated in Flood Zones 2, 3a and 3b. Development has been focussed in areas within Flood Zone 1.
- 1363 The applicant has updated the Environment Agency (EA) hydraulic model of the East Clandon Stream (part of the River Wey hydraulic model, provided by the EA) in order to provide updated baseline flood risk with the latest climate change allowances. In addition to this, flood risk from tidal, fluvial, surface water, groundwater, sewers and artificial sources are all considered to be low following the application of the proposed surface water drainage strategy. See Chapter 11 of the ES and detailed in the Hydraulic Modelling Report (Appendix A7).
- 1364 The hydraulic modelling has demonstrated that impacts in all events modelled (5%, 2%, 1% AEP, 1% Annual Exceedance Probability (AEP) plus a 35% allowance and 1% AEP plus a 70% allowance for climate change (CC) events). The EA are satisfied that the modelling has demonstrated that impacts in all events modelled would not extend outside the site boundary and would not impact any more vulnerable receptors on site. Therefore, the proposed development would not increase the risk of flooding both onsite and offsite.
- 1365 The amended Flood Risk Assessment reference A11.1 Issue 1 dated 22nd February 2021 confirms that there are no alterations required in relation to fluvial flood risk as a result of the design and layout amendments now proposed. Therefore, the development should proceed in accordance with the recommendations of the Flood Risk Assessment ref A11.1 Issue 4 dated June 2020.
- 1366 The amended layout would not encroach closer to the East Clandon Stream and in certain places the buildings and roads have been moved further away which is welcomed by the Environment Agency.

- 1367 The road crossing and buried overhead power lines over and under the watercourse have undergone detailed assessment to be located where they would be to minimise the impact on biodiversity by avoiding tree root protection zones and subject to consents from the EA and UK Power Networks (UKPN). It is proposed the road bridge crossing has a single 12m span with a minimum of 0.6m clearance between the 1% AEP + 35% climate change peak flood level and soffit level. The bridge design would form part of the reserved matters application.
- 1368 The Landscape Parameter Plan reference 19055/c03 rev F shows two children's play areas close to the stream. Distances from the stream are not provided and the EA require that they must be located a minimum of 10m from the top of the bank of the stream in order to protect the river corridor from further disturbance. As these are in phases 2/3 the details would be in the subsequent reserved matters application(s).
- 1369 The Travelling Showpeople plots would be highly vulnerable development and would be located in flood zone 1 within the lowest risk of flooding from the East Clandon Stream. Therefore, this is an appropriate location and a sequential or exception test are not required.

Drainage

- 13610 The proposal would lead to an increase in impermeable surfaces from roofs and hardstanding surfaces.
- 13611 The Lead Local Flood Authority (LLFA) have commended the scheme for the considerable consideration to including multiple levels of sustainable drainage. The proposed surface water drainage system would aim to deliver water treatment benefits that would improve water quality, biodiversity and amenity benefits that make SuDS features have a wider benefit other than simply holding surface water, as well as the attenuation requirements to not increase flood risk on or off site.
- 13612 The strategy would incorporate swales, filter drains, bio-retention systems, tree pits, permeable paving and detention basins, with attenuated water being discharged into the East Clandon Stream which transects the site. This would contribute to the mitigation of flood risk within the development site and in the local surroundings, as well as ensuring that water being discharged into the East Clandon Stream would be of sufficient water quality as not to pollute the existing watercourse. See Chapter 11 of the ES and detailed in the Drainage Strategy (Appendix 4).
- 13613 The hard landscaping strategy shows the use of impermeable paving in driveways and the mews area, further details would be required to be submitted for permeable paving and surfaces that enable grass to grow through as well.
- 13614 The Travelling Showpeoples' plots would be drained via cellular storage units located beneath the site area and has its own outfall into the East Clandon Stream. Therefore, there would no surface water flooding risk on the site and onto Kiln Lane.
- 13615 The seven proposed outfalls to the East Clandon Stream would be the subject of detailed design and EA consent. They would be located to mitigate the impact on biodiversity by reducing the need to remove Category A and Category B trees.
- 13616 Storm water discharge from the site would be no greater than the existing greenfield rates for the corresponding storm events. The 1 in 100 year plus climate change event would be discharged at the 1 in 100 year greenfield rate.

Groundwater

- 136.17 The flood risk assessment (FRA) also states that previous ground investigations indicated a high water table lying beneath the site. Whilst localised areas within the site were identified as being potentially susceptible to groundwater flooding at the surface level or where properties may be situated below the ground level, the proposed site has no historic records of flooding from groundwater sources. The risk of flooding from this source is therefore considered to be low. During construction, there is potential for changes to occur to the water quality and quantity within surface water and groundwater bodies. However, through the effective implementation of a Construction Environmental Management Plan (CEMP) and early installation of Surface Water Management Strategy, these temporary impacts would be mitigated against.
- 136.18 During operation, the implementation of a Surface Water Management Strategy and Foul Drainage Strategy would ensure that there are also permanent neutral effects on the local surface and groundwater bodies, drainage networks and flood risk.
- 136.19 Chapter 10 of the NPPF requires that consideration be given both to risk to the site, and to risk elsewhere caused by the proposed development. Based on our understanding of the site setting and the proposed development, it would be constructed and operated safely and would not increase flood risk elsewhere. This is supported by the views of statutory consultees. The proposal would be in accordance with policy P4 of the LPSS, policy LNPEN3 of the LNP and the NPPF.

137 Air quality

- 137.1 Para. 181 of the NPPF requires opportunities to improve air quality or mitigate impacts should be identified. Policy ID3 at para 4.6.31 of the LPSS recognises that well-designed developments may actively help to enhance air quality and reduce overall emissions, therefore reducing possible health impacts. Community Aspiration 2 of the SNP says that the Parish Council will lobby the local transport authority to take opportunities to identify further sustainable transport schemes and improve air quality. Lastly, policy LNPEN5 of the LNP actively encourages the transition to a low carbon future and for schemes to demonstrate that air quality would not significantly deteriorate due to increased traffic and major developments of 100 or more dwellings must provide measurable mitigation for any significant increase in traffic movements in sensitive locations.
- 137.2 Air quality is intrinsically linked the use of fossil fuels and therefore traffic movements from the exhaust emissions and domestic heating associated with the building of new homes.
- 137.3 As has been demonstrated in the 'Access, highway safety and capacity' section above there would be a range of improvements and measures to support a sustainable transport strategy and this would assist in reducing vehicle movements.
- 137.4 The energy strategy for the site shall be looked at below as part of the 'Sustainable design and construction' section. To reduce the carbon emissions produced by the new development.
- 137.5 The proposal has the potential to increase the level of air pollutants, so the applicant has submitted an Air Quality Technical Note dated 17.06.2020, setting out nitrogen dioxide diffusion tube monitoring results and consequential updates to the results and

conclusions in Chapter 8 of the Environmental Statement: Air Quality. Six months of air quality monitoring results have been provided to supplement the existing monitoring undertaken. The monitoring measured nitrogen dioxide at locations around the proposed site, alongside the A3 and Portsmouth Road and a further tube placed at an existing monitoring location in Newark Lane. The results from the additional monitoring did not affect the conclusions of the December 2019 ES: Air Quality report, namely that there would be no new exceedances of the National Air Quality Objectives (NAQO) for nitrogen dioxide, PM10 or PM2.5 in the proposed development year 2025, nor any predicted exceedances of the NAQO for NO2 in 2034, the proposed year for the A3 northbound slip-on road to be operational.

- 1376 Construction activities of (and dust from) earthworks, construction and track out at the site were all assessed. Without mitigation, major adverse effects could occur as a result of the impact of dust soiling. However, with the use of standard mitigation measures the potential effects on the local air quality were not significant. A Construction Environmental Management Plan (CEMP) including a Dust Management Plan shall be required by condition to ensure that the effects would be managed.
- 1377 This information has been reviewed by the Council's Environmental Health Officer who has raised no objection and with the inclusion of electric vehicle charging and employing the energy hierarchy and renewable energy sources, this would further support minimising emissions and the reduction of impacts on local air quality.
- 1378 There would not be a harmful impact on air quality in accordance with LNPEN5 of the LNP and the NPPF and there would be measures to reduce the impact from construction works and traffic movements.

138 Landscape and visual impact

- 1381 Para. 127 c) of the NPPF seeks to ensure that developments are "sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities)." Policy D1(4) of the LPPS required a response and reinforcement of landscape setting and para. 4.5.9 explains that "The relationship of the built environment to the landscape must be taken into account and the transition from urban to rural character will need to be reflected in the design of new development with the green approaches to settlements respected." Send 4 of the SNP seeks to protect the countryside setting of the settlements of Send, Send Marsh and Burnt Common and LNPEN1B of the LNP requires developments to respect the existing landscape character.
- 1382 The site is not within a designated landscape and Council's Landscape Character Assessment states the site is within the E2 Ockham and Clandon Wooded Rolling Claylands. The is characterised by a "pastoral landscape broken up by woodland and shaws, crossed by urban influences and transport infrastructure."
- 1383 The key landscape guidance includes:
- The conservation, enhancement and restoration of woodland;
 - use of locally appropriate native species;
 - enhancement of hedgerows, protecting and maintaining hedgerow trees, conservation of field trees, encourage the use of suitable fence styles;
 - creation of small seminatural public open spaces;

- encourage new built development to respect local characteristics, including building materials; and
- avoid the location of any new large mass of development where overly visually intrusive and design to minimise impact and integrate into the area's 'rural' context.

- 1384 The application submitted Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) including a visual effects table (ES Appendix 10.6), a night-time assessment (ES Addendum, A10. LVIA Appendices) and the updated photo montages, Visually Verifiable Montages (VVMs) and digital mock-ups in the ES addendum (February 2021). The Council have instructed an independent specialist to review this and assess the likely significant impact on the surrounding landscape from agreed viewpoints including the Surrey Hills Area of Outstanding Natural Beauty (AONB) to the south.
- 1385 The Council's Consultant is satisfied that the appraisal has followed a sound and robust methodology and has addressed the impact and sensitivity to the receptor sites from the changes caused by the proposed development. They are satisfied that site has the capacity to accommodate the proposed development without undue harm on the landscape character and visual amenity of the site and the wider area. The proposed landscape strategy and planting would create new landscape features that would make a positive contribution to the character and general amenity of the local area.
- 1386 Road users travelling along the A3 and the A247 are likely to have temporary views of construction activities and temporary infrastructure relating to the proposals for the western pylon, however in the context of existing views that include electricity transmission infrastructure and perceived views alongside construction activities on the site itself, the significance of effect for both receptors would not change from the minor adverse (temporary, not significant) effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).
- 1387 As shown by the VVMs the changes to the parameter plans proposals do not materially alter the likely visibility of the proposed development in vantage points in the landscape to the south of the site where the scheme would be almost entirely screened by intervening vegetation.
- 1388 Further to the south, in views experienced by users of the road network within the Surrey Hills AONB, the changes to the development (and consideration of the potential visibility of the maximum parameters) are unlikely to be perceptible due to the considerable distance to the site. As has also been agreed by the Surrey Hills AONB Advisor who has raised no objection.
- 1389 The sensitivity of visual receptors travelling along the A3 is identified as low and the effects relating to the development are experienced for a relatively brief duration, travelling at speed and at an oblique angle to the direction of travel, the impact of the inclusion of built form up to the maximum parameter would not likely give rise to effects greater in adverse significance than that identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) at Year 1 (i.e. moderate adverse).
- 13810 At Year 15, the proposed planting along the bund would provide substantial screening of the indicative built form proposals on which the assessment is based, and therefore the negligible adverse effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019) remains unchanged.

- 138.11 Due to the height of the proposed pylon in the north east part of the site, it would be seen to rise above this vegetation where views towards the sky are possible, such as within gardens of homes in Kiln Lane. However, there is an existing pylon there and the new pylon would be lower in height, which would be an improvement and limits the effect significance. However the presence of the proposed terminal pylon is considered likely to result in a negligible adverse (not significant) effect at Year 15 for nearby visual receptors including from the Merrow and Clandon Woodland North Down Landscape Character Area, people travelling along the A247, Grove Heath Road, and Rose Lane, residents on Burnt Common Lane, Kiln Lane and residents in Send Marsh / Burnt Common, which is slightly worse than the neutral effect identified in Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019).
- 138.12 A night-time appraisal has been submitted and reviewed due to the rural context of the site. The area currently experiences a noticeable sky glow effect including from cars traveling on the A3 Ripley Bypass, street lighting, nearby homes and gardens, and adjacent commercial uses such as a car showroom. The list of potential receptors includes the site and vicinity, adjacent public roads and Staple Lane, within the Surrey Hills AONB. The overall sensitivity of the vicinity is not considered to be sensitive, as the baseline analysis confirms a substantial level of existing light pollution in the area.
- 138.13 There would be a short-term effect during construction from task/spot lighting and machinery then standard residential sources once occupied. The operational and residual effects were all determined to be negligible adverse, or neutral, with only the site and its immediate vicinity and Clandon Road assessed as minor adverse. Due to the existing light glow and sources identified the proposed development would not have significant adverse effects on the character of the night-time landscape.
- 138.14 The proposed development would result in visual change during construction works, which can be mitigated by site management including lighting, which shall be secured by condition. In the first year of the completion of phase 1 the temporary acoustic fence, the roof and the built form from Portsmouth Road. As the later phases are completed the suburban character of the site would not appear incongruous in the context of adjoining development. The proposed bund and acoustic fence to the A3 would be more prominent due to the newly planted trees. By year 15 the landscaping would be mature and would allow the site to blend into the landscape setting.
- 138.15 Therefore, the proposals would comply with the objectives of policy D1(4) of the LPSS, Send 4 of the SNP, LNPEN1B of the LNP and the NPPF.

139 Housing mix and type

Housing mix

- 139.1 It is important to note that policy H1(1) of the LPSS is not intended to be applied in a prescriptive manner. It is a broad assessment of the needs required over the plan period and should be used to guide development proposals. However, in applying the mix consideration needs to be given to site specific matters which together would shape the appropriate mix on particular sites. The Send Neighbourhood Plan (SNP) supports the application of policy H1.
- 139.2 Total housing mix (table 3):

<u>Total Housing mix</u>	<u>No.</u>	<u>SHMA % req</u>	<u>Provided %</u>
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1 bed	31	20%	14%
2 bed	60	30%	27%
3 bed	88	35%	40%
4 bed	36	15%	19%
5 bed	5		
Total	220		

1393 Proposed market housing mix (table 4):

<u>Market mix</u>	<u>No.</u>	<u>SHMA % req</u>	<u>Provided %</u>
1 bed flat	1	10%	0.8%
2 bed flat	25	30%	24.2%
2 bed house	7		
3 bed house	63	40%	47.7%
4 bed house	31	20%	27.3%
5 bed house	5		
Total	132		
Houses	106	80%	
Flats	26	20%	

1394 Proposed affordable housing mix (table 5):

<u>Affordable mix</u>	<u>No.</u>	<u>SHMA % req</u>	<u>Provided %</u>
1 bed flat	30	40%	34.0%
2 bed flat	18	30%	31.8%
2 bed house	10		
3 bed house	25	25%	28.4%
4 bed house	5	5%	5.7%
5 bed house	0		
Total	88		
Houses	40	45%	
Flats	48	55%	

1395 Overall, the housing mix would comprise a marginally greater mix of larger 3, 4 and 5 bed homes and less 1 and 2 bed homes. This is mainly due to a larger proportion of 3, 4 and 5 bed market homes and 3 bed affordable homes. It is acknowledged that a large number of new homes would be delivered so the proposed housing mix should assimilate closer to the SHMA. However, it must be borne in mind that this is the first of three phases of development with higher density and smaller units being delivered in phase 2. Phase 1 would comprise land adjoining Burnt Common Lane which has mainly family houses and given its location on the edge of Send village, the proposed overall housing mix would complement the local context.

1396 There are 31 x 1 bed homes proposed with one of these being a market home. However, smaller 1 bed homes are expected to be delivered in a town/district centre locations (particularly in the town centre which would mainly deliver flatted development) or adjoining a transport hub. This is an edge of village location, where there is greater demand for: family units, downsizers, first time buyers and relations of people who have grown up in the area. The proposal would meet the demand for a range of 2-4 bed homes for these types of groups. So, whilst not strictly complying with

the SHMA, the overall mix of units would be appropriate given the location.

- 1397 Nevertheless, a great proportion of smaller homes could be delivered in later phases of the development because this is a large site and it would have varying character areas. A condition on the housing mix being agreed prior to the submission of the reserved matters application shall be required, to ensure that the SHMA requirement is met as closely as possible.

- 1398 Proposed accessible homes (table 6):

	1 Bed	2 Bed	3 Bed	4 Bed	Total
Accessible M4 (2)			35		35
Adapted M4 (3)	10	1			11

- 1399 H1(4) requires 15% of new residential development (on sites of 25 homes or more) to meet the Building Regulations 'accessible and adaptable dwellings' M4(2) or 'wheelchair user dwellings' M4(3) standard to help meet future housing stock needs identified accommodation needs. The proposal would meet this requirement with 5% M4(3) - within Building Regulations (11 homes) and 10% M4(2) - within Building Regulations (35 homes).

Affordable housing

- 13910 Phase 1 would deliver 40% of the units as affordable housing meets the requirement specified by Policy H2(2).
- 13911 The housing mix would depart slightly from the SHMA, however, no objection has been raised by the Council's Housing Strategy and Enabling Manager. As stated later phases would allow for a closer alignment overall.
- 13912 It is recognised that a greater proportion of affordable homes would be delivered in flats rather than houses and as a result would result in clustering with a concentration of affordable housing at the flats to the north of the central green. The housing type and clustering has been assessed by the Council's Housing Strategy and Enabling Manager. They have raised no objection and would deliver socially inclusive housing.
- 13913 The mix of tenure would be 70/30% split between affordable rented (62 units) and other affordable intermediate homes (26 units), this would follow policy H2(4) of the LPSS. This tenure mix would be secured by way of a S106 legal agreement.

Custom builds

- 13914 LPSS policy H1(9) states that on developments over 100 units 5% of the total homes shall be available for sale as self-build and custom housebuilding. The applicant would provide 11 custom build homes as identified on drawing 19201-C04G. This would deliver a wide choice of accommodation and appropriate conditions would be required.
- 13915 The applicant has not committed to providing any self-build plots alongside the custom build plots. There is demand on the Self-Build and Custom Housebuilding Register, however, the applicant has been up front that they cannot commit to self-build homes on this site.
- 13916 Self-build and custom build are grouped together as one category of housing. Whilst the register may indicate a preference for one the policy does not specifically require

provision to reflect this preference. Therefore, in this instance, 5% custom builds would be policy compliant. Not providing any self-builds, whilst not ideal, is not a sufficient departure from the policy.

139.17 A S106 legal agreement to secure the provision and delivery of the custom homes would be required.

139.18 As a result, it is concluded that the application would meet the requirements of policies H1 and H2 of the LPSS, policy Send 2 of the SNP and Chapter 5 of the NPPF.

13.10 Travelling Showpeople plots

13.10.1 The identified traveller accommodation target is set out in Policy S2(3) of the LPSS. Sufficient sites are allocated within the LPSS to meet this target. The target is based on the accommodation needs identified in the Travellers Accommodation Assessment (TAA) (2017) for 4 permanent pitches for Gypsies and Travellers and 4 plots for Travelling Showpeople (as defined by Planning Policy for Traveller Sites) between 2017 up to 2034.

13.10.2 The LPSS has identified 8 Travelling Showpeople plots to meet the need for 4 plots for Travelling Showpeople that meet the planning definition and 4 plots for those that do not, as identified in the Traveller Accommodation Assessment (TAA) (2017). This includes the site allocation for 6 Travelling Showpeople plots at Garlick's Arch under policy A41. Since the base date of the TAA (January 2017), no new Travelling Showpeople plots have been granted planning permission. The 6 plots for Travelling Showpeople at Garlick's Arch would form part of and contribute to the 8 private plots identified as needed over the plan period (see GBC LAA 2020 Appendix 6 Table 4) Travelling Showpeople.

13.10.3 The proposal includes Travelling Showpeople plots within the site allocation for residential development and to achieve better social integration and acceptance for Travelling Showpeople as well as better living conditions. The plots are needed to meet the needs of Travelling Showpeople in the borough who are currently living on overcrowded, doubled-up plots or a suppressed household.

13.10.4 The location of the proposed plots forms part of the detailed element of the application for the change of use of land. This would be located towards the end Kiln Lane and would be 0.35ha which would be enclosed and large enough for the required six plots.

13.10.5 The Council have received representations from two regional groups of the Showmen's Guild of Great Britain (the national representative body of over 90% of Travelling Showpeople) and The Association of Independent Showman. One supporting the site as suitable for showpeople that do not have large vehicles and the other two stating that the site is unsuitable due to the matters associated with the vehicular access and proximity to the A3, which would as a result, not deliver satisfactory plots which enable this group to the right to a home and family life in accordance with their traditional lifestyle under Article 8 of the European Convention on Human Rights.

13.10.6 The land (the subject of the change of use) has been developed in co-operation with Travelling Showpeople in the Showmen's Guild of Great Britain to ensure that their requirements would be met in regard to space for residential accommodation, equipment storage and acoustic barriers for noise and security gates.

13.10.7 The PPTS definition of Travelling Showpeople recognises that they are "members of a group organised for the purposes of holding fairs, circuses or shows". It must be

acknowledged that not all Travelling Showpeople have heavy good vehicles and large fair ground rides that they have to store and transport, as the nature of fairs and circuses have been changing. So, there are families who have smaller vehicles and smaller rides. Within the borough, there are existing families who require plots and have small equipment. The proposed change of use would meet this local need.

- 13.10.8 It is accepted that the proposed weight limit on Kiln Lane, the need for the acoustic measures, separate access and location not adjoining residential development would have an effect on the integration with the new and existing community and limit the types of occupants. However, its location would be close to the existing village and the new development at Garlick's Arch, allowing children on the site to attend a local school and provide a settled base for a family. Noise and vibration mitigation would ensure that their health and well-being would not be affected, it would not place undue pressure on local infrastructure and services and would not be located in an area at high risk of flooding (in Flood Zone 1) and would allow for traditional lifestyles in accordance with para 13 of the PPTS. The proposed development would not create living conditions which would breach Article 8 of the European Convention on Human Rights.
- 13.10.9 Furthermore, the proposal would not dominate the nearest settlement as there would be a retained open space and trees around the proposed plots and it would be limited to six plots.
- 13.10.10 The change of use to Travelling Showpeople plots would be acceptable subject to management of the weight limit of vehicles using Kiln Lane, the road and junction widening, and size of vehicles stored on site which would be managed by condition. The detailed layout is likely to involve operational development that would be the subject of a separate planning permission and a S106 legal agreement shall be used to secure the delivery of the plots as part of this site allocation.
- 13.10.11 The proposed change of use would meet the requirements of policies A41(2) and S2(3), the PPTS and NPPF to deliver Travelling Showpeople plots in the borough.

13.11 Characteristics of well-designed places

- 13.11.1 The proposal have involved the input of the Council's Urban Design Officer and Architect who has provided the following conclusion: *"The revised plan is characterised by a more legible pattern of road, open space, well-aligned connective footpath system and general landscape park-like areas that provide the armature for a more considered unified vision of housing. Previous plans displayed relatively weak order and urban patterning, and generic could-be-anywhere architectural design expression that lacked distinction. The revised arrangements can be appreciated as a notably more orderly, disciplined layout in two dimensions, promising realisation in an inviting play of differentiated housing form."*
- 13.11.2 This application is divided into parts submitted in different forms and with different levels of detail. This section first considers and evaluates the detailed proposals having regard to policy requirements and prevailing design guidance. Thereafter, having regard again to the Urban Design Officer's (UDO's) comments (as key consultee) the outline parameter plans and illustrative masterplan, for which the key consideration is whether matters under consideration now provide a robust framework for a good quality scheme (that meets local and national design policy) to come forwards by way of reserved matters are considered.

- 13.11.3 The full application part of the scheme comprises a detailed site layout for 220 homes with a full suite of supporting information, including visualisations and colour streetscenes. Supporting layouts describe various facets including the distribution of housing tenure, building scale, parking and the use of materials.
- 13.11.4 Officers have had careful regard to the advice within the National Design Guide (NDG) which describes how built form, inter alia, should;
- utilise compact forms of development which makes efficient use of land to optimise density, well designed places using the right mix of building types, forms and scales while including destinations and spaces where communities would interact.
 - provide well-designed and connected networks including for cars, pedestrians, cyclists and public transport, with safe direct and convenient routes and a clear hierarchy of easily navigable streets, well designed safe parking, and well-integrated servicing access.

Amount and Density

- 13.11.5 Phase 1 of the development includes 220 homes on a gross site area of 9.13 hectares (ha). This provides a gross density of 24 dwellings per hectare (dph), and a net density (against a development area of 4.91ha) of 44.8 dph.
- 13.11.6 This compares with gross density across the overall masterplan for 520 homes on 29.3 hectares of 18 dph, and net density of 39.7 dph, reflecting that there would be a range of density with higher and lower ranges planned for development for appropriate parts of the site.
- 13.11.7 Having regard to the guidance within the National Model Design Code published (in January 2021) this density sits within the appropriate range identified for development of suburban areas. This proposed amount and density therefore makes effective use of the site while, paying due regard to its context and identity and that of its surroundings.

Layout and Character Areas

- 13.11.8 The revised Design and Access Statement (DAS) establishes (page 79) how the grain of development in the site wide masterplan has been designed to relate to the existing patterns of development in the surrounding area, noting that villages of Burntcommon, Send, West Clandon and Ripley are all structured principally “on linear forms that have extended alongside major roads with later expansion behind”.
- 13.11.9 The design concept seeks to reinforce this pattern of development via the wider masterplan, which is founded on the traditional arrangement of housing within perimeter blocks, with identity and legibility reinforced through the use of three distinct key character areas across the wider masterplan, namely; the Village; Arcadian Plateau; and Copse Clusters.
- 13.11.10 As the DAS notes the various characteristics which define and vary within these main character areas;
- Continuity of building form on street frontage
 - Regularity of building line

- Degree of enclosure along street
- Height of buildings
- Width of street
- Surface treatment of street
- Private frontage along edges of street / space
- Front garden boundary treatment
- Landscaping within street or along edge of space
- Presence of parking along street frontage / edge of space

These provide consistency in terms of the detailed design and 'appearance' of built form but varying other principles.

13.11.11 The largest (spatially) of these main character areas is the 'Village' within which the whole of Phase 1 sits, and this is divided further into sub-character areas:

1. 'Primary Street';
2. 'Secondary Street';
3. 'Community Street/ Mews Lanes';
4. 'River Corridor';
5. 'Central Green';
6. 'Linear Green';
7. 'A3 Edge'

The Phase 1 full application scheme includes parts of all of these sub-types apart from 'River Corridor' and 'A3 Edge'

13.11.12 Phase 1 mostly provides development on the west of the spine road linking accesses from Clandon Road (A247) and Portsmouth Road, along with the 'Central Green' public open space and 3 no. blocks of apartments on the eastern side of the route. The spine road comprises a 6.75m width carriageway, necessary to serve as an intended bus route, and is supported to either side by a dedicated footway and verge on its east side and 3m width shared cycleway, and a linear swale, to its west side. The UDO confirms that following entry by motor car, bus or bicycle, the primary road feeds a rational and well-ordered arrangement of secondary roads that both connect and define the main division of the land, and the building up of a place.

13.11.13 At the access points to the site the scheme provides key focal buildings/groups. At the Portsmouth Road access, 'Building B' presents a 3 storey apartment block (9 no. apartments), set back appropriately behind a triangular area of verge/landscaped open space. This is carefully designed to round the corner into the site, offering active façade to the junction and spine road, creating a transitional frontage/building line. Its linear façade retains vertical emphasis is ably broken up by four front gable projection with steep roofs and elevational treatments that are asymmetric. This is considered to have an appropriate scale and general character which provide a high-quality entrance to the site, dependent on securing high quality materials and architectural detailing. To the Clandon Road junction, the scheme provides a much more modest entrance feature comprising of a link-detached group of 3 no. 2 storey houses (plots 1-3). This is appropriate considering how far set back development is from the entrance/new junction and their role as adjunct between primary and secondary street character types (described below) and differing building scales.

13.11.14 Development along the western side of the spine road sits within the 'Village: Primary Street' and also in parts the 'Linear Green' and 'Central Green' sub-character areas. These define the design of the scheme facing this principal road type

- 13.11.15 These sub-character areas appropriately focus higher density housing with greater formality according to street hierarchy. They provide for the more compact arrangement in the phase, of mainly short terraces and 2.5 storey housing (some semi-detached, detached and apartments feature) facing the west side of the spine road. This provides deliberate continuity and enclosure, aided by including only small occasional access to parking provided to the rear within a Mews street typology described as "Community Street (or Mews Lanes)". The latter provides a generous shared surface carriageway (7m) fronted by small terraces of lower order/scale 2 storey housing and FOGs (flats over garages). In line with the 'Community Street...' sub-character area the layout employs simple consistent forms and a rhythm of roofs running parallel with the street. Parking is provided in front of dwellings and to parking courts framed by built form. This level of parking provided would serve units along the mews street and dwellings along the spine road offsetting the reduction in street and driveway parking that improves functionality (as a bus route) and enhances character (reducing car dominance) in the primary street.
- 13.11.16 The 'Secondary Street' sub-character area covers the secondary road around the western extent of the parcel, provides lower (but not low) density along a more informal residential street. Plots typically comprise larger dwellings in detached and more spacious plots. The street typology is based around a 5m carriageway and a single sided footway with swale/rain gardens on the opposite side. Dwellings have varied setbacks, typically present gables, or orientate the roof so that the gable-end faces the street. There is a prevalence of on plot driveway parking.
- 13.11.17 This approach also achieves the higher density principal street character without the loss of large to private, shared rear parking courts, in favour of a public space. Indeed, this is an area where officers have secured significant design changes to prioritise pedestrian permeability and routes through the layout instead of using the space for further tertiary car routes (contributing to a walkable neighbourhood). This street type also maintains good connectivity via pedestrian paths through robustly proportioned 'green corridors' and 'green links'. These offer good quality spaces, consistently fronted by houses providing an active character and good surveillance. The 'primary green corridor' also provides a high-quality avenue of green infrastructure connecting each street type within phase 1 through to the 'Central Green' on the opposite side of the Primary Street. As the UDO confirms;
"roads and equally importantly a well-disposed network of landscaped routeways and characterful wynd like paths bind the neighbourhoods together in a legibly organised manner."
- 13.11.18 Phase 1 also includes the provision of the Central Green itself (a 5,500sqm focal area of public open space that includes play spaces, informal meeting, and an intensive SuDS use). This is framed by three blocks of apartments (37 no. units) that contribute towards the affordable housing requirement. The design principles for this character sub-area also encompass areas of housing on the west side of the primary street (within Phase 1, already discussed) and to the south of the village green (in Phase 2). One of the roles the apartments play provides activity and frame the open space while addressing and giving continuity to the primary street along its northern aspect.
- 13.11.19 Within the housing/apartments a community use within the ground floor space of apartment Block C (adjacent to the public open space) provides an entrance space, large main activity room and ancillary area at the heart of the development accessed from the central landscaped area. As set out by the UDO comments it has been an area of the scheme subject to substantial negotiation. It now provides a good quality focal space, that is easily accessible to neighbourhoods within Phase 1 through well

connected green spaces and other pedestrian/cycle routes.

13.1120 The UDO support for the revised Central Green area notes’;

“Weeks of negotiation brought the commitment to provide meaningful activation of the centre, in enclosed serviced community spaces, located more or less at the heart of the landscape, at sufficient remove from car and bus movement along the main spine road. An entrance space, large main activity room and ancillary area is proposed at the heart of the development accessed from central landscaped space.”

Scale and Appearance

13.1121 Development within Phase 1 proposes a significant mix of horizontal scale/massing to built form from a range of typologies from smaller individual two storey, semi-detached and short-form terraces (of 3-4) of 3-2.5 storey houses, reaching up to 5 no. modest scale apartment blocks (ranging from 9-15 apartments per block).

13.1122 Development is provided with a mix of storey heights. The prevalent scale is two storey, covering the majority of development set behind/west of the primary street. A small proportion of 2.5 storey types feature in this area and their arrangement in groups successfully adds variety and interest to streetscapes. Conversely the prevalent scale to the primary street, and for apartment blocks framing the ‘Central Green’, steps up to 2.5 storey. Care has been applied not to lose emphasis, such that an apartment block (Building A: plots 114-124) is stepped down to two storeys.

13.1123 Having regard to comments in section 10.4 of the DAS the detailed proposals within Phase 1 are founded upon a detailed character study of patterns and architectural characteristics of residential development within surrounding villages and more broadly based upon a study of vernacular ‘Surrey Style’.

13.1124 The resulting ‘appearance’ of the development is reinforced by colour streetscene diagrams depicting the choreography of building forms, heights and elements/elevational treatments. The scheme relies across the character area/sub-character areas on consistent use of materials in a muted palette of orange and red stock bricks (Kingham Multi, Smoked Orange Gilt, New Red Multi) and use of tile hanging under tile roofs. Tile hanging is particularly heavy in use in parts of the scheme. The DAS sets out the goal;

“Limited variation in the palette between the proposed character areas would ensure that, together with the built form and layout, the materials would deliver local identity within a unified and coherent place.

While the architecture and public realm within the new neighbourhood would reflect contemporary living within the 21st century, the use of materials, colour and texture would ensure it is related very strongly to its location and context.

The traditional use of materials, colour and building details within the local area should therefore inform the approach to detailed design.”

13.1125 Unit designs have also incorporated a consistent use of simple forms and elevations, which vary in terms of roof designs, add asymmetry to incidental elements including two storey projections, and roof hips. Contemporary stylings come through in the design of fenestration, and their balance within elevations, but these are not dramatic deviation so much as gentle reinforcement of the same ‘asymmetry’. The ‘Surrey Style’ employed adds variety of character with steeper pitch roofs and contrast of roof massing.

13.1126 Noting that the intention, set out in the DAS, is for the buildings along the Primary and Secondary Streets to display a more formal character (the Arcadian Plateau and Copse

Clusters in later phases are designed to present more informal character), the scheme achieves a general consistency and quality that retains local reference and sympathy to the context of the site.

- 13.11.27 Careful consideration of the appearance and performance over time of facing materials on the general impression of the place has informed proposals. In this case, a subtle palette of locally authentic natural brick and tile that would weather gracefully and would complement existing development would be appropriate in the wider context as well as within the site itself. The sense of place lies in the appropriate use of external materials, as well as the substantive contrasts of varied building form, and the considered landscape and street design. The limited materials palette was agreed to avoid an unnecessarily tokenistic variation of appearance in suggested “render” and “timber” facings, in addition to brick and tile. This approach is consistent with the historic analysis set forth by Roderick Gradidge, in his notable book, *The Surrey Style*, published by Surrey Historic Buildings Trust, Kingston Upon Thames, Surrey, 1991. It should be noted that modern render and timber would be deployed in durable plasticised core material form, these artificial materials would fail to provide the variation and natural weathering effects. Furthermore, they would require regular maintenance to maintain their appearance. The design approach features more slimline, historically resonant detailing.
- 13.11.28 Typical details have been provided which show an 85mm depth of window reveal, clipped eaves parged verge, tile cills, brick corbel detailing, blue headers in the brickworks and standing seam metal roof details. Planning conditions in respect of final approval of materials and to secure details of architectural elements at 1:20 scale, would be appropriate to ensure that this would be of a high quality.
- 13.11.29 The UDO is supportive of the architectural strategy employed by the scheme noting in his comments that;
“The application plans present a playful complement of distinctive housing forms, profiles and subtly varying design expression rooted in an understanding of the vernacular and historic patterns of residential architecture of Surrey... some of the house designs adopt playfully asymmetrical appearance under characterfully sloping cat slide or other roof forms in harmony with the historic Surrey and wider Arts and Crafts manner.”

Outline Parameters

- 13.11.30 The remainder of the proposed residential development is applied for in principle. Phase 1 is designed as a first part of a wider masterplan that has been subject to negotiation through pre-application and which have continued following submission.
- 13.11.31 While the masterplan and therefore layout of built form and open space is indicative the application is supported by a set of parameter plans which are intended to be approved as a controlling framework under. Detailed applications seeking Reserved Matters Approval and to discharge site wide planning conditions would then be required to come forward in broad compliance with the approved parameters. Nonetheless, officers have worked closely with the applicant to ensure, so far as reasonable at this stage the illustrative masterplan and supporting parameters set the scene and principles to deliver a high quality development.
- 13.11.32 The submitted parameter plans were updated in February 2021 along with phase 1 details and the site wide masterplan keeping them up-to date with changes negotiated to the scheme;

- Land Use
- Density
- Access and Movement
- Landscape
- Building Heights

13.11.33 A submitted phasing plans sets out the intentions to bring forward the wider development.

13.11.34 Housing within Phase 2 comprises a linear parcel to the south east of Phase 1 and aligned to the A3 comes forward next. This has a gross area of 8.83 hectares and would deliver a proposed density 35-50 dwellings per hectare. The parcel would continue the 'Village' character area and this density range reflects the placement of apartments adjacent to the A3 boundary and the continuation of the 'Primary Street' and 'Central Green' sub-character areas. Development within phase 2 would have a maximum building height range of 3 storeys, with areas facing Oldlands Copse and connection to Phase 3 limited to 2.5 storey.

13.11.35 A distinct sub-character area would be applied to development facing the A3 trunk road, reflecting a different context and constraints. Following negotiations, the housing placement in the illustrative masterplan alongside the A3 has been set further back into the site, and as the UDO notes:

“reformed to provide more distinctive better connected building groupings, with attention paid to the form of a noise mitigating landscaped bund and acoustic fence, and place-enhancing landscape design to mitigate the effects of the A3.”

13.11.36 Phase 3 sits north of the watercourse in the site and adjacent Garlick's Arch Copse. The phase covers a smaller area of 4.77 hectares and would comprise a deliberately lower density of 15-30 dwellings per hectare. Here the majority of development is to be limited to 2.5 storey and only a limited edge buffer (south/south east) would allow taller dwellings (to 3 storeys). This phase would bring forwards the Arcadian Plateau; and Copse Clusters character areas. There has been significant negotiation on the illustrative masterplan for phase 3. Original proposals had sought to develop too much of the higher slope/hilltop plateau leaving only a modest area of public open space that was generally enclosed by built form. This offered narrow landscape views unspoiled the presence of housing. The UDO comments confirmed this has been significantly improved and this now forms a positive element of the scheme that would deliver:

“a well-defined hilltop public space that would offer wide panorama views toward an area of outstanding natural beauty... cradled by a particular place-making disposition, form and profile of housing [and...sympathetically face and give form to the junction of the made and the natural landscape.”

13.11.37 The site offers a number of key constraints which the design strategies have had to respond to. These include;

- Provision of main vehicular access to the site allocation provided from the A247 and a vehicular link to the B2215 Portsmouth Road and the A247 Clandon Road to provide an alternative route that relieves pressure on Send Marsh roundabout;
- Achieving permeability for pedestrians and cyclists into and from the development particularly to/from the B2215 Portsmouth Road;
- Sensitive landscape framework in the form of existing copses containing

- Ancient Woodland, and the existing watercourse;
- Rising topography;
- Major infrastructure in the form of existing utilities (HV electricity) and the A3 corridor; and
- Mitigating isolation/enclosed and hidden identity of the site.

13.11.38 The scheme successfully addressed these constraints and with regard to the 10 characteristics set out by the National Design Guide, officer believe the wider proposals (inclusive of the fully detailed phase 1 and outline parameters and illustrative masterplan showing later phases) are representative of good quality design and equally a capable framework that would enable later phases to continue to meet the same goals.

13.11.39 The UDO believes that with regard to the NDG the proposals in this application achieve;

- mitigation of isolation of the site with appropriate presence of signature gateway housing formation
- mitigation of the presence of A3 highway infrastructure
- promotion of a convincing sense of place and identity in a richly varied character of development that is well-related to the features of the landscape, protecting and enhancing these qualities
- connection to new and existing communities nearby via Oldlands development pedestrian pathway
- activation of a place at the centre for community identification and use of dedicated serviced primary and ancillary room
- creation of a landscape panorama viewing point at the top of the “Arcadian Plateau” hillock
- provision of community gardens within wider landscape plan

13.11.40 For these reasons the proposals are considered, in combination and on placemaking and design grounds to exhibit the characteristics of well-designed places, and therefore comply with the following policies D1 of the LPSS, Send 1 of the SNP, LNPH3 of the LNP, the design code in G5 of the saved 2003 Guildford Local Plan and the National Design Guide (NDG) and NPPF.

13.12 Impact on residential amenity

13.12.1 Para. 127 f) of the NPPF requires “places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.” One of the key characteristics in the National Design Guide (NDG) is, Homes and buildings – functional, healthy and sustainable for occupiers and the surrounds. These principles are taken forward in policy D1 of the LPSS and saved policy G1(3) requires protection from unneighbourly development.

13.12.2 The site would adjoin the car sales area that is set back from Portsmouth Road. There are residential properties in Kiln Lane to the north and Burntcommon Lane to the west. There are also residential properties that front Maple Road to the north west and have their rear boundaries facing towards Portsmouth Road.

13.12.3 Noise is a major concern for this application and without mitigation there would be

unsatisfactory living conditions for future residents on the site. Chapter 7: Environment Statement - Noise and Vibration (December 2019). Sets out a methodology for the work which includes the identification of sensitive offsite receptors (including surrounding roads from the operation phase due to the residential properties), noise surveys and noise calculations and modelling. Updated noise maps were submitted with the ES Addendum: Appendix A7 (February 2021). This has been assessed by the Council's Environmental Health Officer and found to be acceptable.

Noise from the A3

- 13.124 A 5m acoustic barrier is required for the southern side of the plot, adjacent to the A3 to mitigate traffic noise. Prior to the construction of the bund, a temporary acoustic fence is proposed to shield properties in Phase 1 from traffic noise. Proposed properties have been identified which are appropriate to be built prior to the construction of the fence or bund, at a distance of 175m from the southern boundary. Noise mitigation for the Travelling Showpeoples' plots are dealt with by way of a 5m barrier around the plot.
- 13.125 All private external amenity space would be expected to experience noise levels below 55dBA; the majority of external amenity space would experience noise levels below 50dBA. This is within the guidelines.
- 13.126 Additional mitigation is proposed for properties where internal noise levels are predicted to be above acceptable standards. This includes enhanced glazing and ventilation to certain properties, identified in Appendix 7.4 of the application.
- 13.127 It is anticipated that some properties in Phase 1 would be occupied prior to the completion of the temporary fence and the permanent bund. Noise modelling has been completed and determined that those properties beyond 175m from the A3 would be suitable for occupation prior to the completion of the temporary fence and / or bund. The location of these properties is shown in Appendix 7.8 of the ES (December 2019).
- 13.128 In advance of the completion of the bund, and to allow properties closer to the A3 to be occupied, a temporary acoustic fence would be constructed as part of the Phase 1 works. This would be 5m in height and have a minimum mass per unit area of 20kg/m² to achieve a similar noise reduction to that of the permanent bund. This would not be removed until the construction of the bund is complete (anticipated as part of the Phase 2 works). The suitability of this temporary fence is demonstrated in Appendix 7.9 of the ES (December 2019).
- 13.129 The temporary acoustic fence would not be removed until the construction of the bund and permanent barrier is complete (anticipated as part of the Phase 2 works). Once the bund and permanent barrier is completed, the temporary acoustic fence would be removed and the housing adjacent to the bund would be delivered. It is not envisaged that the timescales for delivery of the bund would be reliant upon the construction of the adjacent slip road, given sufficient land has been reserved for the delivery of the slip road in accordance with Policy A42.
- 13.1210 It is anticipated that some properties in Phase 1 would be occupied prior to the completion of the temporary fence. Noise modelling has been completed and determined that those properties beyond 175m from the A3 would be suitable for occupation prior to the completion of the temporary fence and/ or bund. The location of these properties is shown in Appendix 7.8 of the Environmental Statement (December 2019).
- 13.1211 The temporary fence protecting the properties in Phase 1 is still relevant, although the

properties in Phase 1 suitable for occupation prior to completion of the permanent bund/fence has been amended. The noise impacts experienced by the Phase 1 properties are unchanged as a result of the layout updates.

13.1212 There are changes to which properties require which specifications of trickle ventilators/external glazing/walls & roofs as a result of the layout.

13.1213 For Phase 2 of the development, the revised layout means that some of the properties are predicted to have a permanent moderate adverse level of effect, meaning that mitigation measures are required.

13.1214 Habitable rooms such as bedrooms and living rooms and external amenity spaces would be located to face away from the A3 or the B2215, to reduce the impact of internal ambient noise.

Kiln Lane

13.1215 Residents of houses abutting the Site on Kiln Lane are likely to have views of activities relating to the construction of the north-eastern terminal pylon, located approximately 56m from the rear elevation of two semi-detached houses properties. These effects would be experienced for a relatively short duration and seen in the context of existing views of overhead power lines and pylons. However due to closer range views of emerging and completed infrastructure for residents of these specific properties such that the effects would be minor adverse (temporary, not significant) during the construction phase. This is slightly worse than the negligible adverse (temporary, not significant) effect identified within Chapter 10: Landscape and Visual Impact Assessment of the ES (December 2019), although this would not be significant.

13.1216 In terms of noise, a 5m barrier is proposed around the Travelling Showpeople plots – which would be constructed from a combination of masonry wall and close-boarded fencing (minimum of 20kg/m²). The noise assessment provided at Chapter 7 of the ES Addendum, confirms that this would achieve an appropriate standard of amenity for the occupiers of the plots (as well as providing the appropriate security required by the occupiers given the value of their equipment). The noise barrier would equally limit noise emitted from the site, albeit this is not type of use that would generate significant levels of noise, being a mix of residential and the storage of equipment when not travelling.

Neighbour amenity

13.1217 Residential properties in the surrounding areas and along roads used by construction traffic would experience noise and disturbance. A number of scenarios with construction activity at the centre of the site and on the boundaries taking into account the existing baseline levels. Solid screening would reduce the impact of this, and further details shall be required by condition as part of the Construction Environmental Management Plan (CEMP).

13.1218 The impact from traffic noise from the completed development would be a magnitude of none to very low. So, there would be no material impact.

13.1219 Piling, excavation works, breakers, dump trucks and rollers would be used during site preparation and substructure build phases. Safeguards can be required by condition as part of the CEMP.

13.1220 There would be satisfactory gaps between the existing buildings and their gardens to

prevent any material loss of privacy and overshadowing impact. Including the buildings at Burnt Common Cottages.

Occupier amenity

- 13.1221 Phase 1 occupiers would experience noise, disturbance and vibrations when phases 2 and 3 are built, so conditions would be required when the reserved matters applications come forward.
- 13.1222 All of the houses include an area of private amenity space and the apartment blocks generally include communal garden areas and some of the flats over garages (FoGS) have a terrace. The size and nature of amenity space would vary across the site depending on the housing typology; however, all of the dwellings include access to an appropriate area of outdoor amenity space to meet the passive recreational requirements of the future occupants of the development. The layout of the buildings has also been carefully designed to ensure that none of the garden areas suffer unacceptable levels of overlooking or overshadowing from the adjoining buildings.
- 13.1223 All the new homes would have access to ample informal and formal green space on site. Therefore, those without private amenity space, would still have an acceptable provision.
- 13.1224 Particularly around the flatted blocks, the parking spaces would be set back from ground floor windows. This would reduce the disturbance from headlights and car engine noise.
- 13.1225 Policy H1(3) of the LPSS requires all new development to conform to the nationally described space standards (NDSS). The applicant has provided a matrix (NDSS audit Revision A, 08.04.2021) showing the requirements and how their units compare. All the homes would either meet or exceed the standards including the storage areas. All the market units would either meet or exceed the total NDSS gross internal area (GIA) requirement. So overall, there would be satisfactory space for storage furniture and circulation space.
- 13.1226 The relationship between the proposed buildings and retained trees is sustainable and does not result in any situations which may result in unreasonable pressure to prune requests from future occupants.
- 13.1227 Having regard to all of the above it is concluded that the development proposed would not give rise to unacceptable impacts on the adjoining residential properties and would provide a good level of amenity for the future occupants of the development. For these reasons the development complies with the objectives of policy D1 of the LPSS, G1(3) of the saved Guildford Local Plan and the National Design Guide (NDG) and NPPF.

13.13 Impact on trees

- 13.131 Para.s 170 b) and 175 c) of the NPPF places on values on trees and woodland. Policy ID4 of the LPSS includes parks and open spaces, private gardens, agricultural fields and allotments, hedges, trees and woodlands, green roofs and walls, watercourses, reservoirs and ponds. Send 4 of the SNP seeks to enhancement of green and blue infrastructure and LNPEN2 of the LNP requires the retention and enhancement well-established species-rich features of the landscape, including ancient woodland, mature trees, hedgerows, ponds, and existing waterways. Lastly, policy NE5 of the saved Guildford Local Plan protects trees, hedges and woodland.

Tree removal

- 13.132 Tree removal to facilitate the entire development proposal is very limited. In accordance with BS5837:2012 trees are assessed and categorised. The four categories are A,B,C and U, this approach is agreed as suitable by the Council's Tree Officer.
- 13.133 The report states that no category A trees (which should be incorporated) are proposed for removal and only four B category trees would be removed. These four trees are required to be removed to facilitate the construction of the roundabout junction with Clandon Road. This would be reasonable and there would be a landscape strategy for the site entrance.
- 13.134 The majority of trees proposed for removal are therefore in the C (should be retained unless a reason for their removal) and U category (unlikely to contribute beyond 10 years), and not necessarily of quality, suitable for retention.
- 13.135 Of the C category trees removed, these are of lower amenity value and there would be ample opportunities from tree planting and a net gain in trees and tree quality as a result of the landscaping proposals submitted.

Woodland

- 13.136 There are two areas of Ancient Semi Natural Woodland (ASNW) at the site, Garlick's Arch Copse and Oldlands Copse. These would be retained and protected in accordance with the Forestry Commission (FC) and Natural England (NE) standing advice. Where Oldlands Copse is degraded from use as part of the gun club, the woodland would be enhanced as part of the landscape proposals.
- 13.137 The Forestry Commission (FC) have raised concerns that the development would impact on the flora and fauna the ANSW due to increased pedestrian traffic. Although, they do recognise that it is only through the development process that areas such as the woodland used currently for shooting purposed, can be restored and improved. Signposting, interpretation boards, formal footpaths would help to encourage appropriate use of the woodlands rather than have them entirely fenced of as no-go areas. The applicant has agreed to provide interpretation boards to explain what an ANSW is, what benefits they provide and how they can be looked after. Once residents understand they tend to take ownership of area and self-police etc., keeping to designated paths, dogs on leads etc. Additional dog waste bins would also be required, and this shall be secured by condition.
- 13.138 Oldlands Copse is a particularly poor, degraded, woodland that has historically been used for clay pigeon shooting. Extensive decontamination of the site would be required which is addressed within the woodland management plan. The plan also includes selective thinning and appropriate restocking.
- 13.139 The woodland already has existing tracks and pathways. A proposed walking route would follow existing pathways and there would be specific entrances/exit and barrier planting to reduce trampling of flora and soil compaction and erosion.
- 13.1310 Garlick's Arch Copse is less degraded and in order to focus users, formal (no dig) footpaths would be installed.
- 13.1311 The FC have requested that no SuDS are placed within the 15 metre buffer zone protecting the ASNW as changes to hydrology can impact negatively upon trees and

other woodland flora. The pond is included as an ecological enhancement to improve the habitat provided within the buffer by allowing wetland planting. This has also been raised as a concern by the Woodland Trust. The proposed pond was discussed on site with the applicant's Ecologist and Surrey Wildlife Trust (SWT). The pond would not encroach within the root protection areas (RPA) of retained trees and would have very little if any impact on wider hydrology issues.

- 13.13.12 The Council's Tree Officer is satisfied the no ASNW would be damaged or destroyed as a result of development. The minimum 15 metre buffer zone around the ANSW compartments would be secured, in accordance with the FC and NE's standing advice.
- 13.13.13 The Woodland Trust object on the basis of potential damage to ancient woodland and recommend that the buffer zone should be at least 30 metres. The size of the buffer zones has not raised concerns with the Natural England (NE) and the Council's Tree Officer, subject to suitable conditions. The Woodland Trust are a non-statutory consultee and their comments are based on a desk-top study rather than a site specific assessment including a site visit which have been undertaken by the Tree Officer and Surrey Wildlife Trust.
- 13.13.14 Tree and hedgerow planting would be used to improve connectivity between the fragmented ASNW blocks to provide important habitat corridors.
- 13.13.15 Some parts of Garlick's Arch are afforded Tree Preservation Order (TPO) protection. Once all landscape planting has been completed, it is anticipated that new woodland TPOs would be put in place to ensure both existing woodland and new planting would be afforded enhanced, long-term protection.
- 13.13.16 Garlick's Arch Woodland Management Plan does provide a basic plan for the various woodland compartments and it would be important that the plan is adhered to and regularly updated irrespective of the landowner/management company.
- 13.13.17 Due to the complexity of the application and that final details may change (services etc.) rather than just conditioning the provided AMS and TPP (02/21) A condition requesting a finalised Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) is prepared before development commences would be beneficial.

Kiln Lane

- 13.13.18 The road widening on Kiln Lane would require limited clearance of overhanging vegetation to facilitate vehicles to pass on the road. The Council's Tree Officer has no objection to these works.
- 13.13.19 The Council's Tree Officer is satisfied that the development proposals would be in accordance with the British Standard - BS5837:2012 'Trees in relation to design, demolition and construction – Recommendations'. Adequate protection would be provided to ensure all retained trees are protected throughout development in the form of barriers and/or ground protection. This is in accordance with policies. ID4 of the LPSS, Send 4 of the SNP, LNPEN2 of the LNP, NE5 of the saved Guildford Local Plan and the NPPF.

13.14 Ecology and nature conservation

- 13.14.1 Para 175 of the NPPF sets out the principles that should be applied to habitats and biodiversity. One of the key characteristics in the National Design Guide (NDG) is, Nature – enhanced and optimised to contribute to the quality of a place. Policy ID4 of

the LPSS seeks to contribute to biodiversity. Send 4 of the SNP seeks to enhancement of green and blue infrastructure and to achieve net biodiversity gain and LNPEN2 of the LNP requires new development to demonstrate measurable net gains to wildlife and biodiversity through habitat creation and enhancement. Lastly, policy NE4 of the saved Guildford Local Plan safeguards protected species.

- 13.142 The consideration of the effects of development upon protected species and habitats is a principal issue and, notwithstanding that parts of the site are submitted in outline and part seeks full planning permission, this application has been supported by a full suite of ecological and arboricultural surveys from submission to evaluate the likely impacts of the whole proposed development.
- 13.143 An assessment of 'Ecology and Nature Conservation' is set out by Chapter 9 of the December 2019 Environmental Statement. Icen's Supplementary Environmental Statement (February 2021) sets out updates to this chapter at pp27 which comprise;
- Updated Biodiversity Impact Calculator (BIC) score, in relation to design changes to scheme and inclusion of SANG (ref. 19/P/02240) in the Biodiversity Net Gain calculation; [the methodology has also been changed to use the DEFRA 2.0 metric] and
 - Confirmation that the design changes to the Proposed Development would not generate any additional adverse ecological effects.
- 13.144 The Supplementary report also confirms there are no updates to the ecological baseline, assessments of effects (during construction or operational phases), mitigation measures or residual effects. The HRA / AA Informative Report (ACD Environmental) has been updated to reflect the planning permission granted for the SANG (19/P/02240) in June 2020.

Ecological baselines

- 13.145 In respect of the potential influence on designated sites the application site is located approximately 3km from the Thames Basin Heath Special Protection Area (TBHSPA). The site falls within a Biodiversity Opportunity Area (BOA, "RO4 River Wey and tributaries"). There are no 'Local Wildlife Sites' (Sites of Nature Conservation importance) within the site; the nearest is Oldlands Copse (south) which lies separated from the site by the A3. The site contains a 'lowland mixed deciduous woodland which includes ancient woodland which is identified as habitat of principal importance, and species of principal importance.
- 13.146 Ecological assessment was the subject of the formal EIA Scoping Opinion issued by the Council as well as pre-application advice and engagement with Surrey Wildlife Trust and Natural England in 2019.
- 13.147 As a consequence, the assessment focussed on the following important ecological features in defined proximity (Zones of Influence) to the site;
- Thames Basin Heaths (TBH) Special Protection Area (SPA) (3km);
 - Whitmoor Common Site of Special Scientific Interest (SSSI) and Ockham and Wisley Commons SSSI, both of which form part of the Thames Basin Heaths SPA (4.3km);
 - Papercourt SSSI (0.6km); Oldlands Copse Site of Nature Conservation Importance (SNCI) (30m); Oldlands Copse and Garlick's Arch Copse (ancient woodland) (within the Site);

- East Clandon Stream (River Wey and tributaries BOA) (within the Site);
- Rare, scarce and/or threatened arable plants;
- Nationally scarce invertebrates;
- Rare bats; and
- Birds of conservation concern.

13.14.8 In respect of site specific habitats and species chapter 9 of the ES (as amended) identifies that the site has been subject to;

- Extended Phase 1 Habitat Survey
- Site Surveys in respect of species including;
 - Breeding and Wintering Birds
 - Bats (multiple survey types)
 - Badgers
 - Otter and Water Vole
 - Hazel Dormice
 - Reptile
 - Invertebrates (scoping)

13.14.9 In addition, the assessment includes a Woodland NVC and rare arable plant surveys.

13.14.10 Based on the above, Chapter 9 of the ES (as amended) sets out an assessment of the effects of the development, along with mitigation and describes any residual effects that would result.

Prediction of Effects

13.14.11 In summary, the ecological assessment predicts that subject to mitigation there are no 'Likely Significant Effects' caused by the development to any statutory or non-statutory sites, individually, or cumulatively with other developments. The assessment notes as follows:

13.14.12 Thames Basin Heaths SPA and related SSSI (Whitmoor Common, Ockham and Wisley Commons): While no construction phase impacts would occur to these sites, recreational pressures from the development would arise and lead to significant adverse impacts at the European site scale. However, these would be mitigated by the implementation of the approved SANG (19/P/02240). The specific details in this respect are set out in the specific Thames Basin Heaths Special Protection Area section later in this report.

13.14.13 Papercourt SSSI: Connected to the site hydrologically via the on-site stream, no significant adverse effects are predicted during the construction phase due to pollution prevention measures via a CEMP, while the SSSI's greater resilience and lower propensity to disturbance (as a wetland habitat) leads the assessment to conclude negligible impact during the operational phase.

13.14.14 Oldlands Copse SNCI: The development would retain the northern part of this feature within the development site, while the part south of the A3 would be retained by the potential SANG. The assessment notes without mitigation there would be significant adverse impacts in the construction phase which could be mitigated by applicable pollution prevention and tree root protection controls / measures by way of planning conditions.

- 13.14.15 Ancient Woodland (Oldlands Copse and Garlick's Arch Copse): Dust pollution during construction phases and the potential increase footfall degrading habitats once the development is operational are identified as significant adverse impacts. Mitigation in the form of pollution prevention control measures with a CEMP (to be required by planning condition) and the retention of root protection buffers within the layout and considered to mitigate direct impacts while footfall walks would be restricted to Oldlands Copse (North) which has already seen significant historic degradation of its ecological condition.
- 13.14.16 East Clandon Stream (River Wey and Tributaries): This feature would be retained with a buffer of 10-40m of undeveloped land, except for a bridge crossing. Mitigation in a CEMP, from Tree protection is described. In addition, the assessment notes the operational impacts of the drainage scheme includes installing 12 no. headwalls into the banks of the stream and the construction of a bridge or culvert to facilitate a north/south road and UKPN HV electricity cables. The assessment recommends a range of mitigation including replacement of an existing culvert with clear span footbridge; reprofiling of the floodplain; use of setback outfalls. Noting the degraded condition of the stream within the site, remedial measures are put forwards, which it concludes would render the residual impact of the works negligible.
- 13.14.17 Arable Plants: The scheme would result in disturbance to the majority of arable field margins, and result in significant adverse impacts at the county scale to the interest of the site. Compensation is proposed in the form of 1,100sqm of south facing sandy banks within the off-site SANG. These, it concludes, would be capable of hosting the same species that have colonise the existing arable field in the site. Subject to detailed specification for their construction and management to maintain their condition, the assessment concludes this would reduce the impact to arable habitats to negligible.
- 13.14.18 Invertebrates: No significant adverse impacts are predicted, and no mitigation required.
- 13.14.19 Bats: The site overall was considered to have a Country value for bats, with the additional trapping surveys carried out in 2020 not changing this valuation. The proposed scheme provides a strategy for retention and restoration of ancient woodland, which is currently degraded. Further to the findings of the initial assessment, the applicant's ecologist (ACD Environmental) confirmed (17th June 2020) the results of two additional aerial inspection surveys of Tree 78 and Tree 91 (previously noted as having high suitability for roosting bats) showed there to be no evidence of bats was found during the June 2020 surveys. On this basis ACD have advocated that that no further surveys are required, but precautionary measures should be put in place prior to felling. Consequently, there are not considered to be likely significant effects during the construction phase, however, should roosts be identified prior to felling a Natural England license would be required. The operational phase impacts to Bats would derive from the provision of an access road and footpath through woodland (this follows East Clandon Stream). An ecological technical noted dated 21.05.2021 and Lighting Principles and Constraints Plan, have been submitted to set lighting parameters adjacent to the Ancient Woodland for sensitive external lighting. Mitigation of significant impacts is provided by;
- the location, route, and co-ordination of the design of the road and bridge/culvert with electricity undergrounding to minimise the construction corridor, and the number and quality of trees that require removal.
 - reinforcement of tree belts/hedgerows with native planting in the west end of the site connecting Garlick's Arch Copse and Oldlands Copse (North), which would provide alternative foraging /commuting routes.
 - inclusion within landscape proposals of wildflower and wetland meadow,

native scrub planting, 6 no. wildlife ponds, planting of parkland trees and native hedgerow planting.

- the provision of a detailed Lighting Strategy for each development phase, which adopts appropriate luminaires, 'warm' lighting, and specialist luminaires where necessary.

13.1420 Birds: Construction works in parts of the site would lead to loss of different types of habitat, including arable, semi-improved grassland and a loss of existing hedgerows. Clearance is predicted to have significant adverse impacts at the site scale. Once operational the development could, in the absence of mitigation continue to have that level of effect. In mitigation vegetation clearance within the site would be undertaken outside of the nesting bird season (or under supervision of further ecological survey). Important areas for breeding and wintering birds are noted to be retained by way of buffers to the woodland areas and East Clandon stream. Proposed hedgerow removal has been chosen to ensure no impacts to other features. The assessment points to the amount of mitigation within the site for grassland, scrub, and tree/hedge planting, ancient woodland restoration and the provision of SuDS features as beneficial impacts to birds within the scheme alongside off-site provision within the SANG to be linked to this development. The assessment concludes after mitigation, residual effects would be negligible.

13.1421 Badgers: No badgers setts were recorded within the site by the assessment, meaning direct impact are considered unlikely. This is a very large site however, and the assessment notes that with the cessation of existing uses (clay pigeon, pheasant shooting, gun dog training) it is likely badger would exploit the site and new setts can be dug relatively quickly. By mitigation, the assessment advises that updated badger surveys be carried out prior to the construction of each phase. This can be controlled by way of planning conditions. However, the predicted impact is negligible in the assessment.

13.1422 Reptiles: A general absence of reptiles is noted (only 1 no. grass snake) and no significant adverse impacts are noted but the potential from overgrown habitats on the site between any planning permission and implementation could lead to impacts. The assessment recommends mitigation in the form of on-going management, through continued grazing or appropriate cutting (short sward) with cuttings collected. The provision of habitat mitigation and enhancement within the site means negligible effects are predicted.

13.1423 Cumulative Effects: The ecological assessment within the Environmental Statement also considers, as required by the respective regulations, the potential for cumulative effects with five other identified committed projects. These projects are located between 1km and 3km from the site. Committed projects are those in this case with planning permission. With a review of each of the projects and having had regard to the ecological findings in each case, the assessment confirms that none are considered to result in likely significant effects in cumulation with this proposed development.

13.1424 Mitigation and Enhancement leading to Biodiversity Net Gain: On submission the ES assessment relied on scoring methodology using the Environment Bank Biodiversity Impact Calculator (BIC). This is used to measure the balance of biodiversity gain / loss as a result of the development and was based upon the Landscape Masterplan for the whole site. The ES assessment confirms this was verified by Environment Bank and as a consequence of features including ancient woodland restoration, on site mitigation, and the provision of the proposed SANG the development would achieve a net gain in habitat units has been achieved, by maximising on-site habitat creation, and

delivering additional enhancements to the offsite SANG.

13.1425 The latest updated biodiversity net gain assessment has been reviewed and indicates:

- overall gain of 3.83% for habitats;
- 133.45% for hedgerow units; and
- 249.57% for river units.

13.1426 SWT have reviewed this and note that the: *“the actual predicted gain for habitats is slightly smaller, due to the connectivity for modified grassland in the offsite offset is low and not medium, resulting in an overall gain”*.

13.1427 The SANG would provide off-site BNG this provision would be additional to what is *mandatory* to deliver for SANG purposes, this approach was agreed with Natural England (NE). However, due to the classification of the grassland as ‘modified grassland’ as opposed to ‘species-rich grassland’ a discount was applied which reduces the overall net gain score of 17.93%, to 3.83%. This is a cautious approach and regardless, the grassland created would have a biodiversity value.

Mitigation and enhancement

13.1428 Key components of biodiversity: The proposals for the site are described by the masterplan and supporting parameter plans (for phase 1 this is supported by detailed information). Overall provisions can be summarised as;

Incorporation within the masterplan/site of:

- Wildflower grassland planting – 4.65ha
- Native shrub planting – 1.39ha
- Native hedgerow – 1,080 linear metres
- New ponds with aquatic native planting – 0.09ha
- Native wetland planting – 0.11ha

Incorporation within the SANG of:

- Native species-rich hedgerow planting
- Native scrub thicket planting
- Areas of natural re-wilding
- Wildlife pond
- Wildflower meadow grassland
- Enhancement/management of Ancient Woodland

Adoption within the masterplan of with key principles including:

- Inclusion of minimum 15m buffers to ancient woodland
- Remedial package of works to East Clandon stream via a Landscape and Biodiversity Management Strategy
- Use of a Construction Environmental Management Plan to mitigate construction phase impacts
- Control of external lighting provision and specification by way of future approval of Lighting Strategies for each phase.
- Delivery of an off-site SANG (Garlick’s Arch SANG) to mitigate impacts from recreational pressure to designated sites (particularly TBHSPA)
- Restoration strategy for ancient woodland within the site

13.14.29 The Council has engaged the support of Surrey Wildlife Trust (SWT) Ecological Services to assist consideration of this application. They have been closely involved as proposals have evolved. Further to their initial review they have responded to additional information on six occasions. The formal responses from Surrey Wildlife Trust were received on the 31.03.2021 and 21.05.2021 and are reported above in this report. They raise no objections to the proposals and the approach to BNG, to ensure changes to BNG are taken into account for the later phases condition shall be required.

13.14.30 Further to the planning permission issued for the off-site SANG (19/P/02240) NE removed its objection to the proposals. It recently confirmed that it has no further comments in respect of the proposals following amendments and updates to supporting information and the Environmental Statement. A Grampian condition would be used to secure the SANG mitigation. NE are satisfied under the Conservation of Habitats and Species Regulations 2017 (as amended) that there would be no adverse impact on the TBH SPA.

13.14.31 Having regard to the responses from SWT and NE the information set out by the application and the Environmental Statement (as amended) is considered to be sound. Moreover, in line with the requirements of policy ID4 of the LPSS and the proposals, insofar as the effects and impacts upon biodiversity are concerned, are considered acceptable because:

- the proposals demonstrate that through a package of mitigation and enhancement measures the development would conserve and enhance biodiversity on the site, providing net gain overall, and takes opportunities for the restoration of existing degraded habitats and the creation of new habitat within the site and within the off-site SANG;
- habitat creating in the SANG, Skylark nesting plots and restoration of woodland for bat roosting/foraging would contribute towards the objectives of the local Biodiversity Opportunity Area (BOA);
- the development, by virtue of mitigation in the form of the off-site SANG which has the benefit of planning permission would not give rise to significant adverse impacts to designated sites, subject to staging / phasing requirements in conditions and/or s106 to ensure that SANG is brought into use at an appropriate time having regard to the occupation of this development;
- as a consequence of proposed mitigation, the residual impacts of development would not be harmful to the to the nature conservation interests of 'national sites', nor materially harm local wildlife sites;
- through the Environmental Statement and ecological evidence supporting the application the impact of the development on the watercourse (East Clandon stream) in the site from works during the construction and operational phases has been carefully considered. Through the development a package of remedial works is proposed to the watercourse;

13.14.32 The applicant has submitted a Landscape and Biodiversity Management Strategy (LBMS), this sets out the broad principles, a Landscape and Ecological Management Plan (LEMP) would still be required for details how this would specifically be delivered, the roles and responsibilities, monitoring etc., specifically in light of the BNG assessment.

13.14.33 The Surrey Wildlife Trust and Natural England are satisfied that the development proposals would be in accordance with the Conservation of Habitats and Species Regulations 2017, S41 of the Natural Environment and Rural Communities (NERC)

Act 2006, the Wildlife and Countryside Act 1981. This is in accordance with policies. ID4 of the LPSS, Send 4 of the SNP, LNPEN2 of the LNP, NE4 of the saved Guildford Local Plan and the National Design Guide (NDG) and NPPF.

13.15 Landscape and open space strategy

- 13.15.1 Chapter 8 of the NPPF seeks to healthy, inclusive and safe places. The provision of open space, recreation and quality landscaping is key to this. This theme runs strongly through the National Design Guide (NDG) with cross-over between a number of the ten characteristics. Policy D1(7) requires linkages between green spaces and high quality landscaping. The SNP supports the creation and improvement of public open spaces at Appendix B. LNPI5 of the LNP supports new open space. Lastly, policy R2 of the saved Guildford Local Plan provides the recreational open space standards.

Landscaping

- 13.15.2 Section 7.0 of the DAS (pages 114-154) sets out the landscape approach to the site and Landscape and Biodiversity Management Strategy (LBMS) has been prepared by Barton Willmore Landscape Planning and Design (BWLPD) to provide a long-term landscape management and maintenance strategy. There is cross over with ecology matters, the landscape bund, Ancient Woodland and the East Clandon Stream.
- 13.15.3 Phase 1 would have larger trees along the main spine road, specimen trees in open spaces (such as the central green), with boundary planting retained and enhanced to the Oldlands site on the western boundary.
- 13.15.4 The use of close board fences to the rear boundaries and brick walls and railing to boundaries facing the highway would be acceptable as shown on the hard and soft landscaping plans, and a condition for the detailed design and appearance shall be secured by condition.
- 13.15.5 The enhancement of hedgerows, shrubs and hedges are supported due to their landscape and biodiversity value. The applicant has proposed a maintenance regime which would ensure that these are managed effectively.
- 13.15.6 Native wildflower meadows and water meadow planting would be provided in suitable locations this would not only serve to add visual interest they would also assist with filtration, erosion and foraging.
- 13.15.7 The acoustic fence would weather down in time however, to support its assimilation into the bund climber plants would be provided which would further soften their appearance.
- 13.15.8 Additional ponds would be created in the SuDS feature in phase 2. These additional water bodies would contribute to the natural amenity space where it is located and use a natural low point in the site topography.
- 13.15.9 The woodland management has been addressed above and the submitted management and additional measures in relation to the buffer zones, information boards and litter bins would ensure that this can be used whilst continuing to be a valuable landscape and ecological asset.
- 13.15.10 Outside of phase 1, nine additional landscape character zones have been designated each responding to the existing landscape features, habitat, planting, watercourse, topography and new landforms created by the buffers measures to the A3. There has

been due regard to working with the existing resources and enhancing these were possible. The bund is more challenging and whilst there would be hard features such as the acoustic fence and gabions, the landscaping would soften this over time.

- 13.15.11 The new access points into the site would also incorporate landscaping, the roundabouts at Portsmouth Road and Clandon Road would have formal and informal planting and new trees on the roundabout itself and around the edge. This would assist defining this as a gateway into a residential site.
- 13.15.12 The pedestrian footbridge would be a point interest at the Portsmouth Road entrance and would be made of bricks to complete the local palette of materials and acknowledge the presence of brick kilns that existed in the local area, with the keystone another way of acknowledging local history. The planting would pay homage to the site's agricultural history. This would form a location for people entering the site to have a pleasant arrival point.
- 13.15.13 A structure with climbing plants would be located at the Clandon Road access point this would add verticality and enliven the junction with the secondary road, contribution to legibility.
- 13.15.14 The primary secondary and tertiary roads would have a variation in surfacing materials this would contribute to a clear road hierarchy and when you are entering busy roads and lightly trafficked roads. This would be carried through in the kerbside and footway design. The open spaces would have more informal surfaces such as hoggins and chipped bark and resin bound surfaces in formal areas. The detailed materials would be secured by condition.
- 13.15.15 The hard landscaping to driveways, the mews area etc. shall be paved with impermeable surfaces and a condition to require the use of permeable surfaces shall be required by condition. For secondary areas of hard standing for occasional but not permanent parking, a surface that would allow grass, lichens, moss and other growth to soften the visual impact of the other hardsurfacing would be welcome where practicable, by condition.
- 13.15.16 The Council's Tree Officer, Parks Development Officer and Surrey Wildlife Trust have reviewed the plans and are supportive of the landscaping strategy including the native planting, new tree planting (circa 1,500 trees) and have suggested conditions on landscape management plan, tree and plant species schedule and a landscape and ecological management plan (LEMP).
- 13.15.17 The proposal would comply with policy D1 of the LPSS, and policy LNPI5 of the LNP and the National design Guide (NDG) and NPPF. There would be a suitable open space and landscaping strategy to support and support healthy lifestyles.

Open Space

- 13.15.18 The open space standards are set out in the Planning Contributions SPD 2017, this is based on the superseded PPG17: Planning for Open Space, Sport and Recreation. As follows (based on an occupancy rate of 2.09 per home) (table 7):

	Requirements per 1,000 people	Required	Provided
Playing fields/youth	1.6ha	1.7ha	0ha

Play space	0.8ha	0.9ha	0.14ha
Amenity/Natural open space	0.4ha	0.4ha	6.72ha
TOTAL		3.0ha	6.86ha

13.15.19 As part of the evidence base for the LPSS, the Open Space Sport and Recreation Assessment 2017, which is an updated position to take into account the NPPF. This would require the following (table 8):

	Requirements per 1,000 people	Required (based on indicative housing mix)	Provided
Allotment	0.25ha	0.27ha	0ha (phase 2 0.06ha of community gardens)
Amenity green space	1.0ha	1.09ha	1.51ha
Parks and recreation grounds	1.35ha	1.47ha	0ha
Play space (children)	0.05ha	0.05ha	0.14ha
Play space (youth)	0.03ha	0.03ha	0ha
Natural green space	1.0ha	1.09ha	5.21ha
TOTAL		4.0ha	6.86

13.15.20 In addition to this, the Draft Local Plan: Development Management Policies - Issues and Preferred Options was at public consultation from 03.06.2020 to 22.07.2020. Policy ID6(3) sets out the open space standards (page 176). Whilst this carries very little weight in decision-making, there demonstrates the direction of travel from the requirements in policy R2 to the provision set out in the Open Space Sport and Recreation Assessment 2017. So, it is not unreasonable to apply the 2017 Assessment standards.

13.15.21 Open space should be available for all year round recreational and amenity use. Some of this open space is included as part of the drainage scheme and water meadows. Also, development in the flood plain and Ancient Woodland buffer zones should be limited or non-existent.

13.15.22 Oldand's Copse would be used a natural green space and as explained above, whilst this is an ancient wood through appropriate management and enhancement this can be usable as a walking route. There would be play areas and equipment in the buffer zone.

13.15.23 A total of 5.21 hectares of natural green space would be delivered, only a small proportion would form part of the SuDs features as shown on drawing no. LN-LP-12 - Floodplain and Public Open Space Overlay, and users would have ample alternative walking routes if these areas become flooded.

13.15.24 The Central Avenue Play Area (local equipped area of play, LEAP), Plateau Open Space (super local area of play, SLAP) and southern natural play area are not in flood zone 1 so at a very low risk from flooding. The Brook Corridor Exercise Trail would

mainly be in flood zone 3 and the Brook Corridor Natural Play Area would be in flood zone 2 and include a range of timber exercise equipment, these are in phase 2 and further details of this in compliance with requirements from the Environmental Agency to be secured by condition. Furthermore, recreation is seen as a 'water compatible' use and the locations are suitable.

13.1525 Phase 1 has one LEAP play space that would be a fenced area for junior aged children. The Parks Development Officer is satisfied with this and details of play equipment and landscaping shall be required by condition. This equipment should also be available for use prior to the completion of phase 1.

13.1526 Due to the site constraints the absence of allotments and recreation grounds (including playing fields) is accepted. There would be a central green which would provide 0.48 hectares of green amenity space, with an additional provision in phase 2 from the southern gateway entrance by the Clandon Road entrance and the plateau in phase 3. The play area for children would be met through the LEAP and SLAP. However, there would be no details of youth facilities, this shall be required as part of the reserved matters in the spaces shown for landscaping. There is space for a community garden in phase 2 which would engender people working together and creating opportunities for social interaction, whilst not an allotment would allow for the growing of plants and vegetables on-site. There would be no onsite playing fields or recreation grounds, there are no Council projects in the locality, however, Send Parish Council have identified the need for a pavilion at Send Recreation Ground and therefore a financial contribution would be made for this off-site facility.

13.1527 The Council's Parks Development Officer has confirmed that the on-site provision and off-site mitigation would be acceptable.

13.1528 The site would use interconnected corridors of natural green space, allowing corridors of biodiversity through the site, this would be very generous even excluding the drainage scheme and buffers and would be an asset to the site and provide ample space and routes for occupiers of the site as well as those living off site who could also come and use this space.

Public realm & public art

13.1529 Policy D1(6) requires the creation of a high-quality public realm, this can include public art as well. The Public Art Strategy 2018-2023 seeks to deliver public art commissions. The DAS page 148 sets out a proposed sculpture trail through the site, with proposed locations. These would be delivered by the developer and then through community engagement. Further details would be secured by condition.

13.16 Heritage assets

13.161 The Historic Environment Records (HERs) has been consulted by the applicant and as noted within the Environmental Statement, the closest Listed Building is New Barn Nurseries (Grade II) located approximately 560m to the west of the site boundary. The 'Medieval Moated Site and Earlier Earthwork South of Boughton Hall' Scheduled Monument is situated approximately 600m to the west of the site. The nearest conservation area, is in Ripley, located approximately 1.2km northeast of the site.

13.162 There are no identified heritage assets on or within the immediate vicinity of the site, and therefore no harm would occur to the setting and significance of the heritage assets.

13.163 The application includes the results of geophysical survey that suggests that the site does not contain significant archaeological features, however the County Archaeologist require the remains to be tested by a field survey. It has therefore been advised that further investigation in form of trial trench evaluation should be carried out, clarifying the archaeological position of the site.

13.17 Sustainable design and construction

13.17.1 The NPPF emphasises the need to plan proactively for climate change and new developments are required to meet the requirements of para. 150 through climate change adaption, provision of green infrastructure and reduction of greenhouse gas emissions. Para. 153 then states new development should comply with local requirements for decentralised energy supply and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

13.17.2 Policy D2 of the LPSS is the Council's policy to require new development to take sustainable design and construction principles into account, including by adapting to climate change, and reducing carbon emissions. The Council has adopted the Climate Change, Sustainable Design, Construction and Energy SPD in December 2020. This carries full weight in decision making. This application was submitted after April 2019, therefore, compliance with policy D2 is required. The applicant has submitted an Energy Statement and Sustainability Statement.

Energy

CHP

13.17.3 The appraisal makes the case that gas boilers would be more climate friendly than high efficiency CHP in the longer terms as these would be replaced by direct electric heating in the future, for which there is agreement. However, the Climate Change SPD sets out that, due to changes in national policy since policy D2 was drafted, the reference to CCHP heat networks should now be read as a reference to all low carbon heat networks, including those fed by zero carbon energy and heat. It is argued that the low density of the scheme would make a heat network unviable, which is a reasonable argument in this rural location. Nevertheless, the apartments are the densest part of the site and have the potential to be served by a building level heat network, However, this was not deemed feasible, as the implementation of communal plant space would mean the loss of an apartment in each of the buildings. In addition, the number of dwellings per block (up to 16 apartments in blocks C and D) are not large enough to justify expenditure on communal heating systems and associated landlord operation, maintenance and billing arrangements.

Energy hierarchy

13.17.4 The buildings would achieve a satisfactory carbon emissions reduction through fabric and building services of 7-16.9%. Regrettably, external walls and floor insulation falls short of the notional values however, airtightness has improved. Although, in this instance it is acknowledged that it has been optimised as much as possible, and significantly improve upon Part L maximum standards (roof is 0.11 vs 0.20, floor is 0.15 vs 0.25). Furthermore, the applicant has improved performance by their boilers slightly, added wastewater heat recovery and airtightness has reduced from 5 to 4 m3/m2/h. As there would be a reliance on using air tightness for applying the fabric first approach, in this case evidence that this has been achieved in each dwelling shall be required. Therefore, the energy hierarchy has been applied.

20% carbon reduction

- 13.17.5 Para 4.3 of the Energy Statement makes a commitment that each dwelling would achieve a minimum carbon dioxide emissions reduction of 20%, when compared with the Part L 2013 baseline. However, the applicant is not in a position to provide energy modelling for all 220 new homes in Phase 1 as the detailed work has not been completed at this stage. However, ten representative dwellings have been modelled, based on an understanding of the proposed dwelling mix, which shows that a 20 reduction can be achieved. Therefore, in this instance it would be acceptable to require a condition for evidence of the 20% reduction on each new building and allow for the most suitable use of renewable technology, the feasibility has demonstrated that photovoltaic (PV) panels and air source heat pump technologies would be the most appropriate for the dwellings and further details would be required by condition to know the location and appearance of these where installed.

Sustainability statement

Materials and waste

- 13.17.6 The submitted sustainability statement includes a scheme to implement a Site Waste Management Plan (SWMP). SWMPs follow an established methodology which includes measures to address minerals efficiency, waste reduction and the prioritisation of reuse and recycling for waste materials. This meets Policy D2 where it covers minerals and materials efficiency and waste. The new materials brought into the site would be selected using the BRE's Green Guide to Specification, aiming for A or B rated materials wherever possible, and non-toxic and sustainably sourced materials would be favoured. These measures are in line with the guidance set out in the Council's Climate Change, Sustainable Design, Construction and Energy SPD. Further details can be secured by condition

Landform, layout, building orientation, massing and landscaping

- 13.17.7 The proposal incorporates the existing landform and features to provide sufficient blue and green infrastructure within the development. This would aid in reducing the heat island effect, helping to mitigate overheating, and therefore reducing the need for mechanical ventilation within the dwellings.
- 13.17.8 The use of apartments, terraces and semi-detached units results in energy efficient building forms contributing to the ability to meet the objectives of the energy hierarchy. Layout and orientation is constrained by the site shape, especially phase 1 which is to the east of the overhead power cables, which the sustainability statement acknowledges. The enlarged fenestration details would provide a good balance of solar gain and natural light.

Water

- 13.17.9 A new dwelling water calculator has been included that shows each new dwelling would achieve the required maximum 110 litres per person per day standard in accordance with Policy D2. External rainwater butts would be provided for all house types with external gardens, in accordance with the SPD. SuDS are proposed for water management which would help recharge environmental stocks. These measures are acceptable.

Sustainable lifestyles

- 13.17.10 Electric vehicle (EV) charging points would be provided for all households, in accordance with policy D1(1)(e) of the LPSS.
- 13.17.11 Cycle parking has been shown to be provided in garages and cycle stores for the flats. However, for houses without a garage further details would be required by condition. As they have gardens to accommodate cycle store boxes or sheds, the GBC standards are capable of being met. These are positive measures in accordance with the SPD to encourage sustainable travel.
- 13.17.12 The inclusion of two car club spaces is also supported to reduce reliance on the private motor car for short trips.

Climate Change Adaptation

- 13.17.13 Residential dwellings would not be located within Flood Zones 2 and 3. Furthermore, a site-wide sustainable drainage system (SuDS), would manage surface water runoff from the development to the greenfield runoff rate including from increased heavy rainfall events. As well as ensuring that water being discharged into the River Wey tributary is of sufficient water quality as not to pollute the existing watercourse.
- 13.17.14 The use of permeable surfaces would facilitate this, and the detailed drainage design should include this.
- 13.17.15 External water butts would support adaption to drier summers and address the increasingly severe water stress in the South East region.
- 13.17.16 Overheating is a key climate change risk in the South East Region and development proposals must include adaptations that reduce this risk, especially where modelling shows that overheating is likely. The proposed measures would mitigate the effects of temperature increases:
- landscaping including trees, vegetation and water features
 - decentralised mechanical ventilation systems
 - energy efficient lighting and equipment
 - insulated hot water distribution pipework
- 13.17.17 The proposal has provided satisfactory details to meet the requirements of policy D2 of the LPSS and the Climate Change, Sustainable Design, Construction and Energy SPD and paragraph 153 of the NPPF.

13.18 Contaminated land

- 13.18.1 The phase 1 contaminated land survey has highlighted concerns with land contamination and recommends further intrusive investigation. Therefore, a detailed site investigation must be carried out by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology. The investigation shall include relevant sub-surface, soil gas and groundwater sampling together with the results of analysis and a risk assessment of the impact to receptors. Any remediation required shall be fully detailed to restore the site to a standard suitable for use, including works to address any unsuspected contamination. This shall be secured by condition including a remediation strategy as required.

13.19 Utility services

- 13.191 The improvement and provision of utility services is required under policy D1(11) for digital communications.
- 13.192 The applicant has provided a utility statement and have looked at the existing and proposed utility services that would be used to service the development.
- 13.193 The existing sewers running through the central portion of the site which is heading towards the existing developments to the north of the site. There is also a sewer located within the site boundary adjacent to Burnt Common Lane. This would be retained and used and there have been surveys and included in the masterplan. Separate foul and surface water networks are proposed with three pumping stations. This would meet the needs of the development and two pumping stations would be located on phases 2 and 3. As confirmed by Thames Water the remaining 300 homes would require upgrading of the system, which would be a separate process with the statutory undertaker.
- 13.194 There is an existing connection point to the mains water on Portsmouth Road which would be used. Affinity Water have confirmed there is sufficient capacity to accommodate the demands from the development.
- 13.195 A new connection would be needed provide the electrical power this would require Old Woking Primary Substation to be upgraded and a new on-site substation to be built in later phases. This would meet the power demands of the development.
- 13.196 The applicant has had discussion with Southern Gas Networks and additional gas infrastructure would be needed. Again, this would be a separate process with the statutory undertaker.
- 13.197 There is Openreach fibre infrastructure located in the vicinity of the site and Telnet NRTS along the A3, however, there is no Virgin Media or Vodaphone broadband infrastructure. Fibre to the Premise (FTTP) is required and there is capacity to cater for this, further details for phase 1 shall be required by condition.

13.20 The Thames Basin Heaths Special Protection Area

- 13.201 The application site is located within the 400m to 5km buffer of the Ockham and Wisley Commons Site of Special Scientific Interest, which is a component part of the Thames Basin Heaths Special Protection Area (TBH SPA). This is a European designated site (a Natura 2000 site) and is afforded protection under the Conservation of Habitats and Species Regulations 2017, as amended (the Habitats Regulations). The Habitat Regulations designate the Local Planning Authority as the Competent Authority for assessing the impact of development on European sites and must ascertain that the project would not have an adverse effect on the integrity of the site, alone or in combination with other plans and projects, either directly or indirectly, before granting permission.
- 13.202 The TBH SPA is designated for its internationally important habitat which supports breeding populations of three rare bird species: Dartford Warbler, Woodlark and Nightjars. The Conservation Objectives of the TBH SPA are to ensure that the integrity of the site is maintained or restored as appropriate, and to ensure that the site contributes to achieving the aims of the Wild Birds Directive, by maintaining or restoring:

- The extent and distribution of the habitats of the qualifying features, the structure and function of the habitats of the qualifying features;
- The supporting processes on which the habitats of the qualifying features rely;
- The population of each of the qualifying features; and
- The distribution of the qualifying features within the site.

13203 Natural England are currently advising that all residential development within 5km of the TBH SPA has the potential to impact on these species, either alone or in combination with other development, through increased recreational use of the sites by people. Natural England also advises that development within a 400m to 5km zone around the site is likely to be capable of being mitigated.

13204 The Council adopted the TBH SPA Avoidance Strategy in 2017. This seeks to provide a framework to secure mitigation against the impact of residential development and to allow development to take place where otherwise it would be restricted by the TBH SPA requirements. The Strategy advocates development providing or contributing to Suitable Alternative Natural Greenspace (SANG) to attract people away from the TBH SPA, access management measures and monitoring of the TBH SPA to reduce the impact of people who visit the SPA, and habitat management of the TBH SPA which would improve the habitat for the ground nesting birds. On smaller sites the Strategy requires contributions to an off-site SANG. However, larger applications would be required to deliver bespoke SANG solutions.

13205 The applicant has planning permission for land at Tithebarns Farm (19/P/02240) for a change of use to facilitate SANG. The application includes the provision of some 16ha of SANG; this would be located to the other side of the A3 from the proposed residential development. The potential SANG has been approved with the specification to meet Natural England's criteria, including ecological mitigation and enhancements and highway improvements to make the site accessible to pedestrians from the application site. The applicant confirms that the SANG would be maintained and publicly accessible in perpetuity. The applicant has agreed to enter into a S106 to secure this and the legal agreement is in progress.

13206 In addition to the provision of the SANG, the applicant would be liable to provide Strategic Access Management and Monitoring (SAMM) contributions in accordance with the avoidance strategy.

13207 Natural England has considered the mitigation proposed by the applicant and has advised that the package proposed, if implemented in full, would mitigate the impact of the development on the TBH SPA.

13208 In addition to this, the Appropriate Assessment has to assess other potential impacts referred to in application documents including the potential impact of cat predation, construction and operational noise impacts, surface and ground water impacts, and air quality impacts on the TBH SPA. Taking into account the application documentation, it is concluded that these factors would not give rise to a likely significant adverse impact, either alone or in combination with other development. Natural England has raised no objection to the proposal on these grounds. Further consideration of the air quality impacts is set out above.

13209 Having regard to all of the above, it is considered that the impact of the development on the TBH SPA could be mitigated and that, should this mitigation be secured, it would

be possible to conclude that the development would not have a likely significant adverse impact on the protected site. As such, the development complies with the objectives of policy P5 of the LPSS, policies NE1 and NE4 of the saved Guildford Local Plan 2003 saved policy NRM6 of the South East Plan 2009. For the same reasons the development complies with the requirements of Regulation 63 of The Conservation of Habitats and Species Regulations 2017, as amended.

1321 Economic / financial considerations

1321.1 The NPPF sets out a strong commitment to sustainable development and economic growth is one of the three overarching objectives, set out in paragraph 8 of the NPPF, is that the planning system should:

“help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure.”

1321.2 The potential economic benefits of the proposal include:

- direct employment – approximately 163 net jobs per annum during the construction phase.
- indirect employment – from increased economic activity estimated 409 jobs
- new residents spending in the economy - £14.6 million per annum
- additional labour force
- new, high quality homes
- also other mitigation in accordance with policy and planning obligations

1321.3 Section 70(2) of the Town and Country Planning Act 1990 (as amended) requires that a local planning authority must have regard to a local finance consideration where this is a material consideration. Local finance considerations may include any grant or other financial assistance that has been, that would or that could be provided to the authority. This would include schemes such as the New Homes Bonus (NHB). The extent to which a local finance consideration is material to the application would be dependent on whether it could help to make the development acceptable in planning terms.

1321.4 If planning permission was granted the Council would receive additional NHB payments, which could be in the region of £4.14m. However, NHB is paid on completions rather than permissions granted and given the length of the likely build process to 2025 there is potential for the NHB scheme to change. However, given how long it has been place (since 2011) and no proposed consultations or indication that this would significantly change in the next five years. There is some confidence that this or a similar sum of money would be received by the Council. Moreover, any NHB received is unlikely to be directly related to making the application acceptable in planning terms and accordingly should not be given weight in the planning balance.

1322 Legal agreement requirements

1322.1 A notional population for Garlick’s Arch has been estimated of around 1,300 residents. This equates to a population increase of 15% within the local area and 1% across Guildford Borough as a whole. With a combination of new and existing local residents to this area.

1322.2 The three tests set out in Regulation 122(2) of the Community Infrastructure Levy (CIL) Regulations 2010 require S.106 agreements to be:

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

13223 The following matters would be required to be secured to mitigate the impact of the development and to make the application acceptable in planning terms and Appendix 4 is provided as a summary to supplement the below:

Affordable housing

13224 To secure the 40% on site provision, to be provided in accordance with policy H2. Including the tenure of affordable rent (70%) and shared/affordable ownership (30%) homes.

Travelling Showpeople plots

13225 The site allocation (A41) requires that 6 plots are provided these should be delivered and maintained in perpetuity to meet this identified housing need, Therefore, this shall be required to be secured by a legal agreement, with due regard to the Traveller Accommodation Assessment (TAA) and Strategic Housing Market Assessment (SHMA).

Custom build plots

13226 Policy H1(9) requires the delivery of build/custom build plots the proposed custom build plots. The way in which these would be marketed and sold including use of the Self-build and Custom Housebuilding Register.

Community use

13227 The proposed community use does not have an operator at this time, therefore there would need to be arrangement on the terms for its ongoing management and maintenance, including neighbourly uses rent, servicing, marketing, leasehold etc.

SANG and SAMM

13228 The site can use land available as a SANG which has had change of use to public open space. This needs a legal agreement to ensure it can be used as a SANG in perpetuity.

13229 The proposal would be required to provide Strategic Access Management and Monitoring (SAMM) contributions. This would include the provision of wardens in the TBH SPA, off site access and public rights of way improvements and a package of education measures to inform the public of the fragility of the habitat. In accordance with the TBH SPA Avoidance Strategy.

Highways and transport

132210 Financial contributions have been sought to encourage the use of sustainable transport by enhancing the existing bus service, the onsite provision of a car club including three years' membership for occupants and residential travel plan, would improve the sustainability of the site and would offset any impact of the scheme.

132211 Off-site highway works include improvements to the shared footway/cycleway which

would encourage occupants of the site to access facilities in Send via these sustainable modes of transport. The highway improvements would also include the provision of two toucan crossings, one on Portsmouth Road and one on Send Barns Lane by the school, which would improve highway safety for all users. There would also be improvements to bus stops within the vicinity of the site, for improved accessibility to buses, provision of bus shelters and where possible an implementation of Real Time Passenger Information systems. As well as at Clandon railway station and routes to it.

Education

132212 It is expected the proposed development would yield approximately 36 early years children, 125 primary pupils and 89 secondary pupils. There is not sufficient capacity within existing schools and the development must mitigate the impact of development on school places.

132213 The provision of education facilities to serve the needs of the development is required. Financial contributions would be sought for off-site works to increase capacity. Surrey County Council would use this at:

- early years - additional early years places at Send CofE Primary School
- primary years - additional places at one or more of the primary schools within the 3-mile radius
- secondary years - additional places at one or more of the secondary schools within the 5-mile radius

Healthcare

132214 There would be additional use of primary care facilities provides by GP practices. The benchmark GP to patient ratio should be 1:1,800. The additional new residents would lead to up 1316 new patients (as some future residents of the development may be registered there). This would require a further 20sqm per GP to provide additional capacity.

132215 NHS Surrey Heartlands Clinical Commissioning Group have requested a financial contribution to provide 129sqm of clinical space in Guildford and Weybridge

Policing

132216 The development would require additional policing, as the development would place an additional burden on local policing and would potentially lead to an increase in crime on the application site or in the local area. Whilst the detailed design of the development can help minimise opportunities for crime through Secure by Design Principles, Surrey and Sussex Police have advised that additional infrastructure would be required to police the new homes. Accordingly, they have advised that the additional capital costs of policing the site should be secured through a legal agreement. This would include contributions to police officer start-up costs, police equipment and uniforms, funding towards the divisional officer, support staff, accommodation for staff and police vehicles.

Open space

132217 The on-site provision of public open space would have to provided and maintained to ensure that there would be opportunities for play and recreation. This shall be secured by legal agreement to ensure that it is maintained in perpetuity.

132218 There would be a shortfall in on-site playing fields and recreation space in accordance with the Planning Contributions SPD 2017. Therefore, an off-site financial contribution for formal social and recreational purposes and formal playing fields is necessary in lieu of on-site provision.

132219 The Council's Parks and Countryside have no facilities in the local area that require improvements, however, Send Parish Council have confirmed that they wish to provide a new pavilion on Send Recreation Ground. This would provide improved facilities to support the increase demands on sports and leisure activities for the growing community. Therefore, £300,000 has been agreed to deliver this.

Land ownership and management plan

132220 As a large new residential scheme there would need to be a system of governance including management of the infrastructure including unadopted roads, open spaces and drainage features. A plan to determine the nature and delivery of this would ensure that going forward the site has suitable mechanisms in place.

Community Infrastructure

Ripley Village Hall

132221 Ripley Village Hall is no longer in use as it is unsafe. Planning permission has been granted for a replacement village hall. A financial contribution to this facility would enable residents of the new community to assimilate using the facilities and social infrastructure provided the village hall.

132222 Whilst there would be an on-site community space, this would not be able to meet all the needs of the residents and the new hall would promote social interaction and allow for Ripley to accommodate the change in their village. Therefore, the requested £600,000 has been agreed.

Environmental improvements

132223 It is necessary for improvements that would enhance the sustainability of communities and residential environments, to be provided through a financial contribution to ensure that the villages could accommodate the increase in new people using them.

132224 The parishes of Send and West Clandon would have increased use of their local centres and facilities. The physical spaces would benefit from environmental enhancements from the increase in use and make the physical environment more attractive. So, a contribution of £150,000 for Send and a contribution of £500,000 for West Clandon parish Councils have been secured, subject to detailed projects.

132225 The phasing and delivery mechanisms would also need to be controlled by the legal agreement to ensure that the above items were delivered in appropriate phases of the development. The applicant has agreed to enter into a legal agreement however, this is not sealed and completed.

1323 Viability assessment

13231 The applicant submitted a viability report in April 2020 with a rebuttal in June 2020 prepared by Savills to evidence the applicant's position in relation to financial contributions for the planning obligation. The Council commissioned the services of an

independent consultant, BNP Paribas Real Estate to review the information submitted by the applicant.

13232 Where a scheme generates a lower Residual Land Value (RLV) than the Benchmark Land Value (BLV) then the scheme is deemed to be unviable and some or all planning obligations can be legitimately challenged. Savills concluded that the proposed development with 40% affordable housing would generate a deficit of £5,600,000 against the viability benchmark. This position was updated to generate a deficit of £700,000 against the viability benchmark. BNP Paribas have confirmed that the scheme with 40% affordable housing generates a RLV of £25,967,810 resulting in a surplus of £15,274,810 against the viability benchmark. This surplus could be used to provide further planning obligations.

13233 A thorough assessment was carried out and the following matters arose:

- construction costs - following clarification this was amended, and the contingency allowance agreed
- professional fees - a site specific response
- contingency allowance – 5% reasonable
- finance costs – and all-inclusive rate rather than different credit and debit rates
- land assembly – included, however no justification or evidence
- project timetable – reasonable and adopted
- planning obligations – SANG financial payment included
- marketing and disposal fees – sales agency fee of 1.5% gross development value (GDV) agreed, affordable housing disposal costs agreed, sales legal fee allowance of £1,000 per home agreed
- Developer profit - developer return of 6% of revenue for the affordable housing homes agreed, no justification to change profit assumption of 17.5% of GDV rather than 20% profit on GDV
- Viability benchmark - Existing Use Value (EUV) £370,000 per hectare (unserviced), approach by applicant not justified

13234 Therefore, on most matters the viability consultant were able to agree (see table 1 in the Savills: Response to BNPP Viability Review, dated June 2020) however, the main area where this was disagreement was the site value benchmark.

13235 The proposed planning obligations amount to circa £11.9m. Based on the Council's consultant's review of the viability assessment submitted by the applicant, this proposed development would not be unviable if it provided these financial contributions along with 40% affordable on-site housing.

13236 Therefore, the proposal is viable to provide the contributions required under policies H2 and ID4 and the NPPF

14. Conclusions

- 14.11 The proposed development has been through extensive pre-application and the applicant has carried out community engagement prior to the submission of the application to take into account the views and considerations of consultees, stakeholders and the local community.
- 14.12 The proposal has no objections from any statutory consultees and no material harm has been identified to the surrounding highway network, there would be no increase in flooding risk, no harm to the Thames Basin Heaths SPA, there would be no harmful increase in air pollutants, noise and vibration effects would be effectively managed and mitigated and the impact to the landscape setting would not be significant.
- 14.13 To facilitate the proposed development of the site the site would deliver the required roundabout junctions, burial of the pylons and landscape bund to the A3. The approach taken would comply with the requirements of policy A41.
- 14.14 There would be a sustainable transport strategy with improvements to pedestrian routes, cycle infrastructure, an on-site car club and bus stops and services to provide options for sustainable travel.
- 14.15 The proposal would deliver a 40% affordable housing including 88 in the first phase along with accessible homes and custom build homes in accordance with policy H1 and H2. There is an under provision of Travelling Showpeople plots and this would deliver the identified local need for families in the borough who have smaller vans and rides.
- 14.16 The applicant has carried out an extensive study of the local vernacular to understand the local context and identity in line with guidance in the Nation Design Guide (NDG) and for phase 1 has delivered a coherent and legible layout with defined character areas, connectivity to the surrounding area and open space, integration of car parking and high quality architecture and variety for the built form. The on-site community use at the heart of the development would provide a usable indoor space next to the central green for purposes needed by the new residents. The proposal would have a simple palette of materials with refined architectural details. Policies Send 2 of the SNP and LNPH3 of the LNP both accept that large sites do not have to reflect local pattern of development or the density and character of the surrounding area. The design approach shows a clear aggregation of the Surrey vernacular, with a playful modern interpretation with larger windows, modern porches and bay windows, tall chimneys and catwalks.
- 14.17 Other than for the creation of the access points and tree management, a large proportion of the existing trees would be retained with a woodland management plan to restore the degraded woodland. This would form part of the landscape environment of the site and public open space which would be accessible to the wider communities of Sent and Burnt Common, particularly the vista views from the plateau.
- 14.18 There would be ecological enhancements and mitigation measures to protect the bats as well as positive biodiversity net gain achieved through the potential SANG at Tithebarns Farm.
- 14.19 The proposal would meet the requirements of policy D2 including improvements over building regulations, on-site, renewable energy sources, a site waste management plan, water management, electric vehicle charging points. Therefore, this would respond to climate change and the low carbon economy.

- 14.1.10 There would also be economic benefits employment, new resident spending, new homes and financial contributions through planning obligations for the increase demand in the services and facilities for public and road infrastructure, education, healthcare, a pavilion at Send Recreation Ground, Ripley Village Hall and environmental improvements in Send and West Clandon.
- 14.1.11 The mitigation measures which would be secured though a S106 legal agreement and S278 highway works would amount to circa. £11.9 million, with a scheme that would also deliver a policy compliant affordable housing provision.
- 14.1.12 As there would be economic gains, the design and landscape approach, community facilities and off-site provisions would meet the current and future needs of the community to meet the social objective and the mitigation for noise, biodiversity improvements, climate change response and sustainable transport strategy would meet the environmental objective. The proposal would fulfil the three objectives for sustainable development set out in Chapter 2: Achieving sustainable development in the NPPF, therefore, planning permission should be granted subject to conditions and a S106 legal agreement.