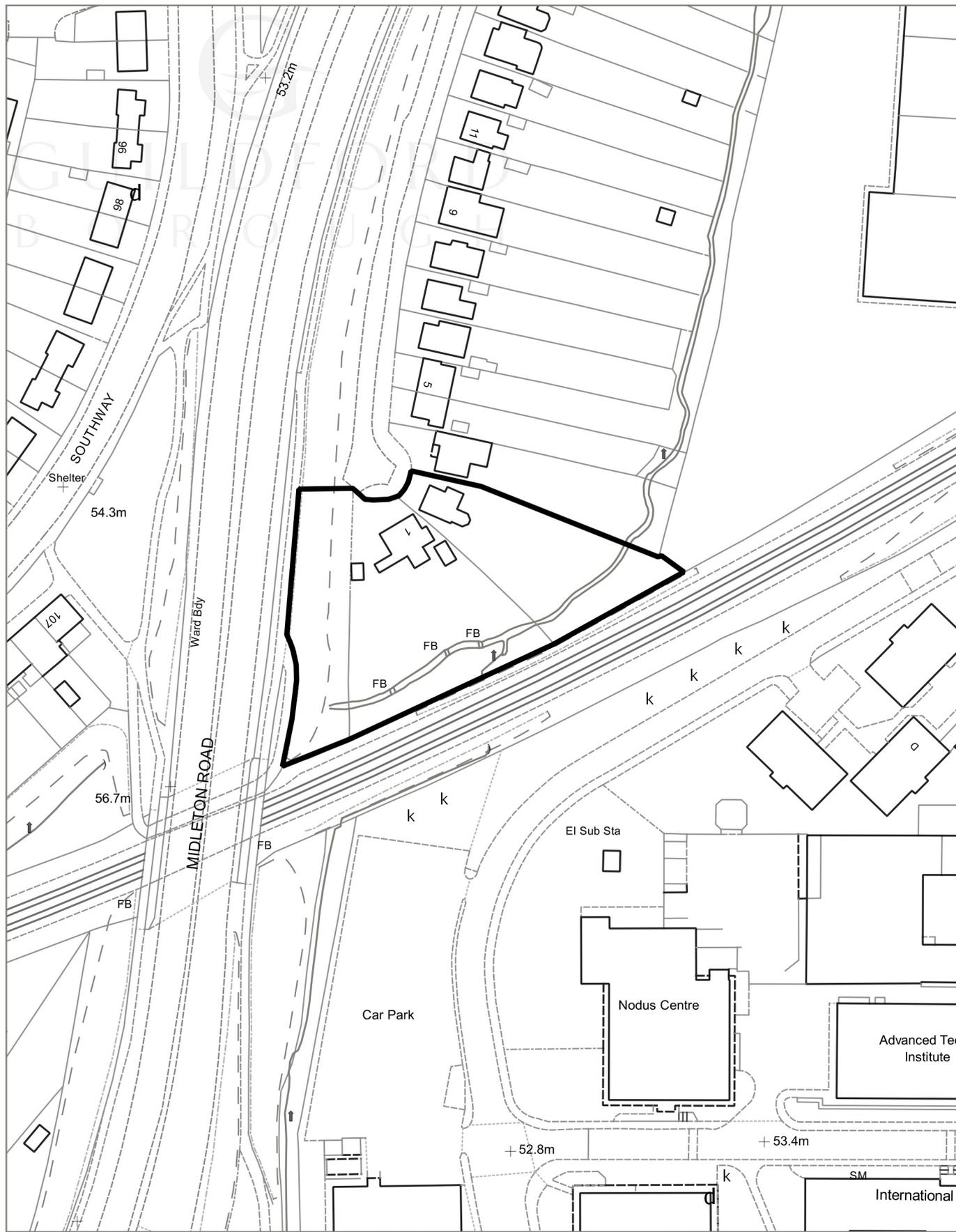


21/P/02296 - 1 & 2 Ash Grove, Guildford



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

Print Date: 14/03/2022

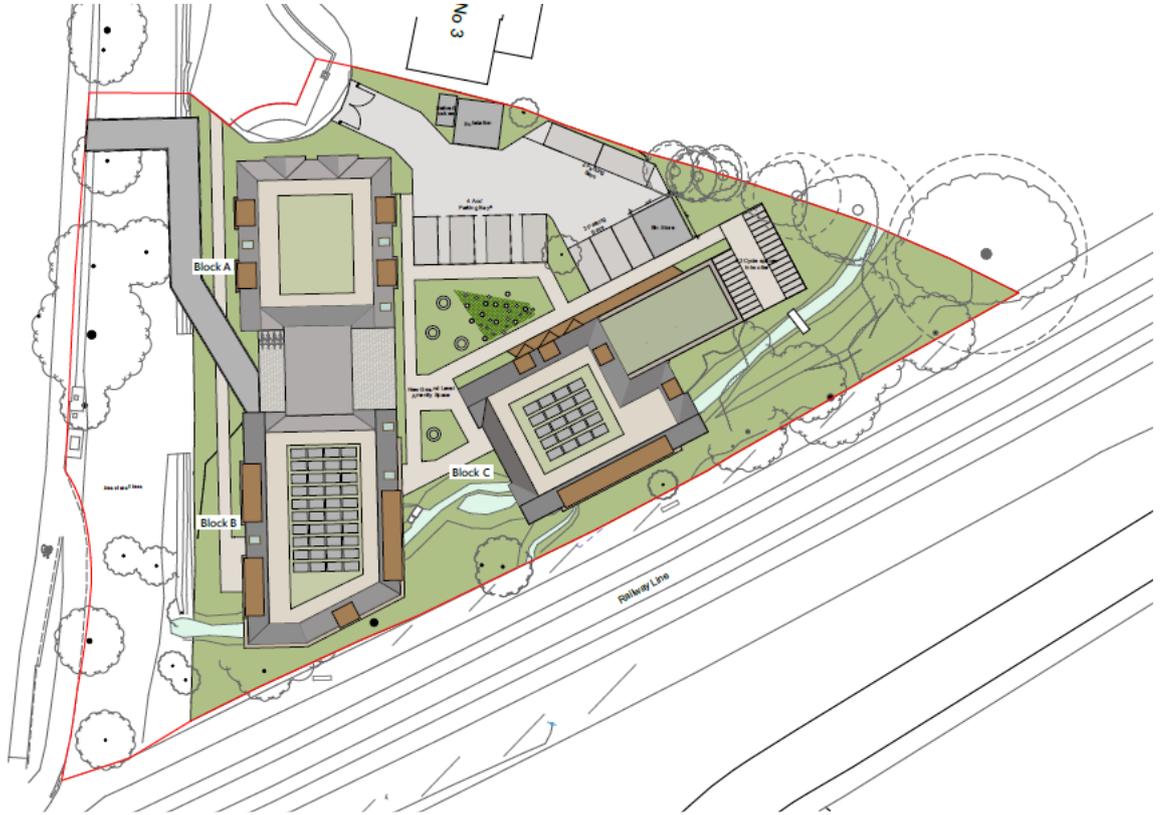


Not to Scale



GUILDFORD
BOROUGH

21/P/02296 - 1 & 2 Ash Grove, Guildford



Not to scale

App No: 21/P/02296
Appn Type: Full Application
Case Officer: Kelly Jethwa

8 Wk Deadline: 29/04/2022

Parish: Onslow
Agent : Mr. Robert Shaw
Third Revolution Projects
Build Studios
203 Westminster Bridge
Road
London
SE1 7FR

Ward: Onslow
Applicant: Mr. Geoff Thomas
GPN Properties Limited
1 Vermont Place
Tongwell
Milton Keynes
MK15 8JA

Location: 1 & 2 Ash Grove, Guildford, GU2 8UT

Proposal: Variation of condition 2 (approved plans) of planning permission 18/P/02391, approved on 17/02/2020, to allow changes to the approved scheme to increase bedspaces from 79 to 99 with use of 'twodios', external substation and bike store, removal of first floor podium, additional dormer windows and removal of connection between blocks B and C. (Amended plans received 02.02.22 routes, twodio arrangement, removal of roof terrace, addition of rooflights, landscaping, brick detailing, window design and dormer window dimensions)

Executive Summary

Reason for referral

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

Key information

The proposal is for a minor material amendment to a new purpose built student accommodation approved under 18/P/02391 which would increase the number of bedspaces to 99 from the approved 79. The site is located in the urban area of Guildford.

The built form would be largely as approved, with changes to the podium links between the three blocks, changes to the fenestration details and reduction in car parking from 11 to 7 spaces.

The proposed 20 'twodio' units would contain en suite facilities and a small, shared kitchenette.

Summary of considerations and constraints

There is currently no purpose built, small-shared student accommodation on offer and this would provide a greater variety of student accommodation, for two people that want to share together.

There would be changes to the podium linking Blocks A and B where the footbridge would come in, this would be of a glazed design to create a more legible entrance and the second podium between Block B and C would be removed to open up the space between the buildings. The external materials would be unchanged with alteration to the fenestration details including dormer windows which have been amended to reduce their bulk and achieve a window hierarchy.

The reduction in car parking would reduce hardstanding areas and as this is a 'car-free' development, with measures to support sustainable travel choices included in the S106 legal agreement. Therefore, the reduction in on site spaces would not have an adverse impact on highway safety and capacity. This would also reduce any impact on air quality.

To ensure that occupants can have easy access to the bike stores from the pedestrian bridge, bike ramps would be installed and further details shall be required by condition.

The ancillary buildings including a delivery locker would be located in the grounds, these would not have a harmful impact on amenity space and vehicle manoeuvring.

No harm has been identified to neighbour amenity and conditions are suggested in relation to the additional openings on the northern elevation of Block C to reduce any material loss of privacy to 3 Ash Grove and its garden.

There would be a number of single aspect north facing rooms, however, there would be fewer of these than the approved scheme and occupants would have access to outdoor and communal areas as well.

The outdoor amenity space for the occupants would be provided in the grounds and would be large enough and of a suitable quality.

No concerns have been raised by any statutory consultee.

A deed of variation to the s106 agreement would be required to secure SPA mitigation, improvements to the access between the site and the University, as well as a number of other measures set out in detail in the report, these would be proportionally increased to account for the 20 additional bedspaces.

RECOMMENDATION:

Subject to a Section 106 Agreement securing:

- **SANG and SAMM contributions**
- **improvements to the pedestrian / cycle route between the application site and the University of Surrey**
- **contribution towards the Guildford Community Bike Share Scheme**
- **contribution towards the implementation of the Council's Sustainable Movement Corridor**
- **car club membership for residents**
- **restriction on the occupation of the development to students**
- **future maintenance of pedestrian bridge and that it remains operational for the lifetime of the development**

the decision is to:

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

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

101-303 (P)003 D – Proposed Layout Plan Showing Undercroft Detail
101-303/(P)004 D – Proposed Site Landscaping
101-303/(P)005 C – Proposed Layout Plan
101-303 (P)006 C – Proposed Block A & B Floor Plans
101-303 (P)007 C – Proposed Block A & B Floor Plans
101-303 (P)008 D – Proposed Block C Floor Plans
101-303 (P)009 C – Proposed Site Elevations
101-303 (P)010 C – Proposed Site Elevations
101-303 (P)011 B – Proposed Site Elevations
101-303 (P)012 B – Proposed Elevations - Block A
101-303 (P)013 D – Proposed Elevations - Block C
101-303 (P)014 A – Block B Bay Study
101-303 (P)015 A – Block A Bay Study
101-303 (P)016 B – Proposed Elevations - Block B

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

2. No above ground works shall take place (with the exception of site clearance, demolition and ground works) until details and samples of the proposed external facing, roofing and hardstanding materials including colour and finish have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details and samples.

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

3. No above ground works shall take place (with the exception of site clearance, demolition and ground works) until details of all above ground level plant and equipment, including aerials, flues etc proposed on site shall be submitted to and approved in writing by the Local Planning Authority. These shall be installed in accordance with the approved plans, prior to the first occupation of the building and there shall be no additional plant, aerials, flues or other items fixed to the building.

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

4. No above ground works shall take place (with the exception of site clearance, demolition and ground works) until detailed drawings (including elevations and sections at a suitable scale) of the eaves, bays, windows (including head, sill and window reveal details), doors and rainwater goods have been submitted to and approved in writing by the Local Planning Authority.

The development shall only be carried out in accordance with the approved details.

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

5. Prior to the first occupation of the development the site shall be landscaped in accordance with a hard and soft landscape scheme that has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of all hard and soft landscaping works, as well as full specifications for the green roofs and shall include a schedule of landscape maintenance for a minimum period of 10 years. The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and retained, with the remaining landscaping completed in no later than the first planting season following first occupation.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality.

6. The development must accord with the Arboricultural Report prepared by Dryad (amended version dated 24.02.2022, reference D2549.REV4.0.AIA.AM). No development shall commence on site until the protective fencing and any other protection measures shown on the Tree Protection Plan (amended version dated 24.01.2022, reference D2549.REV4.0.A1.TCPWR Rev 4.0) in the Arboricultural Report have been installed. At all times, until the completion of the development, such fencing and protection measures shall be retained as approved. Within all fenced areas, soil levels shall remain unaltered and the land kept free of vehicles, plant, materials and debris. No development shall commence until a site meeting has taken place with the site manager, the retained consulting arboriculturalist and the Local Planning Authority Tree Officer.

Reason: To protect the trees on site which are to be retained in the interests of the visual amenities of the locality.

7. Prior to the first occupation of the development hereby approved, details of all boundary treatments and other fencing, walls (including retaining walls), gates, or other means of enclosure shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development or phased as agreed in writing by the Local Planning Authority. The approved scheme shall be maintained in perpetuity and no further boundary treatments including walls, retaining walls, fences, gates or means of enclosure shall be erected on the site.

Reason: To safeguard the visual amenities of neighbouring residents and the locality.

8. The development hereby permitted must comply with regulation 36

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

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

9. Prior to development above slab level, an energy statement shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of how energy efficiency is being addressed, identifying the Target carbon Emissions Rate TER for the site or the development as per Building Regulation requirements and how a minimum of 20 per cent reduction in carbon emissions against the TER or predicted energy usage through the use of on-site low and zero carbon technology and fabric improvements shall be achieved. The approved details shall be implemented prior to the first occupation of the development and retained as operational thereafter.

Reason: To reduce carbon emissions and incorporate sustainable energy.

10. Prior to the occupation of the development, a summary showing emission rates for the building, as set out in the final SAP assessment, shall be submitted to and approved in writing by the Local Planning Authority. The final emission rates shall be in line with or better than those agreed in the Energy Statement submitted for the discharge of condition 10.

Reason: To reduce carbon emissions and incorporate sustainable energy.

11. The development hereby approved shall only be carried out in full accordance with the mitigation measures and recommendations set out within the Ecological Appraisal (prepared by REC, dated September 2018).

Reason: To increase the biodiversity of the site and mitigate any impact from the development.

12. The development hereby approved must be carried out in accordance with the following details approved under application reference 21/D/00017/2 and updated as a result of the approved application:

Landscape and Ecology Management Plan prepared by Phlorum, dated 09.09.2021 ref: 10389 Rev 1

Landscape Ecology Management Plan Addendum by Third Revolution Projects, dated November 2021

The agreed Plan shall be implemented in full prior to the first occupation of the development or in accordance with a phased timetable as may be agreed in writing by the Local Planning Authority.

Reason: To increase the biodiversity of the site and mitigate any impact from the development.

13. No above ground works shall take place (with the exception of site clearance, demolition and ground works) until a scheme to protect residents from noise has been submitted to and approved in writing by the Local Planning Authority. The scheme shall be generally in accordance with the Noise and Vibration Impact Assessment (prepared by REC, dated 12.12.18). All noise attenuation measures shall be fully implemented before the first occupation of the units and they shall be retained in perpetuity.

Reason: To protect the amenity of the building for future occupiers.

14. Before the first occupation of the development hereby approved an Operational Strategy shall be submitted to and approved in writing by the Local Planning Authority. The Strategy shall include details of how potential noise and disturbance will be managed, as well as providing full details of the Moving In / Out Management Strategy. The approved Operational Strategy shall be implemented upon first occupation of the development hereby approved and for each and every subsequent occupation, unless otherwise agreed in writing by the Local Planning Authority. The approved Operational Strategy shall be regularly reviewed throughout the lifetime of the development.

Reason: To ensure highway safety and to protect the amenity of neighbouring properties.

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

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

16. If during development any suspect contamination, buried structures, sources of chemical pollution or similar such material (not previously identified), is found to be present on the site then no further development, unless otherwise agreed in writing with the Local Planning Authority, shall be carried out until the developer has submitted a written remediation scheme and obtained written approval from the Local Planning Authority. Any remediation scheme shall detail the nature and extent of the discovered problem (unsuspected contamination) and how it will be dealt with.

A written closure/validation report must be submitted to and agreed in writing by the Local Planning Authority detailing how the approved remediation scheme has been fully implemented.

Reason: To ensure that risks from land contamination are minimised.

17. No properties shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.

18. No above ground works shall take place (with the exception of site clearance, demolition and ground works) until an updated surface water drainage scheme (which is consistent with the scheme discharged under condition 19 of 18/P/02391, reference 21/D/00017/3) 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:
- a) evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development (Pre, Post and during), associated discharge rates and storages volumes shall be provided using a maximum Greenfield discharge rate of **1 l/s** (as per the SuDS pro-forma or otherwise as agreed by the LPA).
 - 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.).
 - c) 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.
 - d) details of drainage management responsibilities and maintenance regimes for the drainage system.
 - e) 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.

The development shall only be constructed in full accordance with the approved details.

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

19. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved in writing by the Local Planning Authority. This must demonstrate that the drainage system, as approved through condition 18, has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS and to prevent an increased risk of flooding and to prevent pollution of the water environment.

20. No part of the development shall be first occupied unless and until the proposed vehicular access to Ash Grove has been constructed in accordance with drawing number 101-303(P)005 C, and thereafter shall be kept permanently maintained.

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

21. The development hereby approved shall not be first occupied unless and until existing access points from the site to Ash Grove, which are not being utilised as part of the proposal, have been permanently closed and any kerbs, verge, footway, fully reinstated.

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

22. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with drawing number 101-303(P)005 C, for vehicles / cycles to be parked and for the loading and unloading of number vehicles and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading and turning area shall be retained and maintained for their designated purpose.

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

23. The mitigation and measures set out by the following documents (approved under 21/D/00017/1 for condition 24 of 18/P/02391) shall be adhered to during the construction of the hereby approved development:

Drawing number SP02 - Swept Path Analysis of a Low Loader with Rear Steer - Entry and Exit
Construction Traffic Management Plan prepared by GNP Properties dated

27.01.2022 ref: C21008/TN01.

Only the approved details shall be implemented during the construction of the development.

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

24. Prior to the occupation of the development a Travel Statement shall be submitted to and approved in writing by the Local Planning Authority. The Travel Statement should include, but not exhaustive to, the following:

- a travel information pack to be provided to residents / staff / visitors regarding the availability of and whereabouts of local public transport / walking / cycling / car clubs
- specific information about parking restrictions; restrictions will be placed on students through their tenancy agreements to prevent parking on local streets
- an action plan
- promotion of the car club vehicles in Guildford, and specifically the one on the University of Surrey campus
- the name and contact details of the Travel Plan Co-ordinator (TPC), or a firm commitment to include this and to notify the County Highway Authority when the TPC is appointed

The approved Travel Statement shall be implemented upon first occupation and for each and every subsequent occupation of the development, unless otherwise agreed in writing by the Local Planning Authority.

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

25. The development hereby approved shall not be occupied unless and until at least 2 of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The sockets shall be made available for use prior to the first occupation of the building and shall thereafter be retained in working order in perpetuity.

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

26. Prior to the commencement of any works on the pedestrian bridge from the site to the footpath parallel to the A3, detailed large scale plans including the design, materials, railings, surface materials and lighting shall be submitted to and approved in writing by the Local Planning Authority. The raised pedestrian bridge shall be constructed in accordance with the approved scheme and shall be operational before the first occupation of the development.

The pedestrian bridge shall be retained as operational in a manner which is satisfactory to the Local Planning Authority for the duration of the development.

Reason: In order that adequate pedestrian access is provided for residents and to protect the amenity of surrounding residents.

27. Before the first occupation of the development hereby approved, full details of how access to the parking area will be restricted and managed shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be installed and made fully operational before the first occupation of the development and they shall be retained in perpetuity.

Reason: To ensure that the car park is managed effectively.

28. Before the development hereby approved is first occupied, a Lighting Scheme Specification shall be submitted to and approved in writing by the Local Planning Authority (in consultation with Highways England). This scheme shall provide full details of the new and replacement street lighting proposed for the pavement adjacent to the A3. The approved details shall be implemented before the first occupation of the development.

Reason: To ensure that the scheme does not have a detrimental impact on highway safety.

29. No development shall commence (excluding groundworks, demolition and construction of the access) until details including plans, have been 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 the development hereby approved. Thereafter, the infrastructure shall be laid out in accordance with the approved details at the same time as other services during the construction process and be available for use on the first occupation of each building where practicable or supported by evidence detailing reasonable endeavours to secure the provision of FTTP and alternative provisions that been made in the absence of FTTP.

Reason: To ensure that the new development in Guildford is provided with high quality broadband services and digital connectivity.

30. Prior to occupation of the development details of the ramp(s) to be provided in order to facilitate access to the bike storage when accessing the site from the main entrance shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be installed in accordance with the approved details before the first occupation of the development and shall thereafter be maintained at all times.

Reason: To encourage the use of sustainable modes of transport.

31. Prior to installation, details of design and siting of the substation and the delivery lockers shall be submitted to and approved in writing by the Local Planning Authority. The agreed details shall be installed prior to the first occupation of the development, in accordance with the approved details and thereafter retained and maintained at all times.

Reason: To ensure the visual amenity of residents

32. Prior to occupation of the development details of window treatment for the stairwell and dormer windows on the northern elevation of Block C, shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details before the first occupation of the development and they shall be maintained in perpetuity.

Reason: To ensure the amenity of neighbouring residents

33. Flat roofs shall at no time be used by residents as amenity space. Doors to access flat roof spaces must be kept locked at all times and only accessed by authorised personnel for maintenance purposes.

Reason: To ensure the amenity of neighbouring residents

Informatives:

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

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

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. Officers have worked with the applicant to overcome these issues and the proposal is now deemed to be acceptable.

3. Thames Water Informatives:

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-largesite/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

With regard to surface water drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. <https://developers.thameswater.co.uk/Developing-a-large-site/Apply-and-pay-for-services/Wastewaterservices>

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

4. Lead Local Flood Authority Informative:

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.

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.

5. Network Rail informatives:

Network Rail requests that the developer contacts its Asset Protection Wessex (ASPRO) team at AssetProtectionWessex@networkrail.co.uk prior to any works commencing on site and signs up to an Asset Protection Agreement with us. This will enable Network Rail engineers to review the developments design and construction details, which in turn will help to ensure the safety of the operational railway. More information can also be obtained from our website at www.networkrail.co.uk/aspx/1538.aspx.

Network Rail's Asset Protection Wessex team have advised that the developer will need to;

1. Sign asset protection agreement with Wessex ASPRO before proceeding with any design/construction works at the site.
2. Adopt ASPRO guidance and requirements and a list of Network Rail deliverables which will be provided to the Developer during a kick-off meeting.
3. Submit for ASPRO acceptance; design-if needed, risk assessment & method statement (RAMS) for any work situated within Network Rail zone of influence such as:
 - drawings and RAMS for foundation and enabling works;
 - design Forms F002/003 and RAMS for any temp works such as scaffolding;
 - lifting plan for all liftings associated with construction works, using plant;
 - RAMS for frame, cladding and roofing;
 - RAMS for fencing- based on trespassing risk assessment and RAMS for landscaping works adjacent to NR boundary fence.
4. Development to provide a roof parapet of adequate height to mitigate the risk of lightweight materials being blown onto the railway tracks.

6. County Highway Authority Informatives:

Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.

All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.

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

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.

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developer's expense. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html for guidance and further information on charging modes and connector types. Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment: www.theiet.org/resources/standards/cop-electric.cfm

Officer Report

Site description

The application site is a relatively large, triangular plot of land at the end of a residential cul-de-sac known as Ash Grove. It is approximately 0.37 hectares in area and is relatively flat, with a small stream running along the southern boundary. The plot which previously contained two detached, two storey dwellings occupied by students, as well as various ancillary domestic outbuildings, these have recently been cleared and all buildings demolished. Previously the plots, and rear gardens of both properties were relatively spacious in their context as end of cul-de-sac properties.

Ash Grove itself was once accessed directly from the A3, prior to being closed off. The site and street are now accessed from the A25 Dennis roundabout, and through Cathedral Hill / Guildford Industrial Estate. Ash Grove has approximately 30 individual dwellings, a number of which are currently in occupation by students. Notably no. 3 Ash Grove is presently unoccupied and disused, with openings boarded up.

To the west of Ash Grove is the A3 trunk road; the carriageway and its adjacent pavement are both raised well above the level of the site and dwellings adjacent. Ash Grove is linked to the pavement by a set of concrete steps. The bank between Ash Grove and the A3 is planted with trees and other vegetation, and as such, the dwellings are not readily visible from the carriageway. To the south of the site is the Reading to Gatwick railway line, and beyond the railway line is the Stag Hill campus of the University of Surrey. The University is approximately a five minute walk from Ash Grove. To the east of the site is a wooded area which is connected to Guildford Industrial Estate which contains ten units occupied by a range of commercial interests. To the north of the site is 3 Ash Grove which is also a two storey detached property.

The site is located within the urban area of Guildford. It is not allocated in either the Local Plan: Strategy and Sites 2015-2034 or the saved Local Plan 2003. The site is, however, within the 400 metre to 5km buffer zone of the Thames Basin Heaths Special Protection Area.

Proposal

This application seeks to vary condition 2 (Approved Plans) of planning permission 18/P/02391, to allow changes to the approved scheme. 18/P/02391 was granted full planning permission on 17/02/2020,

These proposals include a number of changes to the scheme approved through application 18/P/02391, however, it is important to note that the number of units (79 studios) and the height, bulk and scale of three unit blocks would remain essentially unaltered from that already consented. The footprint of the buildings would also remain as approved; however, it is noted that an area of first floor podium is being removed, which would therefore reduce the amount of built form covering the site.

The key change arises from the change in the mix of internal accommodation provided, whereby 20 of the self-contained studios will now offer two bedrooms (referred to by the application as “twodios”). This raises the number of bedspaces from 79 to 99.

The other changes can be summarised as follows:

- the footprint, massing and position of consented Blocks A, B and C remain unchanged, other than the podium changes
- the consented footbridge and podium between Blocks A and B have been retained as the primary access so that students will not normally need to use Ash Grove for day-to-day access. The design and position of the footbridge reflect the emerging detailed design being prepared as part of Condition 27.
- the podium between Blocks B and C has been removed and the size of the car park reduced;
- a lightweight glass fronted link on the podium between Blocks A and B, has been included to add a communal space and improve the quality of the entrance, while maintaining a sense of separation between A and B;

- the substation, bin and secure cycle stores are sited as ancillary features outside the main building;
- windows and skylights have been added to serve the new 'twodios';
- the window arrangement on the first floor where the podium has been removed, has been amended, to match those above; and
- dormer windows have been added within the mansard roofs.
- car parking provision has been reduced from 11 spaces (of which 4no. disabled spaces) within the originally approved scheme (18/P/02391) to 7 car parking spaces will be provided, of which 4 will again be reserved be for disabled users.

During the course of the application the following amendments were secured:

- Provision of a route from the ground floor courtyard and cycle store by creating an open walkway between the communal amenity reception and Block A and moving the stair in Block A so that it directly accesses the courtyard.
- Moved the twodios to Block B from the ground floor of Block C, thereby allowing for dual aspect studios at the undercroft.
- Removed external amenity areas from the first floor of Block C, so that it reverts to a green roof, as per the consented scheme.
- Introduction of roof lights to kitchens in the top floor twodios on all blocks, to allow for natural light and ventilation.
- Changes to the landscaping, including moving the substation away from the boundary with No.3 Ash Grove to allow for landscaping, and adding a landscape buffer between the car park and ground floor studios.
- Reduced car parking from 9 spaces to 7 (4 accessible) to allow for more landscaping and easier manoeuvrability within the car park.
- Introduced brick detail into elevations to correspond with the approved scheme.
- Introduces a window hierarchy to create more variation, less verticality and a more domestic appearance.
- Reduced height and weight of the dormers.

Relevant planning history

Reference:	Description:	Decision Summary:
21/N/00037	Amendment of the approved description of the proposals to 'Erection of studio flats as purpose built student accommodation, communal areas, cycle parking, landscaping and associated works following demolition of existing dwellings'	Withdrawn 29/06/2021
21/P/00291	Variation of condition 2 (drawing numbers) of planning application 18/P/02391 approved 17/02/2020, for changes to the approved scheme.	Withdrawn 29/06/2021
21/P/00127	Variation of condition no 27 (pedestrian bridge design) of application no 18/P/02391, approved on 17/02/2020 to amend the condition wording.	Pending

- 20/P/00536 Variation to conditions 2 and 27 re 18/P/02391 approved Refuse 17.02.2020 to enable an alternative primary pedestrian and 09/06/2020 cycle access to the site from the existing A3 pedestrian and cycle path.
- 18/P/02391 Erection of 79 studio flats as purpose built student Accommodation, communal areas, cycle parking, landscaping 21/02/2020 and associated works following demolition of existing dwellings.
- 16/P/00353 Erection of two x three bed. and three x two bed. attached Refuse houses with associated parking and landscaping, following 24/11/2016 demolition of existing house

Consultations

Statutory consultees

County Highway Authority, Surrey County Council: No objection on safety, capacity or policy grounds, subject to conditions.

Natural England: Raise no comment.

Thames Water: Raise no comment.

Lead Local Flood Authority (LLFA), Surrey County Council: As there is no change to the drainage strategy or Surface Water drainage system, we would have no further comments.

Network Rail: The developer must ensure that their proposal, both during construction and after completion does not:

- encroach onto Network Rail land
- affect the safety, operation or integrity of the company's railway and its infrastructure
- undermine its support zone
- damage the company's infrastructure
- place additional load on cuttings
- adversely affect any railway land or structure
- over-sail or encroach upon the air-space of any Network Rail land
- cause to obstruct or interfere with any works or proposed works or Network Rail development both now and in the future

Internal consultees

Environmental Health: In regards to air quality, there are no residential areas in the site where measured or modelled levels exceed the objective levels. The development is car free and residents will have access to a car club. Construction traffic will have an impact on emissions, conditions have been suggested. Noise mitigation has been secured as part of the original permission and should be applied to any new permission.

Waste Policy and Development, Operational Services: No objection subject to regular frequency of waste collections.

Arboricultural Officer: No objection subject to condition. Notes the amended Tree Protection Plan (TPP) dated 24/01/22 and supports the proposed removal of the tree group G2 to facilitate the construction of sewage infrastructure and the subsequent replacement tree planting. The previous proposed tree condition is still applicable but will need to also refer to this revised TPP.

Non-statutory consultees

County Archaeologist, Surrey County Council: The site is not within an area identified as being of High Archaeological Potential and is just below the 0.4 ha total area that would require the submission of an archaeological assessment. It is confirmed that there is no policy requirement for archaeological work and so no archaeological concerns are raised.

National Highways: No objection.

Surrey Wildlife Trust (SWT): It would appear that there is no change to the footprint or size of the accommodation blocks since our previous consultation response on 7 April 2021. The amendment to the landscaping such that there is a reduction in hard standing to make space for more amenity landscaping is commended, as is the opening up of the watercourse. **[Officer Note:** Previously SWT have not raised any objections to the proposal, subject to conditions. These conditions could be reapplied to this permission].

Surrey Police (Designing Out Crime): No comments to make.

Save Surrey Countryside: object for matters relating to the impact of air pollution on the occupants, loss of trees, lack of biodiversity enhancements and no need for development **[Officer Note:** trees were felled to the rear of the industrial building, adjacent to the site, these were not within the red line of this application and were not protected trees, the works were subject of an enforcement investigation and replacement planting is in progress.]

Third party comments

19 letters of objection have been received, raising the following main objections and concerns:

- uncharacteristic building being put in an unsuitable position;
- these houses on this residential road should not be demolished but preserved;
- trees have already been cut down by the developer showing they have disregard for the environment and the surroundings;
- original proposal too large;
- traffic impacts;
- road not suitable for such a large block;
- the applicant does not own the road;
- the original building was oversized to allow this follow-on increase in bedrooms;
- the increase in bedrooms will have even greater impact due to longer construction period, more people in the area and additional traffic;
- original application should not have been permitted;
- proposal will spoil the character of this residential street;
- impact on existing residents during construction works;

- there are already student housing units on Walnut Tree Close, - the development is not needed;
- existing road cannot cope with existing traffic, proposal will increase traffic due to the additional residents, deliveries etc;
- the restriction of parking is not acceptable;
- loss of trees;
- impact on the amenity of residents;
- impact on wildlife and biodiversity;
- proposed bridge would be overcrowded; and
- removal of the turning head unacceptable.

[officer comment: this is a minor material application, for changes to the approved scheme, matters in relation to the principle of the development will not be assessed]

Planning policies

National Planning Policy Framework (NPPF):

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 6. Building a strong, competitive economy

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

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

Chapter 15. Conserving and enhancing the natural environment

Planning Policy Guidance

National Design Guide (NDG)

South East Plan 2009:

Policy NRM6 Thames Basin Heath Special Protection Area

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

The Guildford borough Local Plan: strategy and sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan. The Local Plan 2003 policies that are not superseded are retained and continue to form part of the development plan (see Appendix 8 of the Local Plan: strategy and sites for superseded Local Plan 2003 policies).

Policy S1 Presumption in favour of sustainable development

Policy S2 Planning for the borough - our spatial strategy

Policy H1 Homes for all

Policy P4 Flooding, flood risk and groundwater protection zones

Policy P5 Thames Basin Heaths Special Protection Area

Policy D1 Place shaping

Policy D2 Sustainable design, construction and energy

Policy ID3 Sustainable transport for new developments

Policy ID4 Green and blue infrastructure

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

Policy G1 General standards of development

Policy G5 Design code

Policy H4 Housing in urban areas

Policy NE4 Species protection

Supplementary planning documents:

Thames Basin Heaths Special Protection Area Avoidance Strategy SPD

Climate Change, Sustainable Design, Construction and Energy SPD

Planning Contributions SPD

Vehicle Parking Standards SPD

Planning considerations

This application is submitted under Section 73 of the Town and Country Planning Act (as amended). The provisions of Section 73 relate to the variation or removal of planning conditions attached to a grant of planning permission. The intention is that such matters would represent a minor material change to the original grant of planning permission.

Section 73(2) (of the Town and Country Planning Act 1990 (As Amended)), gives two options when considering such applications:

- (a) if they decide that planning permission should be granted subject to conditions differing from those subject to which the previous permission was granted, or that it should be granted unconditionally, they shall grant planning permission accordingly, and
- (b) if they decide that planning permission should be granted subject to the same conditions as those subject to which the previous permission was granted, they shall refuse the application.

Having regard to this and to Planning Practice Guidance (PPG) set out by Government, this application must be determined on the basis of the effect of varying or removing the specified conditions. While in determining this application consideration should be given to national and development plan policies, and other material considerations which may have changed since the original grant of permission, this must also be in the context of the effect of the proposed changes, not broader considerations that were applicable to the original full application. In this case, the previous permission was considered against the present adopted local plan and there are considered to have been no material changes in development plan policy.

In this instance the application suggests the variation of condition 2 of planning permission 18/P/02391 to amend the approved plans in the ways set out in the above section.

Taking the above into account, the main planning considerations in this case are:

- Impacts to the character of the surrounding area
- Impact upon neighbouring amenity
- Effect on amenity provided by the proposed development
- Highway safety and parking considerations
- Flooding and drainage considerations
- Sustainable energy

- Impacts to ecology and trees
- Air quality
- Thames Basin Heaths SPA
- Implications for existing planning contributions and other conditions

The Impact to the Character of The Surrounding Area

Paragraph 39 of the National Design Guide confirms, in summary, that development based on an understanding of those attributes will 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; influenced by and influence their context positively; and responsive to local history, culture and heritage.

Policy D1 of the Guildford Borough Local Plan: Strategy and Sites 2015-2034 states that 'all new developments will be required to achieve high quality design that responds to distinctive local character (including landscape character) of the area in which it is set. Essential elements of place making include creating economically and socially successful new places with a clear identity that promote healthy living; they should be easy to navigate, provide natural security through layout and design with attractive, well enclosed, and overlooked streets, roads and spaces with clear thought given to the interrelationship of land use to external space'. The other requirements of policy D1 are that safe, connected and efficient streets are planned, access and inclusion are promoted and that crime prevention and security measures are built into designs at an early stage.

Ash Grove comprises approximately 32 detached and semi-detached two storey dwellings along its eastern side. It is a relatively narrow cul-de-sac which has the A3 running along its western edge. It is known that a number of the properties are also occupied by students. Existing dwellings along Ash Grove are relatively traditional in their appearance, with pitched, clay tile roofs and a mix of tile hanging, brick and rendered elevations. It should be acknowledged that Ash Grove is situated in a mixed-use area. As well as the A3 and the railway line forming significant boundaries, the site is accessed through Guildford Industrial Estate and Cathedral Hill which contain a range of large scale office and industrial buildings. To the south of the site and visible from Ash Grove is the Stag Hill campus of the University of Surrey which contains numerous large scale institutional buildings in close proximity to the site. While the domestic scale of buildings in Ash Grove is acknowledged, the surrounding context also needs to be taken into account.

It should also be noted that the topography of the site means that it is not visible in many public views from the surrounding area. The site is set at a lower level to the rest of Ash Grove and is a significant distance below the level of the A3. Only glimpses of the site can be gained from the A3 and other views are limited to the University of Surrey and along Ash Grove itself. The site is screened from the east by an existing area of woodland. Therefore, in principle, the levels of the site mean that any redevelopment of the site would have limited impacts on the wider surrounding area and its location afford it the potential to accommodate larger built forms without having significant adverse impacts on the character and appearance of Ash Grove.

The existing approved scheme was carefully designed to take into account its location at the end of the cul-de-sac, overlooking the University of Surrey. The approved scheme includes three individual 3-4 storey blocks. Key features that were considered to be positive attributes to the scheme with regards to preserving the character of the area were as follows:

- Block A was designed to give the appearance of a pair of semi-detached dwellings. It was 3 storeys in height (with the third floor in the roof) and had a similar ridge height to the existing semi-detached dwellings in the street. Features that were prominent in the street, such as hanging tiles and gable ends were incorporated into the design. It was concluded that block A would be an acceptable addition to the streetscene and would be in keeping with the scale, character and appearance of the existing residential properties along Ash Grove.
- Block B and C as approved are situated behind block A and increase in height to 4 storeys (4th storey within the roof). Whilst the ridge height is increased from other properties along Ash Grove, blocks B and C were set back approx. 36 metres from the road and this separation distance was considered to significantly mitigate any adverse impacts on the street scene.
- In terms of design, all three approved blocks are of modern appearance, using key references from existing buildings along Ash Grove. All three bricks are finished mainly in brick, and would be broken up through the use of tile hanging and small elements of pale bronze metal cladding. The materials were considered to integrate well with the surroundings and exact choice of materials were secured by condition.

Through this S73 application, the applicant proposes minor changes to the external design and appearance of the proposed accommodation blocks, however, it is important to note that the footprint, massing and position of the blocks remain as per originally approved. Therefore, with respect to these elements, it is considered the proposed scheme is acceptable.

The proposed changes to the scheme have been set out in the proposals section of this report. In general, it is considered that the changes to the buildings appearance are minor and will not result in significantly different impacts on the character of the area over and above that of the originally approved scheme.

The materials proposed match those originally approved and, in any event, a condition will (again) be attached to any new permission requiring full details of materials to be agreed.

As with the previously approved scheme, large areas of flat roof remain a feature of the scheme. These are common in larger buildings and have been successfully screened by the design. The flat roof would also be used for solar panels and the installation of green roofs. The blocks are broken up with the use of gable elements and window build outs. The exact detailing of the windows and their surrounds will be secured by condition, as per the original approval.

The terrace linking A and B is to be retained, but the podium terrace linking blocks B and C has been removed. Glazing has been added to the podium link between A and B which will increase the quality of the main entrance, and this also increase the provision of internal communal space. When considering the impact of this change on the character of the area, it is not considered to cause a significant effect on the scheme. The additional glazing elements increases the bulk of the link between A and B marginally, however, the removal of the B and C link more than mitigates for this change.

The already approved pedestrian bridge is proposed to be retained and would run from the A and B terrace to the pavement along the A3. Its gradient has been designed to allow for disabled access and it would be discreetly illuminated with under railing lights. Condition 27 of existing consent secures the detailed design of the pedestrian bridge.

This has been partially discharged to allow for site clearance and groundworks under application 21/D/00017/4, however, the design is yet to be approved.

Dormer windows have been added to the roofs of blocks A, B and C. These change the design and bulk of the roof line, especially when viewed from the sides of each of the blocks. It is considered that the addition of the dormer windows increases slightly the overall bulk of the scheme when compared to what has already been approved. During the application process amendments have been made to the dormer windows to reduce their height and size. The addition of the dormer windows will result in additional space and light within the top floor units. When viewed against the proposed development as a whole, the dormer windows are of an appropriate scale so as not to dominate the roof lines. The use of aluminium cladding contrasts with the dark grey roof tiling which also reduces the perceived bulk of these additions.

The proposed amendments have resulted in a change to the parking provision and a reduction in the associated amount of hardstanding. Overall parking provision has been reduced from the approved 11 spaces to 7 spaces (including 4 accessible spaces). The layout and location of the parking is similar to that already approved and therefore it is considered that the proposed amendments to the parking area and associated hardstanding will not result in any different impacts on the character of the area to that of the consented scheme.

As a result of the amendments to the internal layout of the scheme, the application now proposes the provision of a substation and delivery lockers to the north of the site away from the accommodation blocks and close to the boundary with number 3 Ash Grove. It is considered that due to their location within the parking area of the proposed scheme, these ancillary structures will be viewed in the context of the scheme as a whole and will not have a significant adverse impact on the character of the area. It is proposed that a condition be added to any permission to secure the final siting and design of these structures to ensure they are in keeping with the character of the proposed development and wider area.

Overall, it is considered that the proposed amendments to the approved scheme are minor when considered in the context of the whole scheme are acceptable and the proposals as revised would integrate into the mixed character of the area in an acceptable manner. As outlined, a number of conditions were attached to the original permission and these need to be reimposed on any new permission. In this regard the proposal is deemed to be compliant with policy D1 of the Guildford Borough Local Plan: Strategy and Sites 2015-2034 and to meet the requirements of the NDG with regards to context and identity.

The impact on neighbouring amenity

As previously noted, the application site is located at the end of Ash Grove meaning that any direct potential impacts would be limited to the existing residential dwellings at this end of the cul-de-sac and in particular 3 Ash Grove.

It is noted that within the original approval careful consideration was given to amenity impacts on 3 Ash Grove, particularly in terms of privacy. As a result, the plans were amended so that the northern elevation of block C would be situated approximately 26 metres from the south-eastern corner of 3 Ash Grove and all windows in the northern elevation of Block C would be screened by brickwork which is angled away from 3 Ash Grove.

Resulting in no views of 3 Ash Grove from the windows in the northern elevation of Block C. A landscaping strip was also included along the northern boundary of the site to provide a screen between 3 Ash Grove and the proposed buildings.

The revised proposals ensure the same principles have been replicated. Block C sits in the same position of that already approved and is therefore approximately 26 metres from the south-eastern corner of 3 Ash Grove. The landscape buffer has been retained, a delivery locker and substation has been incorporated into this buffer, however, both are only one storey in height and the proposed retention of boundary trees will ensure this addition will not result in any adverse impacts.

All major windows on block C's northern elevation propose the same screened brickwork as originally approved. Three windows that are located in the stair well of Block C have been incorporated into the northern elevation, however, these are located at the western end of the elevation and the angle means that there would be no direct views into 3 Ash Grove. The two new dormer windows do not appear to provide the screened block work or any other treatment to mitigate against overlooking / perceived overlooking into 3 Ash Grove. It is proposed a condition be attached to any permission in order to secure treatment to the windows within the stair well and the dormer windows to prevent perceived overlooking. As a result, there would be no adverse or harmful overlooking of number 3 or its rear garden.

Block C has a flat roof at first floor level. The floor plans show that there is a door to access the roof from the hallway for maintenance and also a large window that looks out onto the roof from the adjacent first floor unit. It is considered that use of this flat roof by residents would result in safety concerns to residents and amenity concerns in relation to overlooking of 3 Ash Grove. As with the previous proposals, this site will be managed and therefore any unauthorised permitted access to the flat roof will be curbed by management controls. However, to ensure that the roof is not accessed for any reason, except maintenance, a condition should be attached to any new permission restricting access accordingly.

Block A is sited in the same position as originally approved and therefore retains the separation distance of approximately ten metres between the two buildings. As previously, any views of 3 Ash Grove from the northern elevation would be across the front garden of the property. Views from the eastern elevation of Block A would be over the rear garden of 3 Ash Grove, however, these face the rear portion of the outside space and would be positioned approximately 20 metres from the boundary. As such, Block A would have no adverse amenity impact on this property.

With regards to other perceived amenity impacts, the built form of the proposals replicates that already approved and therefore any impacts from overshadowing will replicate that of the approved scheme and therefore the proposals are deemed acceptable in this regard. The access and car parking arrangements remain as per approved (albeit parking has now been reduced) and therefore it is considered these will not result in any amenity issues.

The communal outside areas have been moved from raised courtyards to ground level amenity space, located in the centre of the proposed development. The communal outside space is separated from neighbouring properties by the proposed Blocks (A – C) and also by the access / parking area and landscape buffer / screening between the proposal and 3 Ash Grove. As with the previous proposals, the gym and common room would be for the use of residents only and they would not be open to the general public.

The use of the communal spaces would be monitored by the operators and managers of the building and if anti-social behaviour was to occur, this could be dealt with swiftly.

Amenity of proposed development

Policy D1 (Place Shaping) of the Local Plan requires new development to achieve high quality design that includes creating successful new places that promote healthy living. It requires all new development to have regard to and perform positively against recommendations set out in the latest Building for Life guidance and conform to the nationally described space standards. Policy G5(5) Layout of the Saved Local Plan requires built layouts to be easily understood by the user and to create areas of identifiable character. Policy G5 (9) requires a high standard of landscape design.

This application is seeking permission to alter the approved plans in order to change the approved layout to be able to accommodate an increase in bed spaces within the proposed residential blocks. It is proposed to increase from 79 single occupancy studios to 79 studios with a mix of 59 single occupancy and 20 double occupancy rooms. The double occupancy rooms, which the applicant has named 'Twodios' are essentially two bedroomed studio flats. As a result of the changed residential mix, a number of changes have been made to the layout of the approved development, as detailed in the proposals section above.

7 of the proposed units are single aspect and north facing; this contrasts with 10 in the approved scheme. 5 of the ground floor units in block C, however, are dual aspect, with the doors opening out into the shared communal space (north) and windows facing south that will be shaded within the Block C undercroft. This raises concern as to the amount of natural light these units will receive. When considering the approved scheme, however, where 10 units are north facing and single aspect. It is considered that the proposed development is broadly consistent with that already approved, although it is not ideal that there are a number of solely north facing units, the nature of student accommodation means that residents will utilise common areas of the building for socialising and also spend a large amount of time out of their units at university. Given the proposed use, the north facing units are considered acceptable in this case.

As with the previously approved scheme, while Policy D1 of the Local Plan requires adherence to NDSS, these do not apply to purpose built student accommodation. The Council does not have any set requirements for the size of student units. Whilst this is the case, the size of the units has been reviewed by officers and they are deemed to be adequate and similar to those approved within the original scheme. In addition, it has already been noted that the development includes high quality indoor and outdoor communal areas including a large central internal communal living area (127.6sqm), gym (34.6sqm), laundry facilities (13.2sqm) and large external courtyard with high quality landscaping and seating which would meet the day to day needs of residents and enhance the living environment of the development for future occupiers.

In order to free up space internally, the bin store and secure bike store which were previously located within the main buildings have been relocated. In combination with the required substation and other features this has drawn a series of concerns from the Urban Design Officer about this impact to the quality of the development. These are addressed below as they do have a material effect on the approved scheme.

The bin store has been moved to opposite its original location and reduced in size. Comments from the Waste Policy and Development team raised concerns over the size of the proposed bin store, however, have raised no objections subject to the frequency of the waste collection services being sufficient to ensure that bins do not overflow. It is considered the location of these bin stores are appropriate and central to all residents.

With regards to the secure bike storage, this has been moved from next to the main site entrance on the first floor, to the ground floor east of block C. This cycle store is now accessed from the communal area on the ground floor next to the car park. The Urban Design Officer has raised concerns with the location of the bike store, as residents entering the site via the pedestrian bridge would need to navigate two internal doors, a corridor and a flight of steps to reach the store. The Urban Design Officer also raises concerns that the location of the cycle store does not promote active travel, which is in conflict with the National Design Guide principles of context and built form.

The applicant has suggested that the route between the foot bridge to the cycle store will be made accessible through the addition of bike ramps. Although the location of the cycle store within the approved scheme is considered to be more desirable, the new location is not unacceptable. Occupiers would remain able to access the cycle store both through the main site entrance and also through the entrance at the rear when not coming from the university campus. A condition can be added to any new permission requesting full details of the bike ramps to be used in order to ensure that the route between the foot bridge to the cycle store is possible with a bike. The addition of the small amount of bike storage on the first floor at the site entrance is also welcomed. It is considered that active travel is still being promoted at the site due to the minimal parking proposed, the distance of the site from the university campus and the provision of 56 cycle parking spaces. The latter is considered appropriate for the scheme and given the proximity of the site to the University campus, and its various facilities including bus links, which mean cycle use is likely to be taken up for other trips. In relation to the NDG it is considered the pedestrian / cycle link with the university and its proximity mean the provision of bike storage still would reasonably meet the goals of the NDG.

The internal communal areas of the building have been altered as a result of the proposals. The reception and common room are now located within block B and extends onto the podium link between blocks A and B. Given this is where the main site entrance is located, with the footbridge entering the site, it is a sensible location for the common areas. The common room is large in size and in this central location will facilitate social interaction between residents.

The Urban Design Officer has raised concern that the remaining common rooms are located at the ends of residential corridors rather than centrally, which would be in conflict with the built form characteristic of the NDG. Further, he outlines that the gym is within a narrow space. The applicant has confirmed that the gym has been designed with the schemes operator to accommodate fixed exercise equipment. Whilst the shape of the originally approved gym is more regular and desirable, it is considered that the proposed gym is of an adequate size to meet the needs of the scheme's operator. With regards to its location, although it is located past some residential units, it is still located close enough to the main common area of the development.

The laundry room is now located on the second floor of block B. I concur with the Urban Design Officer that it being located at the end of a residential corridor on the second floor of block B is much less desirable than its original location on the ground floor of the approved scheme.

However, the laundry room is a functional room that residents will likely use approximately once or twice a week. All residents will know where the room is out of necessity and its location will not stop residents utilising the space.

In conclusion, the comments of the Urban Design Officer in respect to the relocation of amenities/facilities within the scheme have been carefully considered. While in many ways the approved scheme may offer a preferable arrangement, officers do not recommend that the changes constitute a justifiable reason to refuse further permission in this instance. On balance, the amended positions of these facilities are considered to remain acceptable and although this is a subjective matter, conclude there is no conflict with Policy D1 of the Local Plan or the NDG.

With regards to the external areas of the development, the proposed alterations have removed the podium link communal space between blocks B and C and has instead provided a communal area at ground level to the rear of the accommodation blocks. The proposals reduce the amount of parking and hard standing in order to accommodate the ground level external communal space. The proposed external communal spaces are now larger than those proposed within the original scheme. This outdoor space is large enough for both socialising and also outdoor activities / sports. It is considered the proposed external green space is sufficient to meet the needs of residents and provide a central external space for residents to use. Due to the location of the external communal space, there is a reliance on the landscaping scheme to ensure the external areas are pleasant for residents. It is considered appropriate to include / reimpose the condition securing a high-quality landscape scheme.

The landscape scheme would also need to take into account the effect of the proposed substation and delivery lockers. The Urban Design Officer raises concern regarding the siting of the delivery lockers and the substation will appear obtrusive, albeit they are set well into the site and next to an area given over to parking/hardstanding. Residents may rely on frequent, if irregular, access to the delivery lockers and so the proposed location is understandable, but not the only option. There is potential for the combined presence of these features, however, to bring a cluttered appearance and so it is proposed that a condition is attached to secure the final siting of the lockers as well as the design and appearance of these structures. Subject to this the scheme, on balance, officers believe the scheme would not conflict with Policy D1.

Turning to other factors and as with the previous approval, all units are to be equipped with mechanical ventilation to ensure requirements of the noise report are met. As the buildings are managed, any impacts on amenity of residents with units located close to the internal or external common areas will be able to be managed by staff.

With conditions to secure the landscaping of the site and the noise mitigation measures, the proposal is deemed to be acceptable in this regard.

Highway and Parking Considerations

Paragraph 112 of the NPPF relates to the sustainable travel behaviours.

It should also be noted that paragraph 110 states 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'.

National policy is reflected in policy ID3 of the Guildford Borough Local Plan: Strategy and Sites 2015-2034 which states that 'new development will be required to contribute to the delivery of an integrated accessible and safe transport system, maximising the use of the sustainable transport modes of walking, cycling and the use of public and community transport.

A Transport Statement addendum has been submitted with this application and compares the assessment for the originally proposed scheme (which assessed 88 beds) and the assessment for the submitted application (21/P/01050) awaiting determination which considered 127 beds. It states that both assessments concluded that there are no valid highway or transportation reasons, which should prevent the proposed development of this site and therefore, as the proposed development is for 99 beds, the same conclusion can be drawn here.

Surrey County Council have been consulted on the amendments to the scheme and they have raised no objection on safety, capacity or policy grounds, subject to the imposition of conditions. National Highways have also, similarly, provided a consultation response and are satisfied that the proposed amendments and are satisfied that this proposal will not lead to additional impacts upon the amount of traffic using, or the safe and efficient operation of, the strategic road network.

The proposed site access replicates that already approved and therefore this is considered acceptable subject to reimposing relevant conditions.

With regards to parking, the approved scheme provides 11 no. parking spaces in total (4 disabled and 7 visitor / staff parking). This revised scheme provides a reduced 7 no. parking spaces (4 disabled and 3 visitor / staff parking spaces). However, the strategy remains that the proposed development promotes an essentially 'car free' scheme and the same restrictions proposed and approved under the initial application will remain in place. Although the proposed scheme proposed additional beds but reduces car parking spaces, this is considered acceptable because the development is designed to be car free and controls have been proposed to ensure this; parking provision is essentially to allow for disabled users and drop off and other ancillary needs.

The original scheme provided 46 secure cycle parking spaces, which was significantly more than the required 1 space per two residents plus visitor spaces. The proposed scheme provides 56 spaces, including 52 in secure parking spaces to the rear of block C and 4 next to the main entrance to the site. This is again considered to be acceptable and will meet the requirements of the residents.

The proposed development replicates the access arrangements of the existing approved development. It has been demonstrated that the car free model is appropriate in this location. Cycle parking is proposed to be secure and meets necessary requirements. An updated Transport Statement was submitted in support of this application and concludes that despite the increase in beds, the traffic impact does not increase. These are conclusions that the Highways Authority has agreed with.

Therefore, subject to imposition of conditions, it is considered that with regards to parking and highways the proposals are acceptable.

Flooding and Drainage Considerations

It is noted that the site is located in flood zone 1 which has a 1 in 1,000 annual probability of river flooding. Due to the presence of a ditch / stream along the southern boundary of the plot, it has been acknowledged that the site is at greater risk of surface water flooding.

A drainage strategy was submitted with the original application and was found to be acceptable. This has not changed as a result of the proposed amendments to the development and there are no material changes raising concerns on this topic.

Thames Water and the LLFA have been consulted on the proposed amendments to the scheme. Both have considered the amended scheme and do not have any objections as the proposed strategy has not changed from that originally proposed. A number of conditions attached to the original permission to control the implementation and verification of the SuDS scheme are to be reimposed.

On this basis, the proposal is deemed to be acceptable in terms of flood risk and drainage.

Sustainable Energy

Policy D2 of the Guildford Borough Local Plan: Strategy and Sites 2015-2034 states that new buildings must achieve a reasonable reduction in carbon emissions of at least 20 per cent below the relevant Target Emission Rate (TER) set out in Building Regulations 2010. It is noted that this should be achieved through the provision of appropriate renewable and low carbon energy technologies in the locality of the development and improvements to the energy performance of the building.

The original application was accompanied by an Energy and Sustainability statement, which confirmed that Policy D2's target of carbon emissions of at least 20% below the Target Emission Rate in the Building Regulations 2010 (as amended) could be achieved.

Planning Condition 10 attached to the original consent requires that these measures be implemented in full prior to occupation of the development. The applicant has confirmed that while the proposed amendments increase the number of studios, the energy strategy remains appropriate, and the carbon reductions can be secured by Condition 10.

On this basis, the proposal is deemed to be acceptable in this regard and the commitments set out in the Energy Statement can be secured by condition.

The previous application predates the requirements of the Council's SPD and policy D2 therefore, it would be unreasonable to apply these, in this instance and the 20% reduction is greater than the 10% reduction required under the Sustainable Design and Construction SPD.

The Impact on Ecology and Trees

The application in support of the approved development was accompanied by an Ecological Appraisal. Surrey Wildlife Trust reviewed the Ecological Appraisal submitted at the time and raised no objections.

The Ecological Appraisal highlighted a number of ecological enhancements that would be undertaken by the applicant, these were secured by Condition 13 which required the submission of a Landscape and Ecology Management Plan. Surrey Wildlife Trust have been consulted on the altered scheme and have confirmed that the proposed scheme has not changed in footprint since their previous consultation response, and the amended landscaping reduces hardstanding which is welcomed. Therefore, the proposals are deemed to be acceptable in this regard.

An Arboricultural Assessment / Tree Protection Plan was submitted with the original application. As a result of the amendments to the footbridge, the schedule of trees proposed to be removed has changed slightly. The Council's Tree Officer has been consulted on these changes and has confirmed that he has no issue with proposals to remove tree group G2 to facilitate the proposed changes and confirms that condition 7 of the original permission should still apply to any new consent (but will need to refer to the revised Tree Protection Plan). Therefore, the proposals are deemed to be acceptable in this regard.

Air quality

The originally approved application was supported by an Air Quality Assessment. The Council's Environmental Health Officer was consulted on this revised application.

The Environmental Health Officer has confirmed that measured or modelled levels at the site do not exceed the objective levels for air quality and therefore the main issues to consider in relation to the development are the impact of any road traffic from residential users and effects on air quality during construction.

With regards to the former, the proposed development is 'car free' and only provides for 7 parking spaces. This is a reduction of 4 spaces from that originally approved which was considered acceptable in relation to potential air quality effects at the time, therefore, it is considered that the proposed development is also acceptable in relation to potential air quality impacts as a result of car usage on the site.

With regards to construction traffic, a CTMP condition was attached to the original approved scheme (condition 24), this has since been discharged under reference 21/D/00017/1 and an update to this was provided within this revised application. Compliance with the approved CTMP and the revised material submitted with this application will be required and a condition added to any new consent will ensure this. As a result, it is not anticipated the proposed development will result in significant effects on air quality.

Thames Basin Heaths SPA

The application site is located within 400 metres to five kilometres buffer of the Thames Basin Heaths Special Protection Area (TBHSPA). The Council has adopted the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2017 which provides a framework by which applicants can provide or contribute to Suitable Alternative Natural Greenspace (SANG) within the borough which along with contributions to Strategic Access Management and Monitoring (SAMM) can mitigate the impact of development. The Strategy notes that proposal for student accommodation may need to provide avoidance and mitigation measures and that these will be assessed on a case-by-case basis in consultation with Natural England (NE).

In relation to the initial application, The Local Planning Authority and the applicant held discussions with NE where they confirmed that a contribution would be required to mitigate the impact of the proposal. However, due to the specific nature of the proposal, including the level of potential occupancy and the absence of any on-site parking for residents, NE noted that a 75% discount of the Council's usual tariffs should apply. This was secured through the S106 agreement on the original application.

As a result of this new application, the mix of units within the proposed development has led to an increase in bedrooms/bedspaces. Natural England have confirmed that as the change results in an increase in the size of the units, a commensurate increase in contributions to the schemes should be secured.

As per the current tariffs set out in the SPD and taking into account the discount confirmed by NE, the contributions generated by the development would be £84,978.94 towards SANG and £11,319.52 towards SAMM. These contributions would be secured through an updated legal agreement.

Bearing in mind that Natural England raise no objections to the proposal and that the required mitigation can be secured by a deed of variation to the existing legal agreement, it is considered that the proposal would be compliant with the objectives of the TBHSPA Avoidance Strategy SPD 2017 and policy NRM6 of the South East Plan 2009.

In addition, it is noted that the Local Planning Authority has undertaken an Appropriate Assessment for the application. This has been reviewed by Natural England and no objections have been raised.

Planning Contributions and Legal Tests

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

Regulation 123 of CIL Regulations states that a planning obligation may not constitute a reason for granting planning permission where the obligation provides for the funding or provision of an infrastructure project or type of infrastructure and five or more separate planning obligations for the funding or provision of that project or type of infrastructure have been entered into.

A S.106 agreement was agreed as part of the schemes original approval. It is necessary for a deed of variation to be provided as a result of this variation to the scheme. It is considered that the contributions will remain as per those within the original agreement, save for indexed linked increases as per the provisions within original agreement and for the financial contribution towards SANGS and SAMM which have increased due to the increase in number bedrooms in some of the approved units.

Conclusion

Through this S73 application, it is proposed to vary condition 2 (approved plans) of planning permission 18/P/02391, approved on 17/02/2020, to allow changes to the approved scheme. The proposal includes a number of changes to the scheme approved through application 18/P/02391. As a section 73 application (minor material amendment) the Council's consideration as local planning authority must be limited to the planning implications of amendments and any material changes in planning policy and other considerations.

The general parameters of built form, namely the height, bulk and scale of the buildings would remain unaltered. The footprint of the buildings would also remain as approved, however, it is noted that an area of first floor podium is being removed, which would therefore reduce the amount of built form covering the site. The key change is an alteration to the proposed unit mix. The proposed development will still provide the 79 approved studios, but 20 units have been altered to provide two bedspaces; increasing the total number of bed spaces from 79 to 99. As a result of the proposed mix changes, internal and external layout changes have been proposed.

Through this application, all statutory consultees have been re-consulted. No objections have been received in relation to the proposed changes to the scheme from these consultees.

The proposed alterations result in tweaks to the external appearance of the approved development. These include but are not exclusive to the removal of the podium linking blocks B and C which reduces the overall bulk of the proposals, the inclusion of glazing on the podium connection between blocks A and B, the inclusion of dormer windows and the reconfiguration and addition of a small number of windows to provide adequate daylight to the reconfigured residential units. These alterations have been carefully considered and it is concluded that the proposed changes do not significantly change the external appearance of the proposed development.

It is recognised that the impact on the amenity of neighbouring residents was a key consideration in the design of the original scheme. Again, this has been carefully considered within the revised proposals and it is considered that the proposed alterations have replicated the principles established within the approved design. Therefore, it has been concluded that the proposed alterations will not lead to any greater impact than that of the approved scheme.

Due to the layout changes within the proposed development, the amenity of the proposed residents has been carefully considered when assessing this application. The Urban Design Officer has raised a number of concerns with the proposed amended layout of the development and regard has been had to these comments. These, along with the responses by the applicant, have all been carefully considered and are, on balance, not matters that would warrant refusal in officers view and/or can be ameliorated by additional planning conditions in some cases.

The proposed development has reduced the amount of hard standing to the rear of the blocks, as a result the number of parking spaces has reduced from 11 to 7. As the proposed development is designed to be 'car free' with the exception of catering for disabled users and the occasional needs of the development as a whole (such as term drop off arrangements) and the Highways Authority have raised no objections to this level of parking, it is considered that the proposed reduction is acceptable.

A section 106 agreement applied to the original planning permission which secured SPA mitigation, improvements to the access between the site and the University, as well as a number of other measures necessary to make the development acceptable in planning terms. These measures still apply to the amended scheme and a deed of variation will need to be executed to ensure the commitments apply to the amended scheme.

With the above in mind, the proposed alterations to the proposed development will not result in any greater impacts than that already approved and therefore, the application is deemed to be acceptable and is recommended for approval, subject to conditions.