

23/P/01291 - Land To The Rear Of 168, The Street, West Horsley



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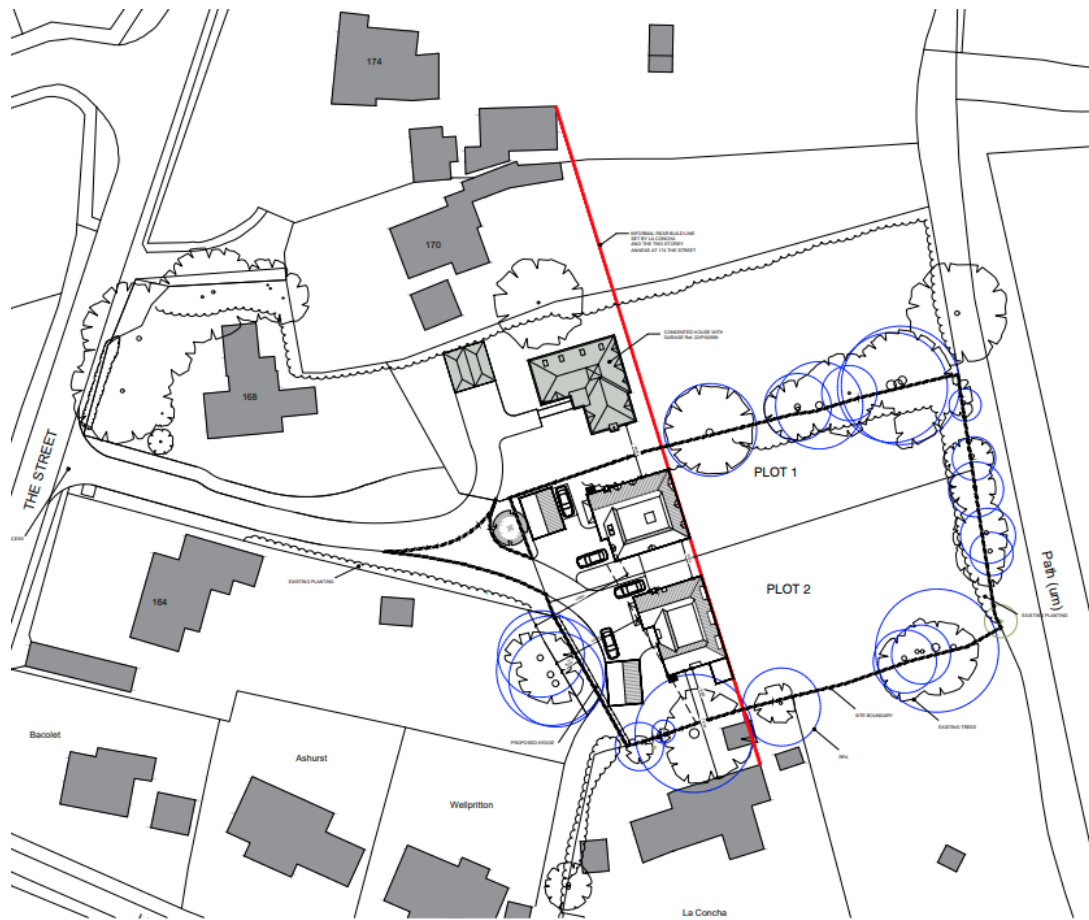


Not to Scale



GUILDFORD
BOROUGH

23/P/01291 – Land To The Rear Of 168, the Street, West Horsley



Not to scale

App No: 23/P/01291

8 Wk 08/12/2023

Deadline:

Appn Type: Full Application

Case Officer: Chris Gent

Parish: West Horsley

Ward: Clandon & Horsley

Agent : Mr W. Joseph

Applicant: Mr Everest

Ascot Design

t: C/O Agent

Ashurst Manor

Ashurst Park

Church Lane

Sunninghill, Ascot

SL5 7DD

Location: Land to the rear of 168, The Street, West Horsley, KT24 6HS

Proposal: Erection of 2 detached dwellings with associated garaging.

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 2 x two-storey detached dwellings behind No.s 164 & 168 The Street. The properties would each provide four bedrooms and a detached single storey garage in front (to the west) of the principal elevations of the dwellings. Access would be provided off The Street, with a driveway running between No.168 and No.164 The Street.

The application follows a previously approved application for the erection of one dwelling unit immediately to the north of the site under application 22/P/00998. This has yet to be implemented.

Summary of considerations and constraints

The proposed dwellings would be of an appropriate scale and would maintain significant rear gardens with a natural transition to the surrounding countryside. The design would be of an in-keeping nature and would provide adequate amenity space, with an appropriate approach to sustainability and bio-diversity. The development would not result in an adverse impact on neighbour amenity or to the surrounding highways.

For these reasons it is concluded that planning permission should be granted subject to conditions.

RECOMMENDATION:

Subject to a Section 106 Agreement securing appropriate SANG and SAMM mitigation payments, the decision is to:

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

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans: 23-J4333-100, 23 - J4333- 101, 23 - J4333 - 102, 23-J4333-103, 22-J4143-LP01_CP01, 23-J4333-LP01_CP01 received on 15/08/2023.

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

3. Prior to the commencement of any development above slab level works, a written schedule with details of the source/ manufacturer, colour and finish, OR samples on request, of all

external facing and roof materials shall be provided. This must include the details of embodied carbon/ energy (environmental credentials) of all external materials. These shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out using only those detailed.

Reason: To ensure that a satisfactory external appearance of the development is achieved and to ensure materials that are lower in carbon are chosen.

4. The development hereby approved shall not be first occupied unless and until the vehicular access to The Street has been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of policy ID3 of the Guildford Borough Local Plan: Strategy and sites 2015-2034 (LPSS) and the National Planning Policy Framework 2023.

5. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan, Drawing No. 23-J4333-100, for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of policy ID3 of the Guildford Borough Local Plan: Strategy and sites 2015-2034 (LPSS) and the National Planning Policy Framework 2023.

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

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of policy ID3 of the Guildford Borough Local Plan: Strategy and sites 2015-2034 (LPSS) and the National Planning Policy Framework 2023.

7. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered parking of bicycles and the provision of a charging point with timer for e-bikes by said facilities have been provided for each dwelling within the development site in accordance with a scheme to be submitted prior to the occupation of the dwellings and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of policy ID3 of the Guildford Borough Local Plan: Strategy and sites 2015-2034 (LPSS) and the National Planning Policy Framework 2023.

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 'Climate Change, Sustainable Design, Construction and Energy' SPD 2020.

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) measures to prevent the deposit of materials on the highway
- (e) on-site turning for construction vehicles

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

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 “Promoting Sustainable Transport” in the National Planning Policy Framework 2023. It is considered necessary for this to be a pre-commencement condition as protection for highway safety and avoiding inconvenience on other highway users should be established prior to the start of construction where issues could arise

10. The approved Arboricultural Report, which includes an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), prepared by Treetec Consultancy Limited, dated July 2023, must be adhered to in full, and may only be modified by written agreement from the LPA. No development shall commence until tree protection measures, and any other

pre-commencement measures as set out in the AMS and TPP, have been installed/implemented. The protection measures shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

Reason: To protect the trees on site which are to be retained in the interests of the visual amenities of the locality. It is considered necessary for this to be a pre-commencement condition because the adequate protection of trees prior to works commencing on site goes to the heart of the planning permission.

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

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

12. Prior to the commencement of any development above slab level works, a landscaping scheme which includes full details of bin storage access shall be submitted to and approved in writing by the Local Planning Authority, the subsequently approved scheme shall then be implemented in full prior to occupation.

Reason: To ensure the development retains the established local character.

13. Prior to the commencement of any development above slab level works, an appropriately detailed scheme for ecological enhancements shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented, and maintained at all times.

Reason: To ensure the proposals demonstrate a biodiversity net gain.

14. The first floor windows in the side elevations of the dwellings hereby approved shall be glazed with obscure glass (Pilkington Glass Level four only) and permanently fixed shut, unless the parts of the windows which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall thereafter be permanently retained as such.

Reason: In the interests of residential amenity and privacy.

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 in certain circumstances
 - 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.

Pre-application advice was not sought prior to submission and the application was acceptable as submitted.

3. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
4. 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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the Highway Authority recommend that the developer and LPA liaise with their Building Control Teams and Local Fire Service to understand any additional requirements.
5. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and

existing domestic premises and BS 5839-1 the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.

Officer's Report

Site description

The application site is within the West Horsley Settlement Boundary and inset from the Green Belt. It is also within the 400m to 5km buffer of the Thames Basin Heath SPA.

The site is a rectangular plot of paddock land located between large residential gardens to properties fronting both The Street and Little Cranmore Lane. The site's eastern boundary marks the edge of the defined settlement adjacent to which there is a public footpath and an open field beyond. These gardens and the site provide an area of transition between the built development and the open and undeveloped countryside on this side of the village. There are many trees and shrubs along this boundary which restrict views into the site. There are several mature trees on other boundaries.

The land adjacent to the north of the site is the subject of recent planning permission for one new dwelling, approved in 2023. The proposed access to the site is positioned between No.168 and No.164 The Street.

Proposal

Erection of 2 detached dwellings with associated garaging

Officer note:

The proposed 2 x two-storey detached dwellings would be sited behind No.s 164 & 168 The Street which are located adjacent to The Street. The proposed dwellings would be 8m in overall height and of an Arts and Crafts style and using traditional materials. The properties would each provide four bedrooms and a detached single storey garage in front (to the west) of the principal elevations of the dwellings providing designated parking spaces. Access would be provided off The Street, with

a driveway running between No.168 and No.164 The Street.

This application follows the previously approved application for the erection of one dwelling unit immediately to the north of the site under application 22/P/00998. This has yet to be implemented.

(Following an initial review of the submitted plans, officer's noted that the site location plan originally showed the proposed access within the red line. However, this was subsequently changed to show it within the blue line. The applicant has since clarified that the access into the site in blue is already owned by London and Regional Developments Cobham Ltd, the applicant, as is the small strip of land in blue, also shown on the plan. The access land in blue is already consented under application 22/P/00998 and then 23/N/00022. The land in red is the application site).

Relevant planning history

23/N/00022 - Non-material amendment to planning application 22/P/00998 approved 01/03/2023 to allow for alteration to the consented driveway layout. Land to the rear of 168, The Street, West Horsley. Approved - 25/05/2023

22/P/00998 - Erection of a detached dwelling with associated garaging and new access on land to the rear of Dytchleys, 168 The Street. Approved with conditions - 17/03/2023

21/P/00182 - Proposed erection of a pair of two storey semi-detached dwellings and one two storey detached dwelling, with associated garaging and new access. Land to the rear of 168 The Street, West Horsley. Refused - 22/11/2021. Appeal withdrawn - 27/09/2022

20/P/02026 - Proposed erection of five dwellings with associated garaging, landscaping and access from Little Cranmore Lane. Land to the east of 164 The Street, West Horsley. Refused - 07/05/2021. Appeal dismissed - 24/03/2022

Consultations

The County Highway Authority - Given that the development would utilise the existing access to The Street consented under planning application 22/P/00998, Condition 1 has been worded accordingly, as the visibility plan was not submitted

as part of this planning application. Whilst the applicant has demonstrated in Drawing 23-J4333-103 that the proposed garages would be sufficiently sized to accommodate cycle storage, the applicant should demonstrate provision of a timed, three pin socket to provide charging facilities for e-bikes. It is not considered that the proposed development would result in a significant increase in vehicular trips on the surrounding highway network. The Highway Authority considers that the proposal would not have a material impact on highway safety.

West Horsley Parish Council - objects to the proposal on the following grounds:

- need for housing does not outweigh the harms and impact to the transitional edge of the village
- no biodiversity net gain shown
- concerns regarding dark skies
- proposed houses would be visible from the adjacent public footpath with some loss of the semi-rural character along the edge of the village

Thames Water - have been consulted on the planning application. Having reviewed the details, Thames Water have no comments to make at this time.

Council's Tree Officer - no objection, subject to the Arboricultural Method Statement and Tree Protection Plan being adhered to (conditioned)

Environmental Health Officer - has no environmental health concerns

Third party comments:

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

- scale and character not in keeping with neighbouring properties and surrounding area
- impact on habitats and biodiversity
- concerns regarding drainage/flooding
- proposed development is behind the established building line of The Street
- impact on village infrastructure
- traffic and access concerns
- noise disturbance/disruption during building works

- set a precedent for similar applications
- overdevelopment of the site
- loss of amenity and privacy
- proposed development is behind 164 with access through 168
- request that permitted development rights are not granted
- request for planning condition to replant with new trees in the event that bordering trees are felled
- loss of views

1 letter has been received supporting the proposal

Planning policies

The following policies are relevant to the determination of this application

National Planning Policy Framework (NPPF): (September 2023)

- 2. Achieving sustainable development
- 4. Decision making
- 5. Delivering a sufficient supply of homes
- 9. Promoting sustainable transport
- 11. Making effective use of land
- 12. Achieving well-designed places.
- 14. Meeting the challenge of climate change, flooding and coastal change
- 15. Conserving and enhancing the natural environment

South East Plan 2009:

NRM6Thames Basin Heath Special Protection Area

Guildford Borough Local Plan: Strategy and Sites 2015-2034

H1: Homes for all

P5: Thames Basin Heath Special Protection Area

D1: Place shaping

D2: Climate change, sustainable design, construction and energy

ID3: Sustainable transport for new development

ID4: Green and blue infrastructure

Guildford Borough Council: Development Management Policies (LPDMP) March 2023:

Guildford's Local Plan Development Management Policies (LPDMP) was adopted by the Council on 22 March 2023. This now forms part of the statutory development plan and the policies are given full weight.

Policy P6: Protecting Important Habitats and Species
Policy P7: Biodiversity in New Developments
Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness
Policy D5: Protection of Amenity and Provision of Amenity Space
Policy D8: Residential Infill Development
Policy D14: Sustainable and Low Impact Development
Policy D15: Climate Change Adaptation
Policy D16: Carbon Emissions from Buildings
Policy ID10: Parking Standards for New Development

Supplementary planning documents:

National:

National Design Guide 2021

Local:

Climate Change, Sustainable Design, Construction & Energy SPD 2020

Planning Contributions SPD 2017

Thames Basin Heaths Special Protection Area Avoidance Strategy 2017

Residential Design SPG 2004

Parking Standards for New Development SPD (March 2023)

West Horsley Neighbourhood Plan 2016-2033

WH2. Design management in the village settlement

WH3. Design management within rural areas

WH4. Housing mix

WH14. Biodiversity

WH15. Dark skies

Planning considerations

The main planning considerations in this case are:

- principle of development
- impact on the character and scale of the area
- impact on neighbouring amenity
- amenity and space standards
- highway and parking considerations
- impact on biodiversity and ecology
- impact on trees and vegetation
- impact on surface water flooding
- sustainability
- Thames Basin Heath Special Protection Area (TBHSPA) and Appropriate Assessment (AA)
- legal agreement requirements

Principle of development

The application site is within West Horsley. The NPPF identifies that only villages whose open character makes an important contribution to the openness of the Green Belt should be included within the Green Belt. As such, West Horsley has been assessed against this under the LPSS 2015 - 2034 and has been inset from the Green Belt. The application site also falls within the Identified Settlement Boundary. Therefore, given the established principle that West Horsley does not contribute to the openness of the Green Belt and as such, has been inset from it, it is not required to assess this application in regards to its impact on the Green Belt.

The SHMA 2015 and Addendum Report 2017 identifies a need for 20% four bedroom open market homes of which this development would contribute to. Further, the NPPF Part 5 requires the delivery of a sufficient supply of homes, of which this development would contribute to. Therefore, it is considered that the principle of development within the application site for the erection of two new dwellings is appropriate, subject to further planning considerations.

Impact on the character and scale of the area

Para 130 of the NPPF stipulates that developments:

- a) “will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development”;
- b) “are visually attractive as a result of good architecture, layout and appropriate and effective landscaping”;
- c) “are sympathetic to local character and history, including the surrounding built environment and landscape setting”;

- d) “establish a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit”;

Policy 4.5.12 (Policy D1 of the 2019 Local Plan) requires "assessment of the design of new development to ensure that it provides a positive benefit in terms of landscape and townscape character, and enhances local distinctiveness.... to protect, conserve and enhance the landscape character of the Borough”.

The site lies on the edge of the settlement of West Horsley, with countryside to the east. Policy WH2(i) of the West Horsley Neighbourhood Plan states: 'Where adjoining the boundaries of the built-up area of the village, the emphasis will be on the provision of housing types and built forms that help maintain an appropriate transitional edge to the village and maintain local character and countryside views;'

The proposal is for two detached two-storey dwellings each providing four bedrooms.

The existing dwellings surrounding the site consist of relatively modest two storey detached dwellings on spacious plots. There are existing mature trees and hedging on the site boundaries.

Properties along this part of The Street, on the eastern side of the road, predominantly comprise of detached dwellings on spacious plots in a line of ribbon development fronting the road, with the ends of their long rear gardens, largely free from development, backing onto the countryside edge. This provides an open and spacious character and a gentle transition between the edge of the village and the countryside beyond.

The proposed dwellings would sit comfortably within the plots, sited towards the western boundary and maintaining large rear gardens that bound the adjacent

countryside to the east. They would be positioned broadly centrally across the width of the plots, maintaining sufficient separation between each adjacent side boundary. The dwellings would not be dissimilar in overall built form to the surrounding buildings or be of an overly large scale. A single detached garage is proposed for each dwelling sited to the western elevations of the dwellings. Their scale would be in-keeping with existing detached garaging within the surrounding area.

The proposal would be sited behind 164 and 168 The Street's rear gardens. As mentioned, the pattern of development along The Street consists of dwellings in a ribbon pattern with frontages onto the highway. However, there are examples within the area (No.170 The Street, La Concha and the recently consented dwelling under 22/P/00998), of dwellings set further back behind the rear elevations of neighbouring properties. The proposed dwellings rear elevations would sit in line with La Concha to the south-east and approved dwelling 22/P/00998 to the north-west. Given the orientation of the proposed dwellings, the already approved dwelling, and La Concha, these would result in an informal building line being formed and as such, the proposed dwellings would sit within that so as to not appear incongruous within the surrounding context of dwellings.

Given that the development would only consist of two dwellings of an appropriate scale that would maintain significant rear gardens with a natural transition to the surrounding countryside, it is not considered that this development would be inappropriate. The development would not extend significantly behind the established pattern of development and as such, would maintain sufficient views of the natural landscape whilst not appearing overly dominant at the rear of the existing dwellings. In this regard, the development would provide an appropriate transitional edge to the village and therefore, would maintain local character and countryside views.

The proposed dwellings would utilise traditional styling and materials, incorporating pitched roofs and some modern architectural detailing. In this regard, the dwellings would not appear out-of-keeping with the character of the area and the design would be of a sympathetic nature that would not cause harm to the surrounding village or contrast too starkly to the established dwellings along The Street.

Primarily through the reduction in the number of dwellings and appropriate siting

of the proposed dwellings, this development has overcome the concerns raised within the previously refused application 21/P/00182 in regards to its impact on character and scale. As mentioned, the dwellings would maintain a transitional edge to the village, sited in an appropriate location as to not appear out of keeping with the surrounding residential development. As such, the case officer has visited the site and is satisfied that the scale of the development is in keeping with the surrounding area and the design would not detract from the character of the surrounding area and therefore accords with Part 12 of the NPPF (2023), Policy D1 of LPSS 2015 - 2034, Policy D4 of the Guildford Borough Council: Development Management Policies (LPDMP) March 2023, and WH2 of the West Horsley Neighbourhood Plan.

Policy D8 of the LPDMP states that residential infill development should integrate well with surrounding development and respond positively to the existing character and identity of the local area. As outlined above, the development would achieve this and as such, the proposal would comply with Policy D8 of the LPDMP.

Impact on neighbouring amenity

The units would maintain a minimum separation distance of 8.4m and 17.1m to the consented dwelling (ref 22/P/00998) and La Concha respectively. Given this significant separation and that the dwellings would not be of an overly large scale, there would not be an adverse loss of light, overshadowing or an unacceptable overbearing impact to either of the neighbouring dwellings.

A number of first floor windows are proposed on the side elevations of the new dwellings both facing towards the neighbouring buildings and each other; these would all serve either en-suites or bathrooms. To prevent any issues of loss of privacy/overlooking, a condition is recommended ensuring that these windows are obscure-glazed and non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the rooms in which the windows are installed.

Owing to the proposed dwellings positioning to the rear of No's.164 and 168, there would be first floor windows on the front elevations of the proposed dwellings that would face the rear gardens of both these properties. However, given the significant separation between the rear elevations of No's.164 and 168 and the front elevations of the proposed dwellings, it is not considered these would cause harmful overlooking that would negatively impact the amenity space of these dwellings.

The proposed driveway (already approved for the 22/P/00998 new dwelling) would run between No.168 and No.164. The proposed driveway would be bounded by hedging and vegetation on both boundaries. This would provide adequate protection from the potential noise impacts and light pollution from headlights with cars travelling between the two dwellings as to not cause harm to the neighbouring amenity of either adjacent dwelling. Further, given this development is limited to two dwellings, there would not be a significant generation of traffic that would cause concern given the positioning of the driveway.

Amenity and space standards

Policy H1(3) of the LPSS requires all new development to conform to the nationally described space standards as set out by the Ministry for Housing, Communities and Local Govt (MHCLG). The application proposes the creation of two four bedroom dwellings. The internal floor areas significantly exceed the minimum requirement for such dwellings set out in the nationally described space standards. The space standards set out further requirements in terms of bedroom sizes and dimensions and it is found that the dwellings also meet with these requirements.

The proposed garden areas would be adequate in terms of outdoor amenity space with rear gardens measuring at least 42m in length.

Highway and parking considerations

The Council's Maximum Parking Standards require dwellings of more than three bedrooms to provide two vehicle parking spaces. There would be sufficient space to the front of the dwellings and within the external garages to provide at least two off-street car parking spaces in line with the Council's requirements.

The CHA has no objection to the application, subject to recommended conditions

and informatives. It is not considered that the proposed development would result in a significant increase in vehicular trips on the surrounding highway network.

In order to promote sustainable transport and to reduce carbon emissions, if the application is approved, conditions will be added to ensure the provision of a suitable electric vehicle charging points and covered parking for bicycles with the provision of a charging point for e-bikes, as recommended by the County Highway Authority.

Impact on biodiversity and ecology

LPSS Policy ID4 sets out the Council will seek to maintain, conserve and enhance biodiversity and will seek opportunities for habitat restoration and creation, while new development should aim to deliver gains in biodiversity where appropriate.

The site is a rectangular plot of paddock land. There are no existing buildings to be demolished as part of the proposals.

In regards to Biodiversity Gain, the submitted Design and Access Statement mentions that logs from felled trees have already been set aside to create log piles in various locations and where possible bird boxes and bat boxes would be mounted on trees. Biodiversity enhancement measures could be secured by condition. Subject to condition, it is considered that the proposal would not have an adverse impact on ecology and biodiversity.

Considering the above, the proposal would not have any significant adverse effects on biodiversity and does not conflict with LPSS policy ID4, subject to necessary conditions.

Impact on trees and vegetation

There are several mature trees on all boundaries of the site.

An Arboricultural Method Statement has been submitted with the application which includes details of the proposed measures for protecting the trees during the course of development.

The Council's Tree Officer has assessed the proposal and no objection is raised subject to a condition ensuring the development is carried out in accordance with the arboricultural method statement and tree protection plan.

Impact on surface water flooding

The site is located within Flood Zone 1 and is below the site area threshold for requiring a Flood Risk Assessment.

Although there have been concerns raised by third parties in respect to drainage/flooding, given the application site is not within Flood Zone 2 or 3 and is not in an identified area at risk of surface water flooding, it would not be reasonable to impose requirements on surface water flooding.

Sustainability

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

Policy D2 of the LPSS is the Council's policy to require new development to take sustainable design and construction principles into account, including by adapting to climate change, and reducing carbon emissions and is supported by the Climate Change, Sustainable Design, Construction and Energy SPD 2020. Policies D14 - D16 of the LPDMP set out a number of sustainable development requirements, including how a 'fabric first' approach would be taken, how embodied carbon emissions would be reduced, what energy efficiencies would be used, what water efficiencies would be used and how the building would respond to climate change and overheating. The Applicant has submitted a completed Climate Change, Energy and Sustainable Development Questionnaire, which sets out the following proposed measures:

- Timber pallets will be re-used on site and packaging will be returned to the supplier.

- materials will be sourced locally where appropriate. The design features clay roofs and tile hanging which can be sourced locally.
- Materials will be, as far as possible, environmentally friendly.
- A waste separation and disposal policy will be operational for the duration of the site construction
- All timber will be FSC certified.
- To minimise heat loss from the proposed dwellings and to maximise the efficiency, the proposal will incorporate the following: Insulated roofs, walls and floors, double glazed windows, ventilation incorporated into the design to avoid condensation, energy efficient lighting, natural daylight to all habitable rooms
- The proposal has been designed to potentially accommodate any of the following: Air source heat pumps and/or solar thermal panels where appropriate, heat recovery system, under floor heating
- The development will include the use of rainwater harvesting via the provision of water butts and will also include internal restricting devices such as flow restrictors on taps and dual flush toilets to achieve water usage per person of 110 litres a day.
- Car Charging Infrastructure: Adequate infrastructure for electric vehicle (EV) charging will be provided within the development. This encourages the use of EVs, promoting cleaner modes of transportation and reducing the carbon footprint associated with conventional vehicles
- Building orientation, window placements, and materials will be selected to maintain comfortable indoor temperatures even during heatwaves. This includes the incorporation of natural ventilation strategies and shading elements to prevent overheating.

The climate change questionnaire outlines a number of measures that would positively contribute to greater sustainability of the development. In order to achieve the purpose of Policies D2 of the LPSS and Policies D14 - D16, conditions would be imposed (should permission be granted) requiring a minimum water efficiency standard of 110 litres per occupant per day, the provision of a charging point for e-bikes and the installation of an EV charging point and for details of the embodied carbon of materials. It is considered acceptable to not impose a condition requiring a minimum TER reduction as the Building Regulations are currently more onerous than Local Plan standards. Imposing a condition requiring this would therefore not be efficient or necessary. Subject to the imposition of these conditions, the proposal would comply with Policy D2 of the LPSS and Policies D14 - D16 of the LPDMP.

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

The proposed development may adversely impact the TBHSPA due to the net increase in residential units at the site. The Council's adopted TBHSPA Avoidance Strategy 2017 requires a SANG contribution and a Strategic Access Management and Monitoring (SAMM) contribution to avoid any adverse impact in line with the tariff within the annual updating of off-site contributions document. The Council's adopted TBHSPA Avoidance Strategy 2017 requires a SANG contribution of £19,423.08 and a SAMM contribution of £2587.18 to avoid any adverse impact in line with the tariff within the annual updating of off-site contributions document.

Legal agreement requirements

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

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

As the application would result in the net gain of two new residential units, in order for the development to be acceptable in planning terms, a S106 agreement is required as part of any subsequent planning approval to secure a financial contribution towards a SANG and SAMM, in line with the Guildford Borough Council TBHSPA Avoidance Strategy 2017. This strategy has been formally adopted by the Council. In line with this strategy and the requirements of Regulation 63 of the Habitats Regulations 2017, a S106 agreement is required to ensure that the additional residential units proposed by this development would not have any likely significant effect on the TBHSPA. The contributions are required to improve existing SANGS and ensure they are maintained in perpetuity; the SANGS is existing infrastructure which is to be improved to ensure that they have suitable capacity to mitigate the impact of the residential development. In conclusion, the Council is of the opinion that the legal agreement would meet the three tests set out above.

Conclusion

The Council has conducted a full assessment of all the relevant material

considerations against local and national planning policy and has concluded that full planning permission should be granted. The application would be within a sustainable location where the principle of housing is appropriate. Whilst it would be sited to the rear of existing dwellings, considering the siting and location of other surrounding existing dwellings, it would not represent harmful backland development. The design and scale would be of an in-keeping nature and it would provide adequate amenity and domestic facilities, with an appropriate approach to sustainability, bio-diversity and flooding. The development would not result in an adverse impact to the surrounding highways safety. Mitigation could be secured for the impact on the SPA via S106. As such, this application is recommended for approval.