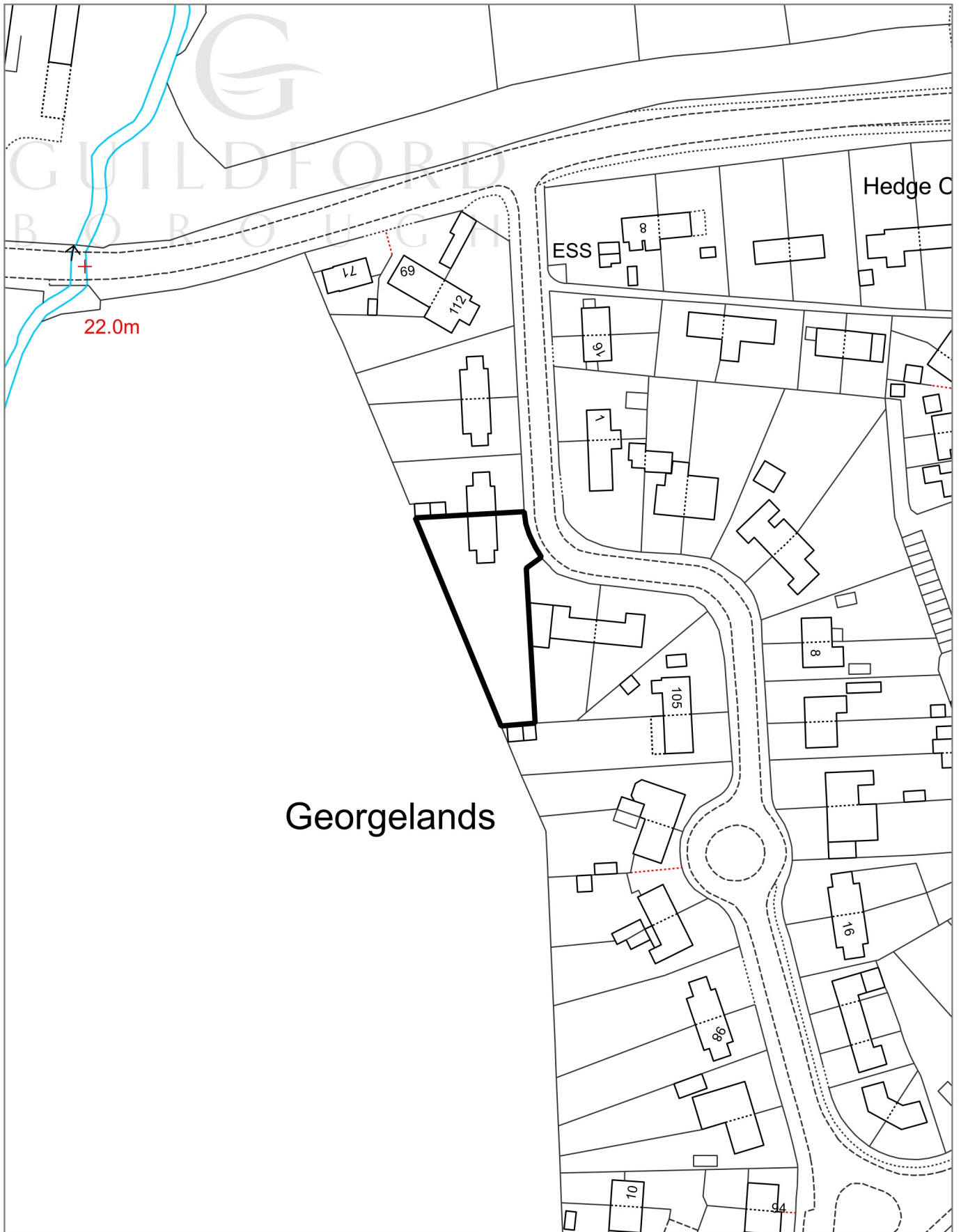


23/P/01668 - 108 Georgelands, Ripley, Woking



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Print Date: 12/12/2023



Not to Scale



GUILD FORD
BOROUGH

23/P/01668 108 Georgelands, Ripley



Not to scale

App No: 23/P/01668

8 Wk 02/02/2024

Deadline:

Appn Type: Full Application

Case Officer: Carolyn Preskett

Parish: Ripley

Ward: Send & Lovelace

Agent : Mr Long

Applicant: Mr Parsons

ERMC Limited

Guildford Borough Council

Granary Court

Guildford Borough Council

128 Pyle Street

Millmead House

Newport

Guildford

PO30 1JW

GU2 4BB

Location: 108 Georgelands, Ripley, Woking, GU23 6DQ

Proposal: Proposed erection of one residential dwelling

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because the application has been made by Guildford Borough Council.

Key information

The proposed development is for a three bedroom detached property on a vacant plot of land that was formerly garden area to the host property 108 Georgelands. The site lies within an area inset from the Green Belt within the settlement boundary of Ripley.

The proposed dwelling would be two storey and would utilise the existing access.

Summary of considerations and constraints

The site lies within an area inset from the Green Belt where the principle of development is acceptable.

The proposed development for one new dwelling is considered to be in keeping with the scale and character of the surrounding area. The proposed dwelling would provide an affordable housing unit. The proposed dwelling would have an

acceptable relationship with neighbouring properties. The County Highway Authority have raised no objections subject to the imposition of suitable conditions.

The recommendation is for approval subject to a statement of intent from the Council that would secure the appropriate SANG and SAMM mitigation payments in relation to the Thames Basin Heath Special Protection Area.

RECOMMENDATION:

Subject to the provision of a Statement of Intent by the Council to make provision for SANG and SAMM contributions, 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: 0011 REV P1; 0012 REV P1; 0013 REV P1 and 0001 REV P2 received 5 October 2023 and 0002 REV P3 received 13 October 2023.

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

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

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

4. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans 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 the National Planning Policy Framework 2023.

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

Reason: 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 the National Planning Policy Framework 2023 .

6. 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 for e-bikes by said facilities have been provided within the development site in accordance with a scheme to be submitted to 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 the National Planning Policy Framework 2023.

7. No development shall take place until an Arboricultural Method Statement (detailing all aspects of construction and staging of works) and a Tree Protection Plan in accordance with British Standard 5837:2005 (or any later revised standard) has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit, without the prior written consent of the local planning authority. The fencing 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.

8. No development shall commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority that demonstrates how waste generated from construction and excavation activities would be dealt with in accordance with the waste hierarchy. The Site Waste Management Plan will subsequently be kept up-to-date throughout the development process in accordance with the

established methodology.

Reason: To ensure that the development takes waste hierarchy into account to manage waste. It is considered necessary for this to be a pre-commencement condition because waste will begin to be generated as soon as any development commences on the site.

9. Prior to the commencement of development, a SAP output document shall be submitted to and approved in writing by the Local Planning Authority. This shall demonstrate the Dwelling Fabric Energy Efficiency (DFEE) value is at least 10% lower than the Target Fabric Energy Efficiency (TFEE) value set by Building Regulations. 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 energy efficiency in accordance with the Council's 'Climate Change, Sustainable Design, Construction and Energy' SPD 2020.

10. 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.

11. No development above slab level shall take place until a scheme to enhance the nature conservation interest of the site has been submitted to and agreed in writing by the local planning authority. The scheme shall be implemented in full prior to the occupation of the development hereby approved.

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

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.

- In this case pre-application advice was sought and provided which addressed potential issues, the application has been submitted in accordance with that advice and no further issues have arisen.
3. 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 <https://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs>

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 2023. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
5. 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.
6. 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 site comprises an area of vacant land which was formerly part of the garden area of 108 Georgelands, a two storey semi detached dwelling house located on the western side of the road, approximately 85 m south of its junction with the B367 Newark Lane. The site has an area of 630 sqm. It lies alongside the western side boundary of 107 Georgelands. The site has a short frontage to Georgelands which accommodates a vehicle access which leads onto a short length of concrete driveway. The site is generally flat, is laid to grass and contains a mature tree in the southern part.

The surrounding area is residential in character, featuring mostly two storey semi detached dwellings of a similar scale and design. The application site is located within the settlement boundary of Ripley.

The site lies within the 400m - 5km buffer zone of the Thames Basin Heaths SPA.

Proposal.

Planning permission is sought for the erection of a detached two storey dwelling. This would be set back from the road frontage by approximately 15 m and would be accessed via the existing vehicular access track. This would be extended southwards into the site to provide a hard paved forecourt for the proposed dwelling with 2 parking spaces. The northern arm of the access would be used as off-street parking for the neighbouring property at 108 Georgelands.

The proposed dwelling would contain 3 bedrooms and would be of a traditional design with brick elevations and a tiled roof. The side and rear roof slopes would also accommodate solar panels. It would be provided with a private rear garden extending to the southern boundary of the site.

Relevant planning history.

Reference	Description:	Decision Summary:	Appeal:
: 20/P/0136 4	Removal of existing timber cladding, strengthening of the external walls including repairs to the timber frame and introduction of new insulated render facade system. Replacement of existing fascias and soffits with white Upvc and black rainwater goods. Replacement of timber framed windows and doors with white Upvc double glazed windows and doors which utilise the existing openings.	Approve 24/09/2020	N/A

Consultations.Statutory consultees

County Highway Authority: Recommend conditions

Natural England: Standing Advice

Thames Water: No comments to make

Internal consultees

Head of Environmental Health and Licensing: No objections

Ripley Parish Council: Objection on the following grounds

- increase in number of bedrooms should be mirrored with an increase in number of parking spaces available as set out in the Lovelace Neighbourhood Plan
- bin and cycle storage should be considered in line with LNPH3:P and LNP14:J
- Ripley Parish Council would support the application if the issues raised could be addressed.

Third party comments:

One letter has been received from an immediate neighbour stating they are supportive of the general principle of a new dwelling but wishes to make the following points:

- this is not a vacant plot of unused land
- this land has always been used as garden for 108 Georgelands
- the plot is located between 108 and 107 Georgelands
- the application makes mention of not wishing to encourage backyard development and this is what it is.
- neighbour has submitted a similar application
- states they have not been notified. (Officer note: A site notice was put up by the Case Officer at the site on 25 October 2023.)

Planning policies.**National Planning Policy Framework 2023 (NPPF)**

Chapter 2: Achieving sustainable development

Chapter 5. Delivering a sufficient supply of homes

Chapter 6. Building a strong, competitive economy

Chapter 5: Delivering a sufficient supply of homes

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

South East Plan 2009

NRM6Thames Basin Heath Special Protection Area.

Local Plan: Strategy and Site (LPSS) 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.

H1 Homes for All

D1 Place Shaping

P5 Thames Basin Heaths Special Protection Area

D2 Climate change, sustainable design, construction and energy

ID1 Infrastructure and delivery

Local Plan Development Management Policies 2023 :

Guildford's Local Plan Development Management Policies (LPDMP) was adopted on 22 March 2023 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 D7: Public Realm
Policy D11: Noise Impacts
Policy D12: Light Impacts and Dark Skies
Policy D14: Sustainable and Low Impact Development
Policy ID10 Parking Standards

Lovelace Neighbourhood Plan 2021

Policy LNPH1: Suitability of Development Sites
Policy LNPH3: Housing Design and Density
Policy LNPEN2: Biodiversity and Natural Habitats
Policy LNPI4: Parking

Supplementary planning documents:

Residential Design Guide SPD 2004

Climate Change, Sustainable Design, Construction and Energy SPD (2020)

Parking Standards for New Development Supplementary Planning Document March 2023

Thames Basin Heaths Special Protection Area Avoidance Strategy, 2017.

National Design Guide, 2019.

Planning Contributions SPD 2017

Planning considerations.

The main planning considerations in this case are:

- the principle of development
- the impact on the character of the area
- the impact on neighbouring amenity
- living environment
- highway/parking considerations

- impact on trees and vegetation
- sustainability
- biodiversity
- Thames Basin Heath Special Protection Area
- Legal agreement requirements

The Principle of Development

The site is located in an area inset from the Green Belt, within a settlement boundary. Policy H1 of the Local Plan: sites and strategies 2015-2034 allows for limited infilling within the identified settlement boundaries. Policy LNPH1 of the Lovelace Neighbourhood Plan echoes this requiring development to be within the existing settlement boundaries or infill sites. As such the erection of residential development on the site is considered acceptable.

The proposal would provide an affordable housing unit.

The impact on the character of the area

The site is located within a residential area and as such the erection of a single residential dwelling would not be out of character. The proposed dwelling would be a detached dwelling and as such would not respect the established semi-detached and terraced properties within the immediate area, however this would not in itself be harmful to the character of the area.

Policy LNPH3: Housing Design and Density requires the density of new residential development to be between 20-40 dwellings per hectare. The proposed development of a new dwelling would result in a density of approximately 18 dwellings per hectare, and as such in terms of density is acceptable on balance taking into consideration the constraints of the site. Due to its corner location, it is difficult to successfully sub-divide the site due to the narrowing width of the plot as you go back into the site.

The position of the proposed dwelling on the site would address the bend in the road and although set further back from the road would provide a natural transition between the two immediate neighbours.

The proposed dwelling would be of a comparable scale with its immediate neighbours and the proposed gable design on the front elevation would reference the existing roof form of the neighbour at 107 Georgelands. The surrounding area

is traditional in terms of the form, architecture and materials of the existing dwellings and the proposed dwelling would comply with the established character of the area.

The position of the parking spaces proposed for the host dwelling and the proposed dwelling are considered acceptable being closely associated with the dwellings they would serve and would enable the landscaped front garden to be retained / enhanced.

As such the proposals are found to be in accordance with Policy D1 of the LPSS 2019 and Policies D4 and D7 of the LPDMP 2023.

The impact on neighbouring amenity

The properties most affected by the proposals are the host dwelling 108 Georgelands and the immediate neighbours 107 Georgelands.

Secondary windows at ground floor level to the kitchen/dining area and the living room would face the side elevation of the neighbouring property at an oblique angle . No windows are proposed at first floor level on this northern elevation. On the southern elevation facing at an oblique angle the rear of the host dwelling there would be a wc window and a secondary kitchen window at ground floor level and a landing window at first floor level. The front facing windows have also been positioned to minimise any overlooking. Any perceived overlooking would be at an oblique angle. Due to separation distances and the position of the windows there is considered to be no adverse impact on neighbouring dwellings in terms of adverse overlooking.

There would be no adverse impact on neighbouring amenity in terms of loss of light or overbearance due to the separation distances between the proposed dwelling and neighbouring properties.

As such the proposals are considered to be in accordance with Policy D5 of the LPDMP 2023.

Living environment

Policy D1 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 construction of 1x3 bedroom,

two storey, dwelling. The standard requires 93 square metres of floor area for a 3 bedroom, 2 storey, 5 person, dwelling. The proposal would deliver a dwelling with approximately 130 sq m which exceed the standards.

The standard also sets out dimensional requirements in respect of bedroom sizes, double bedrooms must be at least 11.5 square metres in area and one double must be at least 2.75 metres wide with every other double at least 2.55 metres wide. Single bedrooms must be at least 7.5 square metres in floor area and at least 2.15 metres wide. The proposed dwelling would provide two double bedrooms with each complying with the minimum dimensional requirements of 11.5 sq m for a double bedroom and a single bedroom of 7.7 sqm.

The floor plans for bedrooms 1,2, and 3 and the ground floor living accommodation show appropriate room sizes for their intended use and adequate outlook. The proposed garden area would be adequate in terms of outdoor amenity space.

The proposal is thus found to be acceptable in this regard.

Highway/ Parking considerations

The proposed development has been considered by the County Highway Authority who have assessed the application on safety, capacity and policy grounds. The proposal would utilise the existing access. It is not considered that the proposed development would result in a significant increase in vehicular trips on the surrounding highway network. The County Highway Authority have recommended conditions relating to Electric Vehicle Charging Points , secure and covered parking for bicycles and provision of e bike charging and the parking laid out in accordance with the approved plans. Subject to the imposition of these conditions the County Highway Authority have no objections.

The proposed development would retain two parking spaces for the existing dwelling and two parking spaces for the proposed dwelling and would utilise the existing access.

Policy LNP14 of the Lovelace Neighbourhood Plan the minimum parking standards required are:

2 bedroom dwelling: 2 car spaces

3 bedroom or larger dwelling: 3 car spaces

In the consideration of the proposed parking a recent appeal decision at White Horse Yard APP/Y3615/W/22/3306706 (20/P/01057) also located within the Lovelace Ward is considered relevant. The relevant paragraphs from this decision are paragraphs 16, 17 and 18.

Paragraph 16

"... Surrey County Council's parking guidelines are intended to provide an indication of what the Council considers to be the optimum level of parking generally. They make it clear that provision above or below those levels can be justified by specific local circumstances. This accords with the guidance set out in the National Planning Policy Framework (2019) ("the Framework") which advises that when setting local parking standards for residential development a number of matters should be taken into account. These include the accessibility of the development, the availability of and opportunities for public transport as well as local car ownership levels."

Paragraph 17

Whilst the LNP explains that local car ownership levels are quite high it is also clear that the proposed development would be located within easy walking distance of local facilities... there would be no severe impact on the highway network, and it has not raised any issues in relation to highway safety. In addition, there is no evidence that the shortfall in parking provision identified would result in high levels of illegal or inconsiderate parking either within the development site itself or the surrounding road network. I have no reason to conclude otherwise.

Paragraph 18

Accordingly, I am satisfied that the parking provision proposed would not compromise highway safety or have a detrimental impact on the character or amenity of the area. As such, whilst there is some conflict with Policy LNP14 of the LNP, I find no conflict with Policy ID3 of the Guildford LPSS, which would oppose those developments that would result in a level of parking on the public highway that adversely impacts on road safety or the movement of other road users. The later SCC Guidelines should prevail as it is more reflective of Government policy guidelines and in particular paragraph 111 of the Framework, which states that development should only be refused on transport grounds where the residual cumulative impact of the development can be considered 'severe', and that there should be a focus on sustainable modes of travel

as opposed to reliance on the private car."

In light of this decision and given the sustainable location of this application site close to the centre of Ripley, it is considered that two parking spaces for both the retained host dwelling and the proposed dwelling would be acceptable in this case. During the Case Officers site visit it was also observed that off street parking is available in close proximity to the application site. The County Highway Authority has raised no objections on safety grounds.

As such the proposals are considered to be in accordance with Policy ID3 of the LPSS 2019 and the provisions of the NPPF.

Impact on trees and vegetation

The application is accompanied by an Arboricultural Survey written by PJC Consultancy dated 16 August 2023. The Case Officer has discussed the application with the Council's Arboricultural Officer and subject to a pre commencement condition requesting an Arboricultural Method Statement and Tree Protection Plan has raised no objections to the proposals.

Sustainability

The relevant policy in relation to sustainability and energy is Chapter 14 of the NPPF, Policy D2 of the LPSS and Policies D15 and D16 of the LPDMP and the Climate Change, Sustainable Design, Construction and Energy SPD.

Policy D2 of the LPSS states that applications for development, including refurbishment, conversion and extensions to existing buildings should include information setting out how sustainable design and construction practice will be incorporated including... measures that enable sustainable lifestyles for the occupants of the buildings, including electric car charging points. All developments should be fit for purpose and remain so into the future. Planning applications must include adequate information to demonstrate and quantify how proposals comply with the energy requirements at paragraphs 5-10 of this policy.

Policy D15 states that development proposals are required to demonstrate how new buildings will be designed and constructed for the comfort, health, and wellbeing of current and future occupiers over the lifetime of the development, covering the full range of expected climate impacts and with particular regard to overheating. They must also incorporate passive heat control measures, and the

exclusion of conventional air conditioning in line with the cooling hierarchy. Development proposals are required to demonstrate adaptation for more frequent and severe rainfall events.

Policy D16 states that development proposals are strongly encourages to improve upon Part L of the Building Regulations.

The planning application is accompanied by a Climate Change and Sustainable Design Questionnaire. The submitted details confirm that:

- in relation to carbon emissions the DER would be lower than the TER with a reduction of 71.28%. A SAP output document submitted with the application verifies this.
- the proposal would be gas free using an Air Source Heat Pump in line with the energy hierarchy
- a fabric first approach has been pursued in line with the energy hierarchy
- low carbon options in the form of PV panels on the roof and an air source heat pump are proposed
- the information provided in relation to waste and resources is detailed and satisfactory including references to working in line with the waste hierarchy
- selection of materials given high performance rating using the BRE Green Guide would be prioritised. (A condition is recommended to secure embodied carbon)
- the siting of the dwelling has been considered to ensure the dwelling would benefit from glazing on all four elevations. Natural light and solar gains have been balanced against overheating
- internal and external residual and recyclable waste storage would be included
- water butts would be provided
- commitment to 110litres pppd (A suitable condition is recommended to ensure the standard can be achieved in practice)
- design would mitigate the risk of overheating through cross ventilation
- majority of the site would be soft landscaped including the planting of trees, SuDs may also be provided.

The proposal is therefore considered to be compliant with Chapter 14 of the NPPF, Policy D2 of the LPSS and policies D15 and D16 of the LPDMP.

Biodiversity

Policy ID4 of the LPSS and Policy P7 of the LPDMP require a net gain in biodiversity

to be achieved in connection with any new development.

There has been no ecological information provided. The proposal is for a new dwelling on a previously developed site which was formerly garden area to an existing dwelling. Given the small nature of the application it was not considered necessary to request an ecological report. However a net increase is a requirement under policy ID4 of the LPSS and Policy P7 of the LPDMP. Should the application be recommended for approval a condition would also be included to provide a scheme to enhance the nature conservation interest of the site to further promote a biodiversity net increase in accordance with these policies.

Thames Basin Heath Special Protection Area

The application site is located within 400m to 5km buffer zone of the Thames Basin Heaths. Natural England advise that new residential development in proximity of the protected site has the potential to significantly adversely impact on the integrity of the Thames Basin Heath through increased dog walking and an increase in recreational use. The application proposes a net increase of 1 residential units and as such has the potential, in combination with other development, to have a significant adverse impact on the protected site.

As part of the application process the Council has undertaken an Appropriate Assessment (AA), which concluded that the development would not affect the integrity of the European site either alone or in combination with other plans and projects in relation to additional impact pathways subject to the application meeting the mitigation measures set out in the TBHSPA Avoidance Strategy. Natural England (NE) has advised that it will not object to an Appropriate Assessment (AA) undertaken which concludes no adverse effects on the integrity of the TBHSPA due to measures being secured and required to be put in place through a legal agreement and accord with the provisions of the Development Plan and the adopted Guildford Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2017.

As the applicant is the Council itself, it is not possible for a section 106 legal agreement to be utilised as a mechanism for the delivery of the appropriate financial contributions for mitigation of the impact of the proposal on the Thames Basin Heath Special Protection Area. In these circumstances, a written Statement of Intent is required, in which the Council promises to act as if it had entered into a s106. Subject to the agreement of the Committee, this mechanism will be agreed

and completed following the Planning Committee, and subject to the delegated authority of the Head of Planning.

For these reasons the development meets the requirements of Regulation 61 of the Conservation of Habitats and Species Regulations 2010.

Legal agreement requirements

As the application would result in the net gain of 1 new residential units, in order for the development to be acceptable in planning terms, a Statement of Intent 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 Statement of Intent is required to ensure that the additional residential units proposed by this development would not have any likely significant effect on the TBHSPA. The level of financial contribution sought is required to be in line with the specific tariffs set out in the adopted Avoidance Strategy which relate to the number of residential units and number of bedrooms proposed.

Conclusion.

There is no objection to the principle of the development and the proposal would deliver a net increase of one new home in a sustainable location. The development would not harmfully affect the character or the appearance of the surrounding area and would not materially impact on the residential amenities currently enjoyed by the occupants of the surrounding properties. The development would not give rise to conditions prejudicial to highway safety and would not impact on the Thames Basin Heaths Special Protection Area. For these reasons it is concluded that planning permission should be granted subject to conditions.