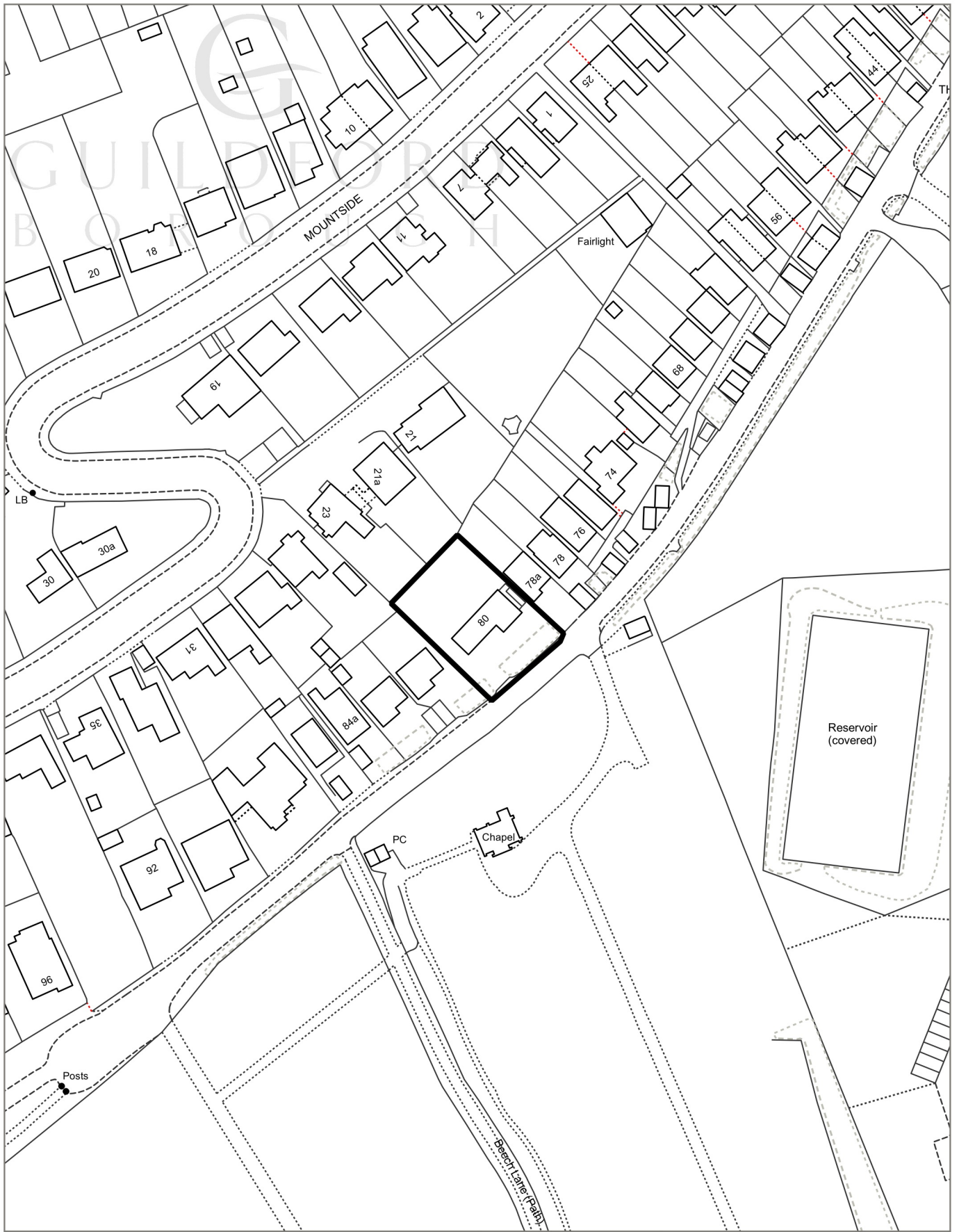


23/P/01085 - 80 The Mount, Guildford



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Print Date: 22/01/2024



Not to Scale



GUILDFORD
BOROUGH

23/P/01085 – 80 The Mount, Guildford



Not to scale

App No: 23/P/01085

8 Wk 05/02/2024

Deadline:

Appn Type: Full Application

Case Officer: Sakina Khanbhai

Parish: Onslow

Ward: Onslow

Agent : Mr P. Andrews
WvH Planning Ltd
Elmwood
High Park Avenue
East Horsley
Surrey
KT24 5DD

Applicant: Mr A. Prosser
t: 25 Austen Road
Guildford
GU1 3NP

Location: 80 The Mount, Guildford, GU2 4JB

Proposal: Erection of a detached two-storey dwelling following demolition of the existing dwelling and widening of the existing access.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because more than 10 letters of objection have been received, contrary to the Officer's recommendation.

Key information

Erection of a detached two-storey dwelling following demolition of the existing dwelling and widening of the existing access.

The proposal relates to the erection of a two storey timber framed HUF house following the demolition of the existing chalet bungalow. The replacement dwelling measures 14.8m in width by 10m depth with a ridge height of 7.32m. The proposals include works to the driveway to widen the access from the road.

Summary of considerations and constraints

The proposals would replace the existing dwelling for a four bedroom dwelling. The site is located within the Urban Area of Guildford and the surroundings comprise a mix of detached bungalows, chalet bungalows and two storey dwellings. On the opposite side of the road to the application site there is a cemetery and chapel. The plot slopes from road level (at the front of the site) up towards the rear of the plot.

The proposed replacement dwelling is of acceptable design, scale and would include suitable parking and amenity space. The proposed dwelling would be contemporary in design and would provide a modern, energy efficient dwelling.

No harm is identified with regards to the visual amenities of the area or to the amenities of neighbouring residents. Accordingly, planning permission is recommended subject to conditions.

RECOMMENDATION:

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: Location Plan, B1200G, B140B, B122G, B101E, B100N received on 23/06/23, 13/07/23 and 12/12/23.

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

3. The development hereby permitted shall be undertaken and

completed in accordance with the materials set out on the application form and on the approved drawings.

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

4. The development hereby approved shall not be occupied unless and until the proposed dwelling is provided with a fast charge socket (current minimum requirements - 7kw 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: To encourage the use of electric cars in order to reduce carbon emissions.

5. The proposed modified vehicular access to 80 The Mount hereby approved shall be constructed in accordance with the approved plans and thereafter shall be permanently maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with policy ID3 of the Guildford Borough Local Plan and the National Planning Policy Framework 2023.

6. No development including any works of demolition or preparation works prior to building operations shall take place on site until a Construction Transport Management Plan has been submitted to and approved in writing by the local planning authority. The approved statement shall be adhered to throughout the construction period and shall include: (a) parking for vehicles of site personnel, operatives and visitors (b) loading and unloading of plant and materials (c) storage of plant and materials used in constructing the development (d) measures to prevent the deposit of materials on the highway.

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

7. 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.

8. No development shall take place until details of the sustainability measures to be included in the development have been submitted to and approved in writing by the Local Planning Authority. These details shall demonstrate how the development would be efficient in the use of energy, water and materials in accordance with Sustainable Design and Construction Supplementary Planning Document (March 2011). The development shall thereafter be carried out in accordance with the approved details.

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

9. No development shall take place above slab level until full details, of both hard and 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.

10. The development should be carried out in accordance with the submitted Preliminary Ecological Assessment and Biodiversity Net Gain report prepared by Ecology & Habitat Management Ltd and the recommendations set out within Section 6.3 of this document.

Reason: To mitigate against the loss of existing biodiversity and nature habitats.

11. The first floor rear facing windows of the development hereby approved shall be glazed with obscure glass to Pilkington Glass Level three or equivalent and permanently fixed shut, unless the parts of the window/s 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. 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 not sought prior to submission and the application was acceptable as submitted.

2. 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
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 www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
4. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land

Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

5. The applicant is advised that a detailed design must be approved from Surrey County Council Structures Team before any works are carried out on any footway, footpath, carriageway, or verge.
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. 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.
8. 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 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.

9. 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 to which this application relates is located within the urban area of Guildford. The site is situated towards the upper end of The Mount, which is a steeply sloping road. The site comprises a detached chalet style bungalow with rooms within the roof. The dwelling forms part of a row of detached dwellings which follow a similar building line, set back and elevated position above the road, on the northern side of The Mount. The surroundings comprise a mix of detached bungalows, chalet bungalows and two storey dwellings. On the opposite side of the road to the application site there is a cemetery and chapel. The plot slopes from road level (at the front of the site) up towards the rear of the plot.

Proposal.

The proposal seeks permission for the erection of a timber framed two storey HUF house following the demolition of the existing chalet bungalow. The replacement

dwelling measures 14.8m in width by 10m depth with a ridge height of 7.32m. The proposals include works to the driveway to widen the access from the road.

The submitted Design, Access and Planning Statement outlines that the site is not within a Conservation Area and in an area which has varied style properties with a mix of detached bungalows, chalet bungalows and two storey house. The statement also refers to how the design has been revised from the previous withdrawn scheme with bedrooms being to the front of the property with the rooms to the rear being for two bathrooms and a storage area which would have obscure glazing. The statement also refers to the property being no wider than the existing dwelling, and only marginally taller than the existing dwelling. The design of the proposed dwelling differs from the withdrawn scheme in that the roof has been redesigned together with changes in the internal layout at first floor.

The applicant has also submitted a Sustainability report and assessment, Preliminary Ecological Assessment, Climate Change and Sustainability Questionnaire and a predicated Energy Statement in support of the application.

Relevant planning history.

22/P/01936 - Erection of a detached two-storey dwelling following demolition of existing dwelling and widening of the existing access – withdrawn.

Consultations.

Statutory consultees

County Highway Authority: No objection subject to conditions.

Thames Water: No comments to make.

Internal consultees

Environmental Health Officer: No objection.

Third party comments:

26 letters of objection have been received raising the following summarised objections and concerns:

- Out of character and scale with surrounding development

- Overlooking and loss of privacy
- Unduly large in scale and overbearing
- No justification for demolition of existing dwelling
- Overshadowing
- Increase in on-road parking
- Overdevelopment

Planning policies.

National Planning Policy Framework (NPPF)

Chapter 2: Achieving sustainable development

Chapter 5: Delivering a sufficient supply of homes

Chapter 8: Promoting healthy and safe communities

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-design places

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

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.

Policy S1: Presumption in favour of sustainable development

Policy H1: Homes for all

Policy D1: Place shaping

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

Policy ID4: Green and blue infrastructure

Guildford Borough Local Plan: Development Management Policies (LPDMP) 2023

Guildford's Local Plan Development Management Policies (LPDMP) was adopted by the Council on 22 March 2023. The Plan carries full weight as part of the Council's Development Plan.

Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness

Policy D5: Protection of Amenity and Provision of Amenity Space

Policy D14: Sustainable and Low Impact Development

Policy D15: Climate Change Adaptation

Policy ID10: Parking Standards

Policy P7: Biodiversity in New Developments

Supplementary planning documents:

Climate Change, Sustainable Design, Construction and Energy SPD 2020

Parking Standards for New Development 2023

Residential Design Guide 2004

Planning considerations.

The main planning considerations in this case are:

- the principle of development
- Design and the impact on the character of the area
- the impact on neighbouring amenity
- living conditions
- highways / parking considerations
- ecology
- sustainability

The principle of development

There is no objection to the principle of redevelopment. The principle of a replacement dwelling on this urban site is in accordance with the National Planning Policy Framework 2023 and the Guildford Borough Local Plan: Strategy and Sites (2015 - 2034).

Design and Impact on the character of the surrounding area

Paragraph 126 of the NPPF states that 'Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.' The PPG in its design guidance provides advice on the key points to take into account on design; these include being functional, adaptable, resilient design, distinctive in character, attractive and

encouraging ease of movement. The National Design Guide (NDG) also illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

Policy D1 of the LPSS sets out the Borough's vision, requiring all new development to achieve high quality design that responds to the distinctive character of the area in which it is set. The policy also details other key aspects of urban design, including the creation of safe, connected and efficient streets, a network of green spaces and public places, and that foster crime prevention, access, inclusion, and other factors designed to support healthy communities. Policy D4 of the LPDMP requires proposals to demonstrate how they achieve the ten characteristics of well-designed places as set out in the National Design Guide to ensure high quality design as well as requirements for respecting local distinctiveness.

The proposed development would replace the existing chalet bungalow on the site with a dwelling that is two storey. The ground floor incorporates an open plan layout with a kitchen/dining and living area, media room, WC, sauna and utility/plant room. The first floor includes three double bedrooms, a dressing room, storage area, en suite and bathroom. The proposed dwelling would be sited on the plot in the same location as the existing dwelling, overlapping the footprint of the existing dwelling and would be marginally narrower and taller than the existing dwelling. The proposal would require extensive excavation works to lower the profile of the replacement dwelling within the plot and to achieve a similar overall height when compared to the existing dwelling. The existing access would be widened, and the forecourt parking area would be retained.

The replacement dwelling is of contemporary design with a simplified gable front roof form which would have a relatively shallow pitch. . The replacement dwelling would be sited in a similar position as the existing dwelling but has a greater depth of approximately 2.3m. The increased depth of the dwelling would be broadly in line with the rear elevations of neighbouring dwellings and therefore its scale and siting within the plot would be in keeping with other dwellings within the area and the general pattern of development in the surrounding area. The development would not appear overly prominent when viewed from neighbouring properties given that its height is similar to existing due to the excavation works proposed.

The surrounding area is characterised by a mix of recently redeveloped houses over

a number of floors, chalet bungalows and bungalows. The properties are on an elevated position above the road due to significant changes in levels. Whilst acknowledged the proposed contemporary design of the dwelling is in stark contrast to the traditional style of the existing dwelling and neighbouring dwellings, this in itself does not constitute material harm to the character of the area. There are examples of dwellings of varying designs and finishes within the street scene and surrounding area. The proposed contemporary design, its scale and bulk would not appear overly dominant in the context of the surrounding area. The proposed development would appear in keeping with the character of the surrounding area and would add to the mix of styles and designs. In light of this, it is considered that the proposals would accord with the requirements of LPSS Policy D1 and LPDMP Policy D4.

The impact on neighbouring amenity

Paragraph 130(f) of the NPPF requires 'places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users'. These principles are included in policy D5 of the LPDMP which protects from unneighbourly development.

23 and 21a Mountside

The application site backs on to the rear gardens and elevations of 23 and 21a Mountside. The proposed dwelling includes the installation of large glazed windows on the rear elevation of the dwelling. The increase in glazing is significant when compared to the existing dwelling which has a small rear facing dormer window. The proposal therefore raises some concern over overlooking and the loss of privacy to the properties to the rear of the site 23 and 21a Mountside. The proposed first floor layout of the dwelling provides only non-habitable rooms (bathrooms and storage/dressing rooms) at the rear and therefore application proposes obscure glazing to mitigate the potential for overlooking towards the rear, which can be secured by condition. In addition, a back to back separation distance of approximately 30.7m to No.21 Mountside and 29m gap to No.23 Mountside would be retained. The separation distances combined with the obscure glazing is considered to be such that unacceptable overlooking or loss of privacy would not occur. Furthermore, the existing boundary treatment would screen part of the development from view from properties to the rear. The

proposal would not harm the properties to the rear in terms of overlooking and loss of privacy due to the above reasons.

Concerns have been raised about potential light pollution/ light spillage due to the increase in glazing. Given the separation distances to neighbouring properties to the rear, and the fact that the site is within an urban area it is not considered the proposal would result in a loss to neighbouring amenity in this regard.

82 and 78a The Mount

The width of the replacement dwelling is less than the existing and the height of the building would be only marginally taller than the existing dwelling. The development would not be excessively prominent and it would not have a significant projection beyond the rear elevations of either neighbouring dwellings. The new dwelling would be in line with No.82's rear elevation and would project less than 1m beyond the rear elevation of 78a. The replacement dwelling would not encroach the 45 degree line to either adjacent properties and therefore the development would not give rise to any concerns in respect of overshadowing and loss of light. Generous separation distances would be retained to both side boundaries and therefore the proposal would not have an overbearing impact.

Accordingly, it is considered that the proposals would accord with the provisions of LPDMP Policy D5.

National Design Standards and Living conditions

Policies H1 and D1 of the LPSS requires that all new developments have regard to and perform positively against the recommendations set out in the latest Building for Life guidance and conform to the nationally described space standards as set out by the Ministry of Housing, Communities and Local Government (MHCLG).

The proposed new dwelling would have a floor area of 246sqm which would exceed the minimum requirements of the nationally described space standards for a 4 bedroom, 8 persons dwelling. Bedroom sizes would be in excess of 11.5 sqm and wider than 2.75 sqm. All habitable room windows would have adequate access to daylight and outlook. Externally the proposed dwelling would have access to

outdoor amenity space.

It is concluded that the development proposal would not give rise to unacceptable impacts on the living conditions of future occupiers of the development. For these reasons the development complies with the objectives of policy H1 and D1 of the LPSS, D5 of the LPDMP, the National Design Guide (NDG) and NPPF.

Ecology and biodiversity

The application is accompanied by a Preliminary Ecological Assessment and Biodiversity New Gain report prepared by Ecology and Habitat Management Ltd. The reports state there would be a negligible and low potential for the site to support protected species.

However, notwithstanding the above, it is recommended that a precautionary approach to works be undertaken. It is therefore advised that if the permission were to be approved, the Applicant should proceed in line with the recommendations and enhancements set out within Section 6.3 of the Preliminary Ecological Assessment and Biodiversity Net Gain report to include matters of avoidance and mitigation, lighting and enhancements.

The application is supported by a biodiversity net gain assessment in accordance with the requirements of Policy P7 of the LPDMP which requires a 20% net gain from all new developments. The proposal would achieve a 20% net gain in biodiversity habitats by the addition of new trees around the sites. These habitats would provide an ecological benefit on the site. However, it is not considered necessary to impose a condition requiring 20% biodiversity net gain given that this legislation has not become mandatory as part of the Environment Act (2022).

Overall, the proposed development would comply with Policy ID4 of the LPSS and Policy P7 of the LPDMP.

Sustainability

In order for the development to comply with the Council's Sustainable Design, Construction and Energy SPD 2020, the development would need to include water efficiency measures.

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 sustainability questionnaire, predicted energy statement, a building performance specification, confirming the efficient use of materials, waste minimisation and reuse of any materials. High standards of insulation will be added to the replacement building, and low energy fixtures and fittings will be used, including triple glazing, an air source heat pump and Solar PV panels. The Applicant was asked to expand on the proposed sustainability measures including justification as to why the existing building could not be retrofitted, refurbished and/or extended and to demonstrate the embodied carbon emissions have been minimised, taking in to account embodied carbon emissions. In response, the Applicant submitted a sustainability report and assessment which confirms the Huf House design of the dwelling provides a 'fabric first' approach would be a significantly more energy efficient and sustainable development than the existing dwelling. The supporting information provided suggests that whilst several changes could be made to the existing dwelling to improve its energy efficiency, if implemented the existing dwelling would not perform as well as the proposed new dwelling. The proposed replacement dwelling would provide an overall 96% reduction in CO2 emissions. Overall, the proposed dwelling provides sufficient improvements in fabric efficiency, carbon emissions and energy efficiency which would weigh in favour of the demolition of the existing dwelling.

Overall, the proposal would comply with Policy D2 of the LPSS and Policies D14 - D16 of the LPDMP.

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 and subject to the imposition of conditions relating to the access, parking, construction transport management, electric vehicle car charging points and cycle storage, they have raised no objections

Conclusion.

Planning permission is sought for the replacement of the existing dwelling for a two storey four bedroom dwelling.

The proposal would not result in an unacceptable impact on the character of the area and the proposal would not have an unacceptable adverse impact on neighbouring amenity, or on highway safety.

Subject to conditions, the proposed development would include appropriate sustainability and biodiversity measures to comply with the relevant policies.

The proposal would therefore represent development that is consistent with the relevant national and local policies.