

PLANNING COMMITTEE

* Councillor Fiona White (Chairman)
Councillor Colin Cross (Vice-Chairman)

* Councillor Jon Askew
Councillor Christopher Barrass
* Councillor David Bilbé
* Councillor Chris Blow
* Councillor Ruth Brothwell
* Councillor Angela Goodwin

* Councillor Angela Gunning
* Councillor Liz Hogger
* The Mayor, Councillor Marsha Moseley
* Councillor Ramsey Nagaty
* Councillor Maddy Redpath
* Councillor Pauline Searle
* Councillor Paul Spooner

*Present

Councillors Joss Bigmore, George Potter, John Redpath and John Rigg, were also in attendance.

PL1 APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTE MEMBERS

Apologies for absence were received from Councillors Chris Barrass and Colin Cross. Councillors Tim Anderson and Tony Rooth attended as substitutes for Councillors Chris Barrass and Colin Cross respectively.

PL2 LOCAL CODE OF CONDUCT - DISCLOSABLE PECUNIARY INTERESTS

No disclosable pecuniary interests were declared.

20/P/02173 – Land at Burpham Court Farm, Clay Lane, Guildford, GU4 7NA and 20/P/02155 – Weyside Urban Village (Slyfield Regeneration Programme), Slyfield Green, Guildford, GU1

Councillor Fiona White declared a non-pecuniary interest in the above applications, owing to being a member of the Weyside Urban Village Governance Board and Guildford Borough Councils Major Projects Board. Only the principles of developing the Council's strategic sites in the Local Plan had been discussed by those Board's and she had not made statements at any time that would prejudice her objectivity in deciding either of the above applications.

Councillor Paul Spooner declared a non-pecuniary interest in the above applications, owing to being Chairman of the Major Projects Board until May 2019 and member of the Major Projects Board since May 2019, also formerly Lead of the Council and previously, the Lead Member for Planning Policy and Development Management in relation to the Local Plan (Weyside Urban Village as an allocated strategic site). He confirmed he had not been involved in the details of either application and would not prejudice his objectivity in deciding either of the above applications.

Councillor Ramsey Nagaty declared a non-pecuniary interest in the above applications, owing to being a member of the Weyside Urban Village Governance Board and Guildford Borough Council's Major Projects Board. He confirmed that his membership of those Boards would not prejudice his objectivity in deciding either of the above applications.

Councillor Angela Gunning wished to confirm that despite being a ward councillor for Stoke for the past 25 years that this would not prejudice her objectivity in deciding either of the above applications.

PL3 20/P/02173 - LAND AT BURPHAM COURT FARM, CLAY LANE, GUILDFORD, GU4 7NA

The Committee considered the above-mentioned application for change of use of the site to 45.9 hectares of land to publicly accessible open space and Nature Reserve to facilitate a Suitable Alternative Natural Greenspace (SANG).

The Committee received a presentation from Kelly Jethwa, Specialist Development Management (Majors). The Committee noted that the change of use would allow for the land to be used as a SANG which was mitigated in accordance with the Thames Basin Heaths Avoidance Strategy (TBHSPA) adopted by the Council. Members were reminded that the SANG was not a land use of itself, the application was to look at the material change of use so that it could become publicly accessible land. If the land became a SANG, its proximity to the residential development proposed at Weyside Urban Village to the south would provide valuable mitigation for that development as well as other residential development that would meet the Council's housing needs.

The site was referenced in Appendix 6 of the Local Plan as part of the Infrastructure Schedule. It is located in the Green Belt and would be appropriate development as it complied with paragraph 150, Part E of the NPPF which allowed for change of use for outdoor recreation. The proposed car park would be an engineering operation as it would preserve the openness of the Green Belt being on brownfield land or near existing development at the farmstead. The site would also have biodiversity value added to it and would continue to act as a home for protected species.

The Council and Natural England had worked with the applicant on refining and improving the SANG concept design to ensure that the site would provide a suitable environment. As a result, Natural England had no objection to the proposals. The constraints of the site needed to be taken into consideration, which included the provision of crossing points, the distance of footpaths to trees, new footpaths which would provide year-round access and odour control from the new sewage treatment works. Taking these constraints into consideration, it was believed that the site would be able to deliver a SANG of 27.9 hectares. Conditions were recommended in relation to the final design and SANG management plan as well as additional screening. Land to the north of Clay Lane would require a safe crossing point and therefore at this time land would only be used as a nature reserve until a safe pedestrian access across Clay Lane could be provided. Most of the site would have noise levels that were within acceptable levels. The parts of the site where noise levels would be exceeded included areas by Clay Lane and by the A3 and would not be used as SANG land. The site is also located within a flood zone, however flood mitigation measures were proposed and formed part of the management plan. The applicant had also provided a possible circular SANG walking route from Burpham Court and the proposed car park with a secondary loop also provided.

A range of habitats existed on the site including grasslands, river corridor, ditches, hedges, and woodland edge. There was also the potential to include additional habitat enhancements which would also provide and secure biodiversity net gain such as hedgerow enhancements, shallow pools, log, and brush piles to extend the reed bed and bird and bat boxes. The most significant trees would be retained and where trees were removed there would be new planting, the details of which secured by condition 6. The site would need a car park and the illustrative plans proposed 32 spaces with suitable access.

The proposed site contained a Grade II listed building, Burpham Court Farm Cottages which provides a good example of early 17th century domestic architecture and formed part of the legible historic courtyard of the farmstead. Less than substantial harm would be caused to the setting of the Farm Cottages and had been verified by the Council's Conservation Officer who when balancing the harm caused to the heritage assets and its setting against the public

benefits concluded that given the car park would be sited on previously developed land its location would have a lesser impact on habitats and the benefits would outweigh the setting of the identified heritage asset in this case. Members were also reminded that several alternative sites were looked at for the car park and this was felt to be the best one given the other constraints that existed. The application was therefore recommended for approval subject to conditions and a legal agreement.

The Chairman permitted the Ward Councillor for Burpham, Councillor George Potter to speak for an extended period of time of five minutes. He noted concerns raised regarding the Flood Risk Assessment and its robustness having been questioned by the National Trust in earlier versions of the application such as getting the height of the riverbanks incorrect. The site was in a floodplain and any errors in Flood Risk Assessment would materially affect the suitability of parts of the site for SANG usage. In terms of car parking, one parking space per hectare should be provided and according to Waterway's guidance an additional 10 parking spaces should be provided for canoe users to access water. In the report it was stated that only 0.75 hectares was needed but condition 5 only provides 0.7 spaces per hectare. Natural England stated that you needed 38 spaces for the new SANG yet only 32 spaces had been recommended as part of condition 5. You would therefore have a shortfall of 16 spaces. This would also provide an extension to the existing Burpham Nature Reserve with the existing access point at Bower's Lane serving as one of the access points to the new SANG. The existing nature reserve did not have 1 parking space per hectare provided, so if the new SANG did not accommodate this unmet need, we would see more parking at Bower's Lane which was already at capacity and also at Clay Lane. No parking spaces had been provided on the urban side of the new SANG meaning that the catchment area would be much bigger than for the residents of Weyside and many of the people using the SANG would come by car. He raised further concerns that to approve a change of usage the new use was meant to be viable and sustainable which cannot be the case if concerns remained over the flood risk, parking, and access. Parking concerns had been raised by County Highways, GBC Parks and Countryside and GBC's specialist landscape advisers.

He raised concerns that if the application was approved that additional conditions should be applied so to ensure that parking provision took account of the unmet need for visiting nature reserves and make provision for other users of the SANG such as canoe users. Condition 5 should be varied which went beyond the reduction agreed by Natural England and failed to take account of the unmet need of Burpham Nature Reserve. Assurance was needed also that the Flood Risk Assessment would be properly tested and evaluated. Any changes made to the second application in terms of the recommendation and changes to conditions also needed to be applied to this application. Insufficient parking provision would negatively affect the residents of Jacob's Well and Clay Lane.

The Head of Place, Dan Ledger confirmed that in respect of concerns raised regarding flood risk this issue had already been addressed on pages 51 and 52 of the agenda. This set out the flood risk compatibility of the use being provided, and the measures being put in place. Again, parking had been covered in the report, and in terms of working out the parking provision for the site, whilst the site area was of a significant size, the amount of it that was put towards the SANG was less. The purpose of the SANG was to serve the new development and not to mitigate other impacts that were already in existence. One of the intentions of the location so it was close to Weyside was so that it was accessible by foot thereby reducing reliance upon vehicle movements and car parking. The final point in relation to the scheme of delegation, it had been mentioned that we should make the same updates in relation to the following application 20/P/02155. This was a matter for members, the intention was to keep the recommendation as simple as possible, but it should be straightforward to implement if desired.

The Committee discussed the application and noted that clarification was requested on page 51 of the agenda regarding flood risk and paragraph E in relation to appropriate flood warning and evacuation plans. How would the SANG work in practice given the current flood problems?

The Committee sympathised with the concerns raised regarding parking and whether that issue should be re-visited by the Review Board? In relation to the timescale for the SANG, it was understood that the SANG had to be operational before any property was first occupied. There was also a proposal in the agenda that Tyting Farm might be a suitable fallback position for a SANG and whether that was viable?

The Head of Place, Dan Ledger confirmed that it had previously been discussed at Committee about the difference between planning applications for land use and the operation of the land as a SANG. A planning permission for residential development would include S106 requirements regarding the operation of a SANG. This would set the triggers in place for standards to be met and safety factors were always integral to this. In terms of Tyting Farm, it was not strictly relevant to this application, however just for clarity, it's set out as an alternative due to the crossing requirements for the northern part of the SANG. Tyting Farm was set within the right catchment area but was further away and could be used if needed. Operational matters to do with the SANG were generally controlled through the S106 on residential developments. Natural England had to be content on each of those applications that the SANG provision was adequate. So even if permission was granted for land intended to be a SANG, at the point of granting permission or intending to grant permission for those other applications, Natural England still had to be content that what was on the ground was acceptable.

The Senior Planning Officer – Major Applications, Andrew Lainton further confirmed that the SANG would not be needed unless after 2027 there was no crossing north of Clay Lane. Effectively, the council had 5-6 years to design, consult and build a pedestrian crossing which could be reasonably achieved. A flow of housing would come forward in phases in Weyside to satisfy the condition. There had to be sufficient SANG at the point that phase came forward to meet the Natural England test. It was possible for Burpham Court Farm to be built in phases, and the more SANG you build the more housing that relied on that SANG could be built.

The Committee noted a query raised regarding sustainable drainage systems and whether further information could be provided by officers in that regard.

The Committee also noted a query in relation to it being asked to approve a change of use rather than for this specifically to be a SANG. The S106 requirements for any residential development was hoped would give us some guidance or control over what was happening on the SANG whilst also assuming that we were talking about reserved matters for residential development on the Weyside Urban Village. The Committee was also in agreement with the proposal put forward by the Ward Councillor for Burpham, George Potter that the formal recommendation was changed to be the same as that for Weyside Urban Village and that any necessary changes were made in consultation with the Chairman of the Planning Committee.

The Senior Planning Officer – Major Applications, Andrew Lainton referred members to page 63 of the agenda where the key condition on the management plan was detailed. Natural England had to agree the SUDs and included a large number of issues which had also been agreed with the Council's Parks and Ecology Services. The condition did not mention SUDs like it did for a housing development given that SUD's were designed to recreate the natural drainage you might find on a riverside or park, so strictly speaking SUDs was not the term which should be used, it would rather be drainage. The condition at point 23 could therefore be updated to include details of drainage.

A motion was moved and seconded which was carried so that the formal recommendation for this application was updated to reflect the same wording as that used for application 20/P/02155:

RECORDED VOTE LIST				
	COUNCILLOR	FOR	AGAINST	ABSTAIN
1	Paul Spooner	X		
2	Liz Hogger	X		
3	Fiona White	X		
4	Maddy Redpath	X		
5	Pauline Searle	X		
6	Ruth Brothwell	X		
7	Angela Gunning	X		
8	Tim Anderson	X		
9	Tony Rooth	X		
10	Jon Askew	X		
11	Angela Goodwin	X		
12	Chris Blow	X		
13	Marsha Moseley	X		
14	Ramsey Nagaty	X		
15	David Bilbe	X		
	TOTALS	15	0	0

A subsequent motion was moved and seconded to approve the application which was carried:

RECORDED VOTE LIST				
	COUNCILLOR	FOR	AGAINST	ABSTAIN
1	Ruth Brothwell	X		
2	Maddy Redpath	X		
3	Chris Blow	X		
4	Liz Hogger	X		
5	Angela Gunning	X		
6	Paul Spooner	X		
7	Tim Anderson	X		
8	Fiona White	X		
9	Tony Rooth	X		
10	David Bilbe	X		
11	Ramsey Nagaty	X		
12	Pauline Searle	X		
13	Marsha Moseley	X		
14	Jon Askew	X		
15	Angela Goodwin	X		
	TOTALS	15	0	0

In conclusion, having taken account of the representations received in relation to the application, the Committee

RESOLVED that this application be GRANTED subject to securing a planning obligation with the heads of terms as set out in Appendix 1, and subject to the conditions set out in Appendix 2, for the reasons set out in section 1.31.-1.3.5 above and expanded on in the body of the report.

That the Head of Place (or person with acting authority thereof) is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions and/or informatives) prior to a decision notice being issued, provided that the Head of Place (or person with acting authority thereof) is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee, where necessary in consultation with the Chairman of the Planning Committee and lead Ward Members for Stoke, Worplesdon and Burpham Wards.

That upon completion of the planning obligation, the application be determined by the Head of Place.

That if negotiations on the planning obligation are not successfully concluded within six months of the date of the committee decision the Head of Place (or person with acting authority thereof) be authorised to refuse the scheme on grounds lack of provision of the matters that would have been secured in the heads of terms set out in Appendix 1.

If the application is granted regulation 30 of the Environmental Impact Assessment Regulations 2017, which sets a duty on the local planning authority to inform the Secretary of State, consultation bodies and the public of the final decision, shall be complied with.

Appendix 1 Planning Obligation Head of Terms

- Securing Management of the SANG and Biodiversity Exclusion Zones in Perpetuity, including step-in-rights.
- Improvements to the Bowers Lane Bridge, with public access granted by confirmatory deed.
- Construction of a controlled pedestrian crossing across Clay Lane, and costs of any associated TRO to adjust extent of Jacobs Well speed limit X
- Improvement to bell mouth of access to Burpham Court Farm to bring to a Safe Standard.

Appendix 2 Planning Conditions and Informatives

CONDITIONS:

1. Time limit – Full Application

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. Drawing no.s

The development hereby permitted shall be carried out in accordance with the following list of approved plans and documents, except where other conditions require detailed and /or revised drawings on specific matters.

Plan No	Date Issued /last revision	Title
42287/3147/001	17 th Dec 2020	Site Location Plan
42287/3147/03	17 th Dec 2020	Transport Note including Indicative Site Access and Parking Layout Drawings
42287/3147/03	17 th Dec 2020	Landscape Details
20275-MA-RP-D-TS01	17 th Dec 2020	Arboricultural Statement
201209-1.0-WUVSANG-AS-CH	17 th Dec 2020	Ecological Appraisal and Shadow Habitats Regulations Assessment Screening Statement
42287/3163	17 th Dec 2020	Flood Risk Assessment
42287/4017	17 th Dec 2020	Noise Assessment
42287/3167	17 th Dec 2020	Sustainability Statement
20_P_02173	22 Sep 2021	SANG Illustrative Design

Reason: To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans and documents is achieved in practice.

3. Exclusion of Certain Areas as SANG (pre-commencement condition)

The change of use to Public Open Space (intended for SANG purposes) does not apply to the following areas:

- a) All areas within the site Boundary north of Clay Lane, unless and until the pedestrian crossing required by the planning obligation linking footpaths north and south of Clay Lane is approved by the planning authority and highways authority and so implemented.:
- b) All areas defined as biological exclusion areas in the approved landscape management plan;
- c) All areas within the A3 60DbA noise contour;
- d) All areas shown on the flood management plan as being within flood zone 3 and where safe pedestrian access cannot be provided.

Prior to commencement of development and coming into use as a SANG clear plans shall be submitted to and approved by the local planning authority showing each of these 4 areas, and the area of the residual SANG area.

Reason: To ensure the Natural England minimum standards for SANGS are met.

4. Public Use in Perpetuity

Following the of all the capital works as shown on the approved plans under condition 2 the site shall be made available for public use in perpetuity, other that the excluded areas listed in condition 3.

Reason To ensure the site can qualify as a SANG

5. SANG Car Park (pre-commencement condition)

Prior to commencement of development and coming into use as a SANG plans for a car park and access arrangements within the red line boundary for at least 1 car parking space for every 0.7ha of approved SANG, plus other spaces for Non SANG activities, shall be submitted to and approved by the local planning authority and so implemented. This shall include screening landscaping details and include a minimum of two DDA wide bays.

In addition, the Car Park shall not be opened for public access until the planning obligation for improvement to the bellmouth has been implemented.

Reason: To ensure the Natural England minimum standards for SANGS are met.

6. SANG and Biodiversity Management Plan (pre-commencement condition)

Prior to commencement of development hereby permitted a SANG and landscape and ecological management plan (SLEMP), including long-term design objectives, management responsibilities and maintenance schedules for all areas shall be submitted to and approved in writing by the Local Planning Authority. The management plan shall be carried out and maintained thereafter in accordance with the approved details.

All works in the approved SLEMP, including hard and soft landscaping, shall be implemented before any approved parts of the plan suitable for SANG are brought into use of as public open space.

The plan shall also include the additional elements listed below:

- i. aims and objectives of the management plan
- ii. description of the ecological features of the site to be managed and habitat condition to be achieved, including tree planting measures
- iii. a plan which illustrates which areas have been included for Biodiversity Net Gain for other schemes;
- iv. Description of measures to encourage and manage public access, including signage, walkways, bird hides, cycleways, car parks, and picnic areas
- v. Ecological trends and constraints on site that might influence management
- vi. Areas where public access is restricted (biodiversity exclusion areas)
- vii. details of maintenance regimes for each habitat type supported by a detailed map. coppicing/pollarding should aim to create approximately 60% sun and 40% shade over the watercourse.
- viii. timings of maintenance activities and ecological considerations (e.g. avoiding bird nesting season when carrying out vegetation clearance/tree works) details of how public access will be restricted and disturbance minimised to the buffer zone
- ix. landscape maintenance for a minimum period of 10 years, including timings, work programmes, replacements etc
- x. monitoring for and control of non-native invasive species, including Himalayan Balsam which has been recorded on site
- xi. details of new/restored Hedgerow planting and enhancement of hedgerows e.g. through in-fill or double/new planting.
- xii. management of existing woodland via selective thinning and planting of new woodland.
- xiii. diversification of some grassland areas e.g. using meadow management techniques.
- xiv. management of existing ponds to increase the diversity of vegetation.
- xv. creating buffer areas along the riverbanks where access is prevented.
- xvi. the creation of larger shallow pools or scrapes in areas toward the centre of the Site.
- xvii. creation of log and brash piles to provide refuge for small fauna.
- xviii. expansion of reedbed habitat in the south of the Site.
- xix. the installation of new bird and bat boxes
- xx. details of Eel passes
- xxi. details of proposals to increase wetland areas, wet woodland and wildflower meadows
- xxii. details of measures to encourage otter habitat
- xxiii. details of on-going ecological survey work to further shape the Management Plan details of management responsibilities
- xxiv. all native planting is to be of local provenance.
- xxv. details of the legal and funding mechanism(s) by which long term implementation of the plan shall be secured by the developer with the management body responsible for its delivery
- xxvi. A circular walk of minimum length of 2.3 km

- xxvii. The LEMP shall be implemented in accordance with the approved details and thereafter maintained.
- xxviii. Details of drainage.

Reason: to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site.

7. Heritage Management Plan (pre-commencement condition)

Prior to the commencement of development a heritage management plan shall be submitted to and approved by the local planning authority showing how heritage assets and archaeological features (particularly surviving and remnant sections of the 'Flowing River'), are maintained and not adversely impacted by proposed planting, re-landscaping and construction of the walkways; and the scheme shall be implemented in line with the approved plan.

Reason: to protect heritage assets. This is required to be a pre-commencement condition to ensure that this issue is fully considered in drawing up detailed management proposals.

8. Tree protection measures (pre-commencement meeting)

No development shall other than in accordance with finalised Arboricultural Method Statement (AMS) (detailing all aspects of construction and staging of works relating to the full application) and the finalised Tree Protection Plan (TPP), submitted with and approved as part of this planning application, including both trees affected by the full application works, and needing to be protected where part of future phases, in accordance with British Standard 5837:2012. The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit. The fencing shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

Reason: To protect and enhance the appearance and character of the site and locality and reduce the risk to protected and retained trees. This is required to be a pre-commencement condition as details relating to the protection of trees during and after construction goes to the heart of the permission.

9. Tree Protection Meeting (pre-commencement meeting)

No development shall commence until a site meeting has taken place with the site manager, the retained consulting arboriculturalist and the LPA and Parks and Countryside Tree Officers.

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 tree protection measures need to be checked prior to the development commencing to ensure they are adequately installed.

10. Ancient Woodland and Veteran Tree Buffer

No development may take place within 15m of any veteran tree or area of ancient woodland identified in the arboricultural statement (20275-MA-RP-D-TS01), other than no-dig development agreed in advance with the local planning authority.

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

11. Weyside Buffer Zone scheme

In order to protect the River Wey (and associated biodiversity receptors), an 8m minimum ecological buffer is required between the top of the River Wey riverbank and any development. There shall be no development within this buffer zone other than that required for access to the River Wey or for the creation of a riverside Walk.

Reason: Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Buffer zones to watercourses form a vital part of green infrastructure provision.

12. Restriction of Permitted Development Rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development)(England) Order 2015 (as amended), no buildings, gates, fences, or any other form of enclosure other than shown on the approved plans or agreed as part of the Landscape and Biodiversity Enhancement and Management Plan shall be constructed or erected on the site.

Reason: In the interests of visual amenity.

13. Ecological Appraisal

Unless otherwise agreed by the Biodiversity and Landscape Enhancement and Management Plan the development shall be undertaken in accordance with the recommendations set out in the submitted Ecological Appraisal as well as the Bat Survey, Breeding Birds Survey, Badger Survey, Dormouse Survey and Great Crested Newt Survey.

Reason: In order to protect the nature conservation and biodiversity value of the site.

14. Landscape Design (SANG use)

Prior to use of the site as an area of public open space approved for use as Suitable Alternative Natural Green Space (SANG) details of all hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. The shall be subsequently implemented in accordance with the approved plan details.

Reason: In order to ensure implementation of the approved landscape details.

15. No Lighting

No lighting shall be installed on the site unless otherwise agreed and approved in writing by the LPA.

Reason: In the interests of visual amenity and nature conservation. Any variance would require a separate habitat assessment in terms of protected species such as bats.

16. Western Wey Bank Exclusion Zone

The exclusion zone for the protection of wintering birds in the centre of the site is to be extended to the western bank of the river, so that it includes the area between the proposed bridge crossings.

Reason: To protect this area from disturbance to wintering birds, reduce operational impacts on managing this area for nature conservation and biodiversity net gain.

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
 - Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
 - Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

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

In this case pre-application advice was sought and provided which addressed initial issues, the application has been submitted in accordance with that advice, however, further issues were identified during the consultation stage of the application. Officers have worked with the applicant to overcome these issues.

2. Lead Local Flood Authority Informatives:

If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

As part of the submission of information to discharge the surface water drainage planning conditions the Applicant should provide pond liner details and depths in accordance with the manufacture's recommendations, this should include evidence

that a hydrogeologist has reviewed the pond liner design to take account of ground conditions.

3. County Highway Authority Informatives:

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/vehiclecrossovers-or-dropped-kerbs

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see

www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-trafficmanagement-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-planningandcommunitysafety/flooding-advice

The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. For guidance and further information on charging modes and connector types please refer to:

www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicleinfrastructure.html

5. Ecology Informative:

Should Bats be identified as present or their roosts, the applicant should contact Natural England to establish if a Protected Species licence is required in order to allow the development to proceed lawfully.

6. SANG Informative

The proposed site is unlikely to provided mitigation against the impact of residential development on the TBH SPA unless and until a SANG Management Plan, including details and responsibilities of a suitable management body and the long term funding of the sites management, has been agreed with the Local Planning Authority in consultation with Natural England.

PL4 20/P/02155 - WEYSIDE URBAN VILLAGE, (SLYFIELD REGENERATION PROGRAMME), SLYFIELD GREEN, GUILDFORD, GU1

The following persons addressed the Committee in accordance with Public Speaking Procedure Rules 3(b):

- Ms Amanda Mullarkey (on behalf of Guildford Resident's Association);
- Ms Sarah Beuden (in support) (Savills) and;
- Mr Leigh Edwards (in support)

The Committee considered the above-mentioned major application for the comprehensive redevelopment of part of the allocated site for the Slyfield Area Regeneration Project (SARP) for a mixed-use development (known as Weyside Urban Village (WUV)) and is submitted as a 'hybrid' planning application with planning permission sought for the following:

- A. Outline planning approval for the demolition of existing buildings and infrastructure and outline planning permission for up to 1,550 dwellings; local centre comprising up to 1,800 sqm of retail (including convenience store), healthcare, community, nursery and flexible employment uses (Use Class E); up to 500 sqm of flexible community facilities (Use Classes E/F1/F2); up to 6,600 sqm of flexible employment space (Use Classes E/B2/B8); up to 30,000 sqm for new Council Depot Site (Use Classes E/B8); six Gypsy and Traveller pitches (Use Class C3); and associated road infrastructure, landscaping (including Sustainable Urban Drainage Systems) and amenity space.
- B. Full planning permission for the development of primary and secondary site accesses, internal access roads and associated landscaping.
- C. Full planning permission for engineering operations associated with remediation and infrastructure, including primary and secondary sub-stations; utilities and drainage (including Sustainable Urban Drainage Systems).

The Committee received a presentation from the Specialist Development Management (Majors) Officer, Kelly Jethwa. The Committee noted that the application formed part of the wider Slyfield Area Regeneration Programme which included the relocation of the existing sewage works to the north as well as the relocation of the Council's depot and recycling facilities. A cumulative impact would result from these combined projects that were reliant on each other to be delivered. These projects had also been assessed as part of the Environmental statements submitted under the Environment Agency Regulations. It was a hybrid application with full details before the Committee of the road and engineering operations which would facilitate the residential development. The new homes, other employment sites and traveller sites were part of the outline application and would be delivered via further reserved matters applications. The residential development would be informed by a Design Code and reviewed after each phase so that it could respond to any changes in legislation.

The first phase of the development involved the relocation of the allotments. A new local centre would be created on the site of the former sewage treatment works which was the largest phase of the development. This part of the development could only start once the new sewage works were fully operational. The local centre would be comprised of mixed uses, including employment land for the new depot as well as space for Gypsy and Traveller pitches. The main spine road serving the site ran broadly north to south and would be a sustainable movement corridor using the existing access for Woking Road up to the Slyfield Industrial Estate. Access through the site was identified in the adopted Strategic Development Framework and also in the site allocation. Along the sustainable movement corridor would be a

segregated cycleway as well as secondary routes. A bus gate was also located at the northern end of the site to prevent HGV traffic from travelling through the site and into the new residential area. The scheme was striving to achieve a modal shift away from the car to more sustainable modes of travel, therefore significant investment had been incorporated into the master plan proposals to encourage cycling, walking and use of public transport. This would include a new bridge over the River Wey, traffic free routes to the town centre and upgrading of road surfaces as well as the introduction of a bypass route around the busy Stoke Road junction. The Woking Road junction which met Stoke Road had also undergone significant traffic modelling and the improvements required secured via a S278 agreement in order to ensure that traffic waiting times were not any longer than they were currently.

Access across the Woking Road was vitally important to link the site to the rest of Guildford. Junction improvement works would be secured as part of the development as well as a new pedestrian crossing which were subject to a detailed design process in order to ensure that the free flow of traffic was not impeded, as detailed in condition 16. The Committee noted that a strategy for parking was needed in order to respond to a denser settlement. The provision of additional parking would significantly affect the ability to build new homes and provide the necessary green spaces. Higher parking ratios would therefore exist in the early phases of development followed by lower parking ratios in the latter phases. To manage overspill and obstructive parking, enforcement measures had been included as part of condition 48 as well as being part of the Heads of Terms in the Legal Agreement. The Design Code would in addition have the flexibility to adjust the parking requirements to adapt to changing needs.

Blue and green infrastructure was incorporated into the masterplan and included a riverside walkway. Green fingers would run broadly east to west through the site which would bring views of the river and countryside into areas that had not been privy to that view previously. In addition to the green spaces there would be a new public realm, new public spaces as well as a range of play areas. The tallest buildings would be set back away from the riverside with the shorter buildings close to the riverside.

In response to the Council's policy G2, the requirement in the Council's Supplementary Planning Document and the comments of the Design Review Panel, the applicant had made a commitment to an exemplar Sustainability Strategy. Much of which would be achieved via the delivery of the new homes, further details of which would be secured through the reserved matters stage and condition 20 that would ensure the standards were reviewed at every stage.

The redevelopment would result in the loss of facilities that supported the existing community in Guildford and included a charity providing bicycles, the Aggie Club, and allotments. The allotments would be relocated, and a planning application had been approved to enable that to happen. A Grampian condition had also been applied to ensure that the replacement allotments were provided prior to the construction of the new houses. The existing community club would have a temporary facility onsite and when the new development was built a new community hall would be incorporated as part of that. As sustainable transport was a key element of the proposal a mobility hub would also be created including bike lockers, an E-Scooter bike share scheme, live travel information, electric vehicle charging points and access to a car club. The existing pumphouse onsite would be retained and refurbished and could also be re-purposed for other community uses.

The development would abide by a Design Code that provided a set of standards for the development as it came forward, providing a detailed framework for the buildings, its built form and how the character of the areas would be defined. Details of the elevational treatments were limited therefore a further condition had been included to prevent the construction of generic house types.

The Environmental Statement submitted as part of the Environmental Impact Assessment Regulations had been independently reviewed and was considered acceptable. It was a

mixed-use development that would provide new facilities and employment opportunities for the wider Guildford area as well as a substantial amount of new and affordable housing. The application was therefore recommended for approval subject to conditions, the legal agreement and the additional information provided on the supplementary late sheets.

The Head of Place, Dan Ledger updated the Committee regarding a late submission from National Highways that had been received late that afternoon which was as a result of them being unable to attend the meeting. The communication reflected the ongoing dialogue between the two parties. National Highways remained confident that through ongoing engagement with Guildford Borough Council that the project would be delivered successfully. The document would be put on the Council's website and hard copies were available at the meeting for members of the public or councillors in attendance to view if they wished.

The Chairman permitted Councillors George Potter and John Rigg to speak for three minutes each respectively.

The Committee noted concerns raised regarding the late submission of comments received such as by National Highways. A key issue was in relation to the formula used for parking provision which failed to provide visitor parking, equated to a massive reduction in parking beyond what was provided in the surrounding area and contradicted Guildford Council's own Parking Standards. Concerns were also raised with regard to public transport provision, given the development would have a density similar to inner London, it was questioned whether the three bus spaces for 15,150 homes sufficient and failed people with mobility issues was. The bus service ran only towards Guildford and not to other neighbouring towns such as Woking. The development would also fix in stone the key spine road and access arrangements of the site. Phases 1 and 2 could therefore be built out only to discover too late in the process that there would be insufficient parking provision and public transport links. Objections from the National Trust should be noted in relation to flooding, site access and transport. In addition, National Highways had concerns about the site access, parking provision and traffic impact and County Highways had stated that the traffic modelling was unrealistic.

The Committee also noted comments that the application represented a significant milestone for the Council in delivering a new neighbourhood for Guildford which had taken some twenty years to achieve. The application was noted to be complex with the relocation of the sewage treatment works, depot and allotments whilst delivering 15,000 homes on brownfield land. The Committee noted the financial risks involved. A potential deferral of this project could jeopardise grant funding.

The Committee discussed the application and noted that provision of additional parking would only add to the existing traffic issues. The Council was trying to adopt a modal shift towards encouraging people to use other forms of transport such as taking a bus, walking, or cycling. A sustainable application such as this should therefore be supported.

The Committee noted the support for the additional and much needed provision of housing for Guildford and the relocation of the sewage works which had previously suffered with odour issues and complaints made by local residents. In addition, the Committee welcomed the opening up of the towpath and innovative heating of homes. Concerns remained regarding the effective management of the volume of traffic, parking issues and associated noise. The Committee was very pleased to see an additional condition on page 13 of the late sheets about odour control. However, why was the distance 393 metres, as currently the existing housing backed onto the sewage treatment works?

The Senior Planning Officer – Major Applications, Andrew Lainton confirmed that 393 metres had been specified as a result of the odour modelling. The Head of Place, Dan Ledger confirmed that the additional condition had been included to protect the development that

comes forward whilst that facility was still there so to protect the early units that would be delivered and would change over time.

The Committee was in support of the delivery of 15,000 homes on this site with 40% affordable on a brownfield site that would counter-balance the construction of homes on otherwise Green Belt land. The Committee noted that it was questionable about the predicted population of the development which had been estimated at 3,301 based on the 2011 census and was therefore likely to be an under-estimate of the population. The Committee noted remaining concerns about a potential over-optimism about the lack of parking required and that in reality people would have cars and look to park elsewhere if they could not do so outside their house. The public transport service was also noted to have limitations given it only went in one direction towards Guildford. A query was raised in relation to the three access routes to the site and within it and how it would work in practice, specifically how would the bus gate work for residents coming in and out, as well as the HGV's, ensuring that residents were protected.

The Committee noted further support for the scheme given it was a redevelopment of a brownfield site which was very important for Guildford and would significantly boost the local housing supply and employment land. Compliance had been achieved with the site allocation and Local Plan. 40% affordable housing was also noted to be a significant figure given the costs involved of moving the sewage plant. The more complex aspects of the scheme would be delivered through reserved matters which the Council should strive to be an exemplar sustainable development. Members were also satisfied that the application was subject to a number of pre-commencement conditions.

The Head of Place, Dan Ledger confirmed that in response to concerns regarding the parking, the Council was trying to achieve a total modal shift. It was emphasised again that the more parking provided the less space there was for housing and the delivery of green spaces. Public transport arrangements would be subject to further discussions. Condition 86 in relation to the bus gate as well as condition 10 about the spine roads detailed design should have also included reference to the bus gate and would be included subject to members agreement. With regard to access points, a number of conditions had been applied that required additional detailing and the Council would work closely with Surrey County Council to achieve that. It was also confirmed by the Senior Planning Officer – Major Applications, Andrew Lainton that if significant changes were made to the access and movement plan it would fall outside of the parameters of the application, therefore we could not change conditions to fundamentally change the access points.

The Committee noted that clarification was sought in relation to Surrey County Highways who had originally objected to the application which was then subsequently withdrawn. This was in relation to the Woking Road pedestrian crossing where sections of the internal layout had been submitted for detailed planning permission. Surrey County Council had raised several concerns with the proposed layout in their formal response dated 4 August 2021. No further response had been received and therefore Surrey County Highways had recommended that prior to any issue of planning permission those concerns must be resolved. The original recommendation did include National Highways and Surrey County Council. Despite Surrey County Council withdrawing their objection, it did appear they still had concerns.

The Senior Planning Officer – Major Applications – Andrew Lainton confirmed that he had been discussed with Surrey County Highways and that their position was ambiguous owing to the fact that the officer who was looking at the detailed design was on holiday when the main objection was withdrawn. If members had concerns about the design a Grampian condition could be included to state that a revised design should be submitted prior to commencement of any part of the site that related to the allotments and sludge lagoons. The Head of Place, Dan Ledger also confirmed that Surrey County Highways would remain an integral part of all discussions going forward on this matter.

The Committee noted concerns that from the Woking Road there was no right turn into where the Depot was located now, and that the introduction of a right turn would cause congestion on the Woking Road exacerbated by the three main access routes into Slyfield. How did the traffic modelling satisfactorily address the congestion issues that would result from the development? We need to ensure that the sustainable movement corridor worked so that it fitted in with the strategic corridor for the rest of the town safely.

The green screening along the river looked sparse from the artists impression of what the site would look like. The Committee sought assurance whether additional planting could be included. The Parks and Countryside Leader, Hendryk Jurk confirmed that the trees to be planted would grow significantly in twenty years' time and therefore the screening would become established over time.

The Head of Place, Dan Ledger responded to the query raised in regard to access points and congestion concerns along the Woking Road. It was confirmed that a number of conditions had been put in place to ensure that further details of the works proposed to the spine road would be submitted to the planning authority prior to implementation along with road safety audits. In relation to screening, the plans were only indicative at this stage, and a full landscaping design would be submitted at a later stage.

The Committee noted concerns raised again regarding Surrey County Highways objections submitted about the internal road layout. The second Surrey County Highways response submitted on 11 October 2021 was referenced which stated that whilst the location was considered appropriate for residential development raised concerns that there were a number of unresolved matters relating to the proposal that had been submitted. As a result, the County Highway Authority were not yet in a position to determine whether the proposed mitigation measures were sufficient to prevent this scale of development from having a significant impact on highway safety, capacity or to make the development suitably accessible by modes alternative to the private car. The Committee noted with reference to this paragraph of the County response that it was a strong statement in consideration of the fact that they were being asked to grant full planning permission in B and C for the development of primary and secondary access roads. Surrey County Highways had made suggestions in order to mitigate their concerns and the Committee wanted reassurance on these issues.

The Barrister instructed on behalf of the Council in its capacity as Local Planning Authority, Conor Fegan, advised the Committee that he wished to clarify what the formal recommendation set out in the officer report (as amended by the supplementary late sheets) was and to give some guidance around what members would be deciding if they agreed with that recommendation following on from the questions from members. The Committee was referred to page 3 of the supplementary late sheets which set out the updated recommendation. It was that permission was granted "subject to" the objections of the named statutory consultees being withdrawn; and National Highways was the only named statutory consultee, with Surrey County Council being struck out. It was explained, however, that it would be open to members to reinstate Surrey County Council if members were concerned that there were outstanding unresolved objections from Surrey County Council. Assuming Surrey County Council was put back in, officers would have to go back and work through the objections made by National Highways and Surrey County Council, and it is only if those objections are withdrawn that permission could lawfully be granted. No planning permission will be issued unless and until the objections have been withdrawn from National Highways and Surrey County Council. Although matters of detail remain to be resolved, the guarantee with the recommendation is that until the outstanding objections are addressed, planning permission cannot be issued.

The Head of Place, Dan Ledger agreed with this recommendation.

A motion was moved and seconded to update the recommendation in accordance with the suggestion to reinstate the bullet point - Surrey County Council from the recommendation (previously proposed to be deleted in the late sheet) put forward above, which was carried:

RECORDED VOTE LIST				
	COUNCILLOR	FOR	AGAINST	ABSTAIN
1	Fiona White	X		
2	Ruth Brothwell	X		
3	David Bilbe	X		
4	Tony Rooth	X		
5	Angela Goodwin	X		
6	Ramsey Nagaty	X		
7	Marsha Moseley	X		
8	Pauline Searle	X		
9	Jon Askew	X		
10	Angela Gunning	X		
11	Tim Anderson	X		
12	Liz Hogger	X		
13	Paul Spooner	X		
14	Maddy Redpath	X		
15	Chris Blow	X		
	TOTALS	15	0	0

A subsequent motion was moved and seconded to approve the application which was carried:

RECORDED VOTE LIST				
	COUNCILLOR	FOR	AGAINST	ABSTAIN
1	Maddy Redpath	X		
2	Paul Spooner	X		
3	Angela Goodwin	X		
4	Chris Blow	X		
5	Angela Gunning	X		
6	Jon Askew	X		
7	Ruth Brothwell	X		
8	Fiona White	X		
9	Tony Rooth			X
10	Ramsey Nagaty	X		
11	David Bilbe	X		
12	Tim Anderson	X		
13	Marsha Moseley	X		
14	Pauline Searle	X		
15	Liz Hogger	X		
	TOTALS	14	0	1

In conclusion, having taken account of the representations received in relation to the application, the Committee

RESOLVED Subject to the objections of the Statutory Consultees set out below being withdrawn:

- National Highways
- Surrey County Council^[1]

That this application be GRANTED subject to securing a planning obligation with the heads of terms as set out in Appendix 1, and subject to the conditions set out in Appendix 2, for the reasons set out in this report, with the proviso that should there be objections from the above statutory consultees that cannot be resolved, the application is returned to the Committee for redetermination.

That the Head of Place (or person with acting authority thereof) is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions and/or informatives), in consultation with the Chairman of Planning Committee, prior to a decision notice being issued, provided that those persons are satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee. Where any such changes to the decision are made Group Leaders, the Lead Councillor for Development Management and Ward Councillors for Stoke Ward shall be notified before the final decision is issued.

That upon completion of the planning obligation, the application be determined by the Head of Place (or person with acting authority thereof). That if negotiations on the planning obligation are not successfully concluded within six months of the date of the committee decision the Head of Place (or person with acting authority thereof) be authorised to refuse the scheme on grounds lack of provision of the matters that would have been secured in the heads of terms set out in Appendix 1.

If the application is granted, regulation 30 of the Environmental Impact Assessment Regulations 2017, which sets a duty on the local planning authority to inform the Secretary of State, consultation bodies and the public of the final decision, shall be complied with.

^[1] Note The Surrey County Council formal objection relates solely to the detailed road layout element of the hybrid application

Appendix 1 Planning Obligation (section 106) Head of Terms

Reference: 20/P/02155

Weyside Urban Village (Slyfield Regeneration Programme), Slyfield Green, Guildford, GU1

Reference	Obligation to	Requirement	Detail
1.	GBC	<p>Provision of 40% (% units not habitable rooms) affordable housing in accordance with GBC approved tenure split (70% social rent/ affordable rent (i.e. max levels are per GBC housing strategy)) and 30% intermediate (e.g. Shared Ownership).</p> <p>Tenure mix within an affordable housing plan to be approved which details how it contributes towards achieving the following indicative housing mix, unless otherwise agreed with the local planning authority in line with the latest</p>	<p>Submission and approval of an affordable housing plan.</p> <p>The plan delivery will set out tenure and unit size/mix to demonstrate how each phase will ensure delivery of 40% requirement across the site.</p> <p>Trigger for submission to be prior to commencement of development of each phase.</p> <p>Plan to contain monitoring and review processes so GBC (LPA) can see how delivery of the required amount of affordable housing will be achieved by and as part of the final reserved matters (RM) stage.</p> <p>Appropriate restrictions on occupancy of market units in each phase until the affordable housing has been delivered.</p>

Reference	Obligation to	Requirement	Detail
		SHMA. <i>Affordable Homes</i> 1-bed: 35-45% 2-bed: 30-35% 3-bed: 20-25% 4+bed: 0-5%	
2.	GBC	Provision of (5% of the total of the residential units (excluding apartments) [6] custom build plots (as defined in the Self Build and Custom Housing Building Act 2015(as amended))	Trigger for delivery of the plots to be agreed with GBC (LPA) including in a phased manner if necessary S106 to deal with plot marketing requirements.
3.	GBC	Provision of 5% of the total of the residential units [6] Gypsy and Traveller plots	GBC (landowner) to covenant to provide and retain the Gypsy and Traveller plots. S106 to define suitably occupiers. To be delivered as part of the industrial unit phase.
4	GBC	Renovation of Pump House	Commitment to renovate and for continued public use. Management and maintenance for lifetime of the development pursuant to the To be delivered prior to occupation of [100]units in this phase.
5.	GBC	Community facilities Up to 500sqm of flexible community floorspace at the local	Provision of the new permanent facility to detailed plans and specification.

Reference	Obligation to	Requirement	Detail
		centre.	Management and maintenance for lifetime of the development. To be delivered on Thames Water land (phase 4) prior to occupation of [100]units in this phase.
6	GBC	Temporary replacement of the Aggie Club	Covenant for the temporary replacement not to be removed until the new community facility has been provided and is ready for use.
7.	GBC	Local Centre Marketing Plan	Submission and approval of the marketing plan and making the spaces available for use until the end of the agreed marketing period.
8.	GBC	Provision of SANG mitigation in accordance with the Thames Basin Heaths SPA Avoidance Strategy 2017, minimum 26.4ha and 0.75 spaces per Ha, within minimum 2.4 km circular walk.	For Burpham Court: Covenant to implement the management agreement developed pursuant to 20/P/02173, or where Burpham Court is not available, requirement to submit and have approved a Management Agreement and to manage in accordance with it.
9.	GBC SANG Management Contribution	Calculated in accordance with Council's Planning Contributions Supplementary Planning Document (2017) as updated in the Annual Updating of Off-site Contributions to Special Protection Area and Open Space Tariffs (published annually).	Paid for each phase with a limit on occupations of a % of residential units provided in each phase until this has been paid (in accordance with the tariff).
10.	GBC	Calculated in	Paid for each phase with a

Reference	Obligation to	Requirement	Detail
	SAMM Monitoring Contribution	accordance with Council's Planning Contributions Supplementary Planning Document (2017).	limit on occupations of a % of residential units provided in each phase until this has been paid as per the SPD.
11.	GBC	Off-site Playing Pitch and outdoor sports provision of 5.3Ha minimum	[GBC Parks to update]
12.	GBC	Site Wide Local Employment Strategy (construction and end use occupation)	<p>Strategy to be submitted prior to submission of the first RM.</p> <p>Strategy to set out the overall aims and parameters for the whole Site including monitoring and review mechanisms.</p> <p>New versions to be submitted for each RMA with requirements for each RMA.</p>
14.	SCC	Travel Plans	Commercial and residential plans to be submitted for SCC approval prior to commencement of development which would lead to first occupation of the respective commercial and residential elements of each phase.
15	SCC	Travel Plan Monitoring fee	£12,300 to be paid before commencement of the development of each phase.
16.	SCC	On Site Parking Management Plan and related Arrangements	<p>Obligations relating to, per phase where necessary:</p> <p>paying for the management of the Sustainable Funding Model (SFM);</p> <p>car club membership details;</p> <p>car club spaces [3];</p> <p>management of parking within the site to ensure safe and</p>

Reference	Obligation to	Requirement	Detail
			<p>accessible access for all users and reduce overspill parking in surrounding roads; details of all parking restrictions; management and allocation of private parking spaces; parking surveys and report monitoring; parking mitigation scheme to remediate problems/issues through SFM; funding any necessary Traffic Regulation Orders; consultation on site and off site re impacted residents in relation to TROs; Controlled Parking Zones (within and around the site) (to be paid for by GBC as landowner/ promotor); 20MPH zone within the site the site locality to be paid for by GBC as landowner/ promotor; covenant restricting on site residents from apply for permits to park within any CPZ or future CPZ outside but in the locality the site; permit arrangements in the context of CPZ proposals; and ensuring that all site roads are to remain private estate roads, privately maintained and not to become unadopted public highway; retention of EV charging points.</p>
18.	SCC	Sustainable Movement Corridor (SMC)	<p>Obligations to enter into a s278/s38 agreement with SCC to deliver the relevant parts of the SMC prior to commencement of the development of the phase in which the SMC sits.</p>

Reference	Obligation to	Requirement	Detail
19.	SCC	<p>PROW and NMU improvements and diversions.</p> <p>Section 278 and other works as listed in table below</p>	Trigger for delivery will be prior to occupation of a specified number of residential units on the whole site. Where necessary, this will include obligation to use reasonable endeavours to enter into a section 278 Agreement. SCC to confirm the appropriate trigger.
20.	SCC	<p>A [public transport contribution] [core bus subsidy] of [£1.5m] [£1,541,482] towards provision of new bus route, to fund the estimated operating loss of the bus service in the period where it is not commercially self-sufficient.</p> <p>Mechanism also required that enables the subsidy to be reviewed [on an annual basis] and financial arrangements for continued operation of the service.</p>	To be paid prior to First Occupation of Development on a phased basis.
21	SCC	Bus Strategy	To submit the bus strategy for SCC approval prior to commencement of the development with phased

Reference	Obligation to	Requirement	Detail
			<p>delivery of the bus services from first occupation.</p> <p>The details for the bus strategy are to meet SCC requirements. Details re the levels of service are under discussions, members to be updated through a supplemental report.</p>
21.	SCC	<p>Off Site Highway Works</p> <ul style="list-style-type: none"> • Woodlands Road / Woking Road; • Bellfields Road / Woking Road1; • GBC Depot access; and • A3 on-slip / Woking Road • Moorfield Road / Woking Road • A3 off-slip / Woking Road; • A25 / Woking Road.; • A3 underpass improvements painting and lighting • Woodfields Road/Slyfields Green improvements • Weyfield School Access and Bellfields Road 	<p>Obligations to enter into a s278/s38 agreement with SCC to deliver the relevant works prior to commencement of the development.</p> <p>Obligation to make clear all off-site highway works shall be required to pass a road safety audit by the relevant highways authority.</p> <p>Final bullet point relates to crossing referred to in condition.</p>

Reference	Obligation to	Requirement	Detail
		<p>improvements</p> <ul style="list-style-type: none"> • Provision of new pedestrian crossings over Woking Road near southern n access point to the development site near Old Farm Rd. • 	
22.	SCC	Early Years Contribution	<p>Formula approach to be used. SCC pupil yield calculator and PRR within the GBC Infrastructure Delivery Plan (2017),</p> <p>Early Years Contribution:</p> <p>£1,043,228 to be calculated at £673 per Unit.</p> <p>To be paid proportionate to number of units prior to Commencement of Development of each residential phase.</p>
23.	SCC	Primary Education Contribution:	<p>Formula approach to be used. SCC pupil yield calculator and PRR within the GBC Infrastructure Delivery Plan (2017)</p> <p>£3,260,400 (£2,104 per unit)</p> <p>To be paid proportionate to number of units prior to Commencement of Development of each residential phase.</p>

Reference	Obligation to	Requirement	Detail
			To include a review mechanism of whether this contribution is necessary prior to each phase.
24	SCC	Secondary Education Contribution	<p>Formula approach to be used. SCC pupil yield calculator and PRR within the GBC Infrastructure Delivery Plan (2017),</p> <p>£3,260,400 (£2,104 per unit)</p> <p>To be paid proportionate to number of units prior to Commencement of Development of each residential phase.</p>
25. a & b	<p>a. GBC to transfer primary care funds to CCG.</p> <p>b. Acute care funds to Royal Surrey Hospital NHS Trust.</p>	<p>a. Primary Care Contribution towards local primary health care needs of the development's new residential population.</p> <p>b. Acute Care Contribution towards Royal Surrey Hospital health care services arising from the development's new residential population</p>	<p>a. Formula approach £2,329 per residential unit, for acute care.</p> <p>b. Formula approach for primary Care. Either on site primary Car GP surgery or alternate financial provision based on Healthy Urban Development Unit model pro rata for population, but only accounting for primary care outputs of model.</p> <p>Each to be paid prior to first occupation of the development for a relevant phase.</p>

Reference	Obligation to	Requirement	Detail
26.	GBC (to transfer funds to Police)	Police Infrastructure Contribution towards additional police infrastructure in the locality	Financial contribution (amount to be agreed) towards additional police infrastructure in the locality. Payable on occupation of the 500 th Dwelling on the Development
27.	GBC	Provision and delivery of a land ownership and management strategy for the lifetime of the development.	Strategy to deal with all management and maintenance of parking/public realm /open space/ all roads/drainage features for the entire site to be submitted for GBC(LPA) approval with scope for review as the development is built out and operated over time. Plan linked to the parameter plan /design codes provisions as set out under planning conditions. Details of the strategy triggered prior to first occupation of development per relevant phase. Strategy to include submission and approval of structure and funding mechanisms for Estate Management, maintenance and Stewardship of the Development (to be updated per phase if required).

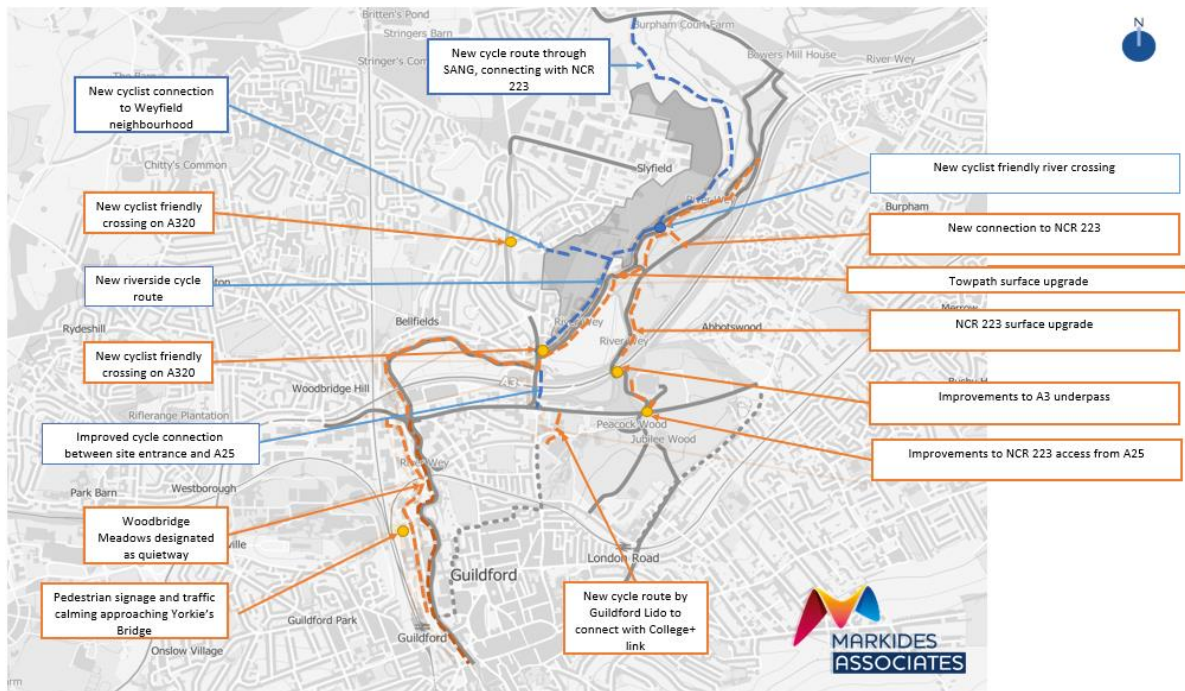
Proposed Section 278 Measures (or equivalent) - To be secured as part of planning consent

#	Location	Proposal	Additional details (Specification)	
---	----------	----------	------------------------------------	--

1	National Cycle Route 223	Widen narrow section of route between Stoke Lock and Riverside Park & upgrade surface.	Hoggin Path widened to 2m	
2		Upgrade surface around Spectrum leading to A25	Asphalt 3m wide path	
3		Remove/redesign gate on north side of A25 leading to Spectrum	Remove gate, add bollard	
4		Add improved signage for NCR 223 at junction with A25 and Spectrum		
5	Riverside Park	New footway/cycleway connection from future river Wey crossing to NCR223	Likely boardwalk (dependent on ground conditions) - 3m wide	
6	A320 Woking Road Pedestrian Crossing	New crossing on Woking Road near Old Farm Road	As per RSA design	
7	Guildford Lido Link	Cycle link by Guildford Lido from the A25 south connecting to the Guildford College + link.	As per design (Asphalt surface 3m wide)	
8	River Wey	Improved River Crossing Facilities over River Wey	New Bridge or Improved existing crossing	
9	SANG	New footway/cycle connection between Weyside Urban Village and SANG		
10	Waterside Road	New traffic free cycle connection linking WUV Green Finger to Waterside Road (by numbers 30-48)	Widen existing footway to accommodate cyclists	
11	A320 Woking Road (Southern Section)	Improved Cycle Connection between Depot Road and A25	As per Depot Road, A3 on-slip and A3 off-slip junction designs	
12	Additional	x4 new pedestrian	Asphalt	

	Pedestrian Connections into WUV	only connection points from Waterside Road / Bellfields Road into site		
Proposed Section 106 Contribution Items (to SCC)				
#	Location	Proposal	Additional details (Specification)	Estimated Cost
1	Tow Path (Between Clay Lane and A25 by Woodbridge Meadows)	Upgrade surfacing to better handle ponding and drainage. Widen where possible.	Whinstone or Granite Dust Path widened to 3m	£ 532,602.00
2		Smooth kerb between A25 footway and towpath	NMU Identified Measure	£ 600.00
3	Woodbridge Meadows/Walnut Tree Close	Designated as a Quietway - as part of wider SCC proposals for traffic reduction	New cycle signage and road markings. Assumed 1 sign every 100m for 1.3km	£ 6,050.00
4	Yorkie's Bridge access from Walnut Tree Close	Introduce signage indicating Yorkies Bridge and shared use footway/cycleway	NMU Identified Measure - new signage and traffic calming measures	£ 4,800.00
5	Waterside Road	To provide continuous route to new pedestrian crossing, which provides safe access to Bellfields neighbourhood.	NMU Identified Measure - Dropped kerbs and tactile paving	£ 2,001.60
6	A3100 / Abbotswood	Add informal crossing	NMU Identified Measure - Dropped kerbs and tactile paving	£ 3,328.00
			Sub Total	£ 549,381.60
			Optimism Bias (40%)	£ 219,752.64

			GRAND TOTAL (To Surrey County Council)	£ 769,134.24
Proposed Section 106 Contribution Items (to National Highways)				
#	Location	Proposal	Additional details (Specification)	Estimated Cost
1	National Cycle Route 223	Paint/clean and install lighting on A3 underpass	Assumed x3 new lighting columns, painting and urban realm improvements	£ 13,600.00
			Sub Total	£ 13,600.00
			Optimism Bias (40%)	£ 5,440.00



Appendix 2 Planning Conditions and Informatives

CONDITIONS:

Note: Interpretation. Terms relating to outline consents. e.g. Reserved matters, parameter plans etc, are to be interpreted as per [circular 1/2006](#).

The draft conditions are being sense and fact checked and subject to a quality control review and any amendments will be reported to members before decision.

Section One- General

1. Structure of Permission

In the following conditions, as relevant to each component of the development, the part of the site to which the various forms of permission apply shall be as follows:

- i. The whole site – extent as shown on site plan 01715_SO1_P1
- ii. The Outline application – extent as shown as outline on plan WEY-ACM-ZZZ-ZZ-DR-CE-00000
- iii. The full planning permission application – extent as shown as full on plan WEY-ACM-ZZZ-ZZ-DR-CE-00000

Reason: To clarify the nature and extent of the application and permission.

Section Two- Conditions that apply to the whole site (conditions 2 to 62)

2. Development Principles and Parameters

Development shall be carried out substantially in accordance with the vision, objectives and principles contained in the Design and Access Statement (dated 17th Dec 2020 revised 5th July 2021), as illustrated on the illustrative masterplan (01715_MP01_P2 1 Jun 202) together with the mitigation requirements contained in the Environmental Statement (dated 17th Dec 2020) and Environmental Statement addendum (dated 1st July 2021) submitted in support of outline planning application 20/P/02155 approved hereby approved, and in compliance with the development parameters plans, design code (dated 22nd dec 2020, revised dated 5th July 2021) and regulatory plans as listed below:

Plan No	Date Issued – last revision	Title
01715_RP1	1st Jun 2021	Regulatory plan_R2
01715_PP01_P2	1st Jun 2021	Land Use Parameter Plan_P2*
01715_PP02_P2	1st Jun 2021	Green Infrastructure Parameter Plan_P2
01715_PP03_P2	1st Jun 2021	Building Heights Parameter Plan_P2*
01715_PP04_P3	22nd Sept 2021	Access and Movement Parameter Plan_P3

For those strategies marked with an Asterix, revised versions of each document shall be submitted to and approved by the local planning authority prior to commencement of any development other than initial site preparation and groundwork, and those revised documents as approved shall be substituted in this table. Variation shall not deviate from the scope of the permission or lead to materially different significant environmental effects to those assessed in the Environment Statement without any fresh consent/assessment required to be secured.

Reason: For the avoidance of doubt and to ensure that the details of the development are acceptable to the Local Planning Authority and in conformity to the local plan allocation, and to ensure that the development is implemented in accordance with the approved parameters upon which the hybrid application and Environment Statement are based

3. Site Wide Strategies

The following Site Wide Strategies shall be implemented as approved:

Document No	Date Issued – last revision	Title
42287_WUV_OBMEP_HEV_DEC-2020	15th December 2020	Outline Biodiversity Mitigation Plan
42287 Arborocultural Statement Final	15 th Dec 2020	Arborocultural Statement and Tree Protection Plan
42287 Waste Strategy Final	15 th Dec 2020	Site Waste Strategy
WEY_ACM-ZZZ-ZZ-RP_DR_000002_PO5	5 th Feb 2021	Surface Water Drainage Strategy
18179-MA-XX-TP-001	17 th Dec 2021	Weyside Urban Village Travel Plan
42287 Sustainability Strategy Final	15th Dec 2020	Sustainability Statement
60612873 FINAL	22 nd Dec 2020	Energy Strategy*
18179-MA-RP-D-OCLP02-P02	17 th Dec 2020	Construction Logistics Plan
18179-MA-XX-TP-001	17th Dec 2020	Demolition and Environment Management Plan
18179-MA-RP-D-PS01-P01	17 th Dec 2020	Parking Statement
42287/4005	Nov 2020	Flood Risk Assessment

*Note: For those strategies marked with an Asterix, revised versions of each shall be submitted to and approved prior to commencement of any development other than initial site preparation and groundwork, and those revised documents as approved shall be substituted in this table. Variations shall not deviate from the scope of the permission or lead to materially different significant environmental effects to those assessed in the Environment Statement. If a revised Energy Strategy requires a Water Source Heat Pump then outlets and inlets for this will require a separate planning permission and an addendum to the ES, as well as licensing approval from the Environment Agency.

Reason: To ensure the development of the site is progressed in accordance with an approved framework and related management practices, to conform with statutory requirements and national and local planning policy.

4. Extent Drawing no.s – Whole site

The development hereby permitted shall be carried out within the extent of the following list of plans and documents which apply to the whole site:

Plan No	Date Issued /last revision	Title
01715_SO1_P1	15 th Dec 2020	Site Location Plan
WEY-ACM-ZZZ-ZZ-DR-CE-00000	5 th October 2021	Outline and Detailed Elements of Application

Reason: To ensure the development is carried out within the extent of these plans.

5. Design Code and Design Code Review Mechanism

Document No	Date Issued – last revision	Title
01715_Weyside Urban Village Design Code_210514_M	5 th July 2021	Design Code

The Design Code (as listed in the table above) shall be reviewed and resubmitted prior to the submission of any reserve matters application other than for advanced highway of infrastructure works. The review shall incorporate the requirements of the National Model Design Code including enhanced sections on building and elevational design, incorporate the requirements of the Guildford Sustainable Construction SPD, and include enhanced measures relating to the design and management of parking stress incorporating the finalised version of the site Parking Plan and the revised approved version of the Site Energy Strategy.

All subsequent reserve matters applications shall include a Design Code Compliance Assessment report demonstrating compliance with the revised approved Design Code as well as fully justifying any variance.

Following a review of the design code after each phase to review the effectiveness of previous phases in meeting the objectives of the National Design Guide, the National Model Design Code and the objectives of the Slyfield Regeneration Project, changes shall be made where necessary to reflect the operation and design of the project, including, parking standards, parking strategy and parking design, based on evidence and experience including of the parking review mechanism set out in the planning obligation in consultation with the Highways Authority.

Reason: To enable the Local Planning Authority to control the development in accordance with the Design Code and Design and Access Statement as detailed applications come forward and to ensure compliance with the Local Plan throughout the phased development of the application site.

To enable to reflect on experience of the operation of the scheme and make adjustments over time to resolve any problems to better meet the scheme objectives.

6. Road Safety Audits (pre-commencement condition)

Prior to the commencement of development of any means of access to the site all off-site highway works secured in the planning obligation for this permission shall have passed a road

safety audit by the Highways Authority or National Highways (in the case of roads where the Strategic Highways Company is the highways authority).

Reason: To ensure highway safety. This is required to be a pre-commencement condition because of the importance of highway safety.

7. Master Phasing Plan (pre-commencement condition)

Prior to the commencement of development (apart from advanced works – defined as : site clearance and levelling, demolition and preparatory works to include, but not limited to contamination testing, remediation and groundworks, drainage ducting and roads), or the submission of any reserved matters application, whichever comes first, a master phasing plan shall be submitted to and approved in writing by the local planning authority, and shall be submitted alongside each subsequent reserved matters application. No development shall commence within a specific phase until the relevant details below have been approved for that phase by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved master phasing plan and reserved matters approved for that phase unless as otherwise agreed with the Local Planning Authority. This master phasing plan shall show where it is relevant to that reserved matters application:

- The redline boundary of each phase, including any advanced works;
- The numbered phasing of development of each part of the parcel;
- The open space, SUDS and Children Play provision to be provided in advance or within any individual phase;
- The quantum of development by each phase, including housing and affordable housing mix, so that the total quantum of development reaches around 1,500 units by 2033;
- Required infrastructure prior to each phase;
- The timing of demolition works within each phase;
- Provision of car club spaces by phase providing a minimum of 6 car club spaces for the whole development;
- Construction access routing by phase;
- A plan showing the phase and its relationship with other phases, including the layouts of any phases that have been developed and or have detailed planning permission
- A Sustainability Statement setting out compliance with condition 21 – sustainability targets of that phase in terms of energy, embodied energy, waste, water use and use of sustainable modes of transport.

The phasing shall be kept up to date with all revisions agreed by the local planning authority before commencement of subsequent phases.

Reason: To ensure that where the development is to be carried out in phase that the impacts can be properly controlled and monitored to ensure there is no significant impact on residential amenity or highway safety; and to ensure an orderly development and protection of amenity of existing and new residents during construction. This is required to be a pre-commencement condition because it is necessary to understand the nature and extent of any phasing overall before development, and agreement of any phase comes forward.

8. Phasing – securing of obligations (pre-commencement condition)

No development shall commence on any phase until an obligation that binds (either through becoming a direct signatory or a confirmatory deed) all of those with an interest in the land in that phase.

Reason: To ensure that all of the obligations are secured, and all landowners are bound to them. This is required to be a pre-commencement condition to ensure these obligations are secured.

9. Phasing - Community Facilities and Employment Provision (Pre-Commencement condition)

No units shall be occupied in advance of the community facilities and employment floorspace provision being completed; linked to or provided in advance of that phase as agreed in the phasing plan requirements applying to that phase as agreed under condition 6.

Reason: To ensure completion of the open space requirements in compliance with the land use parameters plan. This is required to be a pre-commencement condition to ensure completion in accordance with the masterplan.

10. Phasing - Spine Road Detailed Design (Pre-Commencement condition)

Prior to the commencement of any development on any phase requiring access from Woking Road or Moorfield Road a detailed plan for full planning consent shall be submitted to and approved by the local planning authority showing:

- a) a spine road connecting Woking Road to Moorfields Road, with a branch to Slyfield Green;
- b) A managed 20mph speed and zone;
- c) junctions to roads connecting to secondary access roads to the development off Slyfield Road and
- d) A minimum 3.5m wide cycle way not shared with the footway and segregated from the spine road carriageway;
- e) Landscaping and tree planting;
- f) Representative cross sections;
- g) Road levels and drainage;
- h) Bus Stop Spacing and Design;
- i) Bus Gate Design;
- j) Utility trenches and reservations;
- k) Links to greenways to the West and East to the Wey connecting the community and the residential area to the west to the River Wey and the proposed Wey footbridge;
- l) Traffic calming measures to give pedestrian and cycle priority;
- m) A shared surface area adjoining the proposed local centre with pedestrian and cycle priority;
- n) Junctions to side roads which maintain cycle routes across the junctions and which require cars and other motorised vehicles to give way to pedestrians and cycles in compliance with LTN 1/20 and the revised Highway Code.

Reason: To ensure the development complies with sustainable transport principles in line with local and national planning policy.

11. Phasing - Gypsy and Traveller Pitches (pre-occupation condition)

None of the units in the industrial area shall be occupied until at least six gypsy and traveller pitches and access and services to these pitches have been completed in accordance with details approved by the local planning authority.

Reason: To comply with the development plan and national policy.

12. Phasing – Replacement Allotments (pre-commencement condition)

No part of the site which is in allotment use may be development until:

- a) The replacement allotments approved under permissions 20/P/00197 and 20/P/00478 are brought into use,
- b) The loss of the allotments and replacement provision are approved by the Secretary of State.
- c) A design and location for replacement multipurpose flexible community building replacing the Bellfields Allotments and Agricultural Club building, as required in the planning obligation, has been agreed in writing by the local planning authority and developed in accordance with the approved plans. A facility may be temporary; however a permanent facility must be provided before occupancy of any units on the former Sewage Treatment Plant site.

Reason: To ensure replacement of essential utilities. This is required to be a pre-commencement condition to ensure continuity of provision.

13. Phasing – Replacement Sewage Treatment Works (pre-commencement condition)

No part of the site which is in Sewage Treatment or associated use (excluding the disused sludge lagoons) shall be developed until the Sewage Treatment Works has been fully decommissioned and a replacement facility (including means of minimising off-site sludge removal) has secured planning permission and developed in accordance with the approved plans.

All Reserved Matters applications shall include a statement confirming that proposed development will not prejudice the reservation, implementation or operation of this infrastructure

Reason: To ensure replacement of essential utilities. This is required to be a pre-commencement condition to ensure continuity of provision.

14. Phasing - New Sewage Treatment Plant Outfall (pre-commencement condition)

No development on the existing GBC depot land, other than initial ground clearance and preparation, shall commence until full details of how the design of the development on that land will not preclude inlets for the new Sewage Treatment Plant (as approved by the Waste Planning Authority) has been submitted to (including as part of a reserved matters application if appropriate) the local planning authority. No reserved matters application shall prejudice any necessary reservation for this infrastructure.

Reason: To meet the requirements of the local plan and the site's sustainable transport plan, and to promote site connectivity and sustainable modes of transportation.

15. Phasing – Replacement Community Recycling Centre and Waste Transfer Station (pre-commencement condition)

No part of the site which is in Community Recycling Centre, Waste Transfer Station or associated use shall be developed until the Community Recycling Centre has been fully decommissioned and a replacement facility has secured planning permission and developed in accordance with the approved plans.

Reason: To ensure replacement of essential utilities. This is required to be a pre-commencement condition to ensure continuity of provision and to comply with the local plan and waste local plan.

16. Phasing - Woking Road Crossing (pre-occupation condition)

No part of the authorised development contained within the existing GBC depot land may commence until an options appraisal, including a suggested preferred option, for delivery of a safe pedestrian crossing across Woking Road as close as possible to the existing Depot Access and the A3 On-slip roundabout has been submitted to and approved by the local planning authority, in consultation with and Surrey Council as Highways Authority.

In addition, no part of the authorised development contained within the existing GBC depot land may be occupied until the approved pedestrian crossing across Woking Road (shown on plans 18179-MA-IM-WOKI-DR-C-01 P02) has been provided.

Reason: To ensure safe pedestrian crossing of Woking Road.

17. Phasing – Replacement Site for Current Bicycle Hub (pre-commencement condition)

No part of the site which is currently occupied by the Bicycle Hub next to the Pump House shall be developed until a replacement Bicycle Hub facility has secured planning permission and developed in accordance with the approved plans and the project relocated to this facility.

Reason: To ensure replacement of this essential facility important to sustainable transport. This is required to be a pre-commencement condition to ensure continuity of a community asset of this scale and range of facilities. This can be a temporary location until the mobility hub is developed as part of the local centre.

18. Phasing – Development of Pump House Area (pre-commencement condition)

No part of the site occupied by the pump house, its associated outbuildings or the Surrey Bicycle project shall be developed until a comprehensive design for that location have been submitted to (including as part of a reserved matters application if appropriate) and approved by the local planning authority, showing retention and reuse for public purposes of as much of this heritage asset as possible.

Reason: To ensure protection of this heritage asset. This is required to be a pre-commencement condition to ensure this asset is protected through a comprehensive scheme and future use

19. Phasing - Local Centre and Mobility Hub (pre-commencement condition)

Prior to commencement of residential development on the part of the site occupied by the sewage treatment works and disused sludge lagoons, a reserved matters application (if not already included within the reserved matters application for the part of the site occupied by the sewage treatment works) for the local centre and associated mobility hub according to the principles set out in the design and access statement and design code shall be submitted to and approved in writing by the local planning authority. Development shall proceed in accordance with the approved details.

A Local Centre Implementation Plan shall be submitted as part of the reserved matters applications for the part of the site occupied by the sewage treatment works and disused sludge lagoons providing for commercial class E, Local facilities F1 and F2 and offices B1(a) commercial employment. This shall include the design and mix of uses of the Local Centre and associated car parking spaces, the associated mobility hub (including electric vehicle parking spaces, and cycle hire, parking and repair).

The relevant phase incorporating the local Centre shall not be commenced unless the Local Centre Implementation Plan has been approved in writing by the LPA. No more than 100

dwelling on the Sewage treatment works or the disused sludge lagoons site shall be occupied until all of the measures described in the Local Centre Implementation Plan have been delivered in full.

Reason: To meet the requirements of the local plan and the site's sustainable transport plan.

20. Sustainability Strategy by Phase (pre-commencement condition).

Prior to the commencement of development of each phase or part phase that include built development, (apart from advanced works defined as: site clearance and levelling, demolition and preparatory works to include, but not limited to contamination testing, remediation and groundworks, drainage ducting and roads), a sustainability strategy shall be submitted to and approved by the Local Planning Authority setting out how the phase/sub-phase is to be developed in accordance with the principles and objectives set out in the overarching Sustainability Statement and Energy Statement and targets for:

- Energy use
- Materials embodied energy
- Water use; and
- Waste

To be met by specified dates.

Initially the strategy shall include for the first phase a carbon emission rate that is at least 31 percent lower than the building's Target Emission Rate (TER), assessed against Part L:2013. The carbon emission reduction figures must be supported by SAP and SBEM assessment sheets (or similar) that show the TER and Building Emission Rate (BER) or Dwelling Emission Rate (DER) for Part L:2013 as applicable, or any higher standard included as part of the future homes standard.

Prior to the commencement of development of buildings above the damp proof course (dpc) level, details for each phase shall be submitted to (including as part of a reserved matters application if appropriate) and approved in writing by the Local Planning Authority that demonstrate that each new dwelling meets the requirements of the sustainability strategy in respect of carbon emissions. The carbon reduction achieved using low and zero carbon energy generating technologies may be included within the SAP and SBEM assessment. The approved details shall be implemented prior to the first occupation of that dwelling.

The sustainability strategy must provide that water management measures shall achieve a maximum water usage of 110 litres per person per day and prioritises demand reduction measures over supply measures for each dwelling.

Prior to the first occupation of each phase, a water efficiency statement shall be submitted to (including as part of a reserved matters application if appropriate) and approved in writing by the Local Planning Authority for that phase that demonstrate that each new dwelling meets the requirements of the sustainability strategy in respect of water efficiency.

This strategy shall be resubmitted at every subsequent phase to reflect local and national standards applying at the time.

The development of each phase or part phase shall be carried out in accordance with approved detailed sustainability strategies unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure sustainability targets are met in accordance with national and local policy.

21. Arborocultural Method Statement (pre-commencement condition)

No development shall take place on a phase until a finalised Arborocultural Impact Assessment and Arborocultural Method Statement (detailing all aspects of construction and staging of works) and a Tree Protection Plan, in accordance with British Standard 5837:2012 for that phase 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 both on and off -site which are to be retained in the interests of the visual amenities of the locality. It is considered necessary for this to be a pre-commencement condition because the tree protection measures need to be checked prior to the development commencing to ensure they are adequately implemented.

22. Tree Protection Meeting (pre-commencement condition)

No development excluding any temporary haul road and including levelling, demolition and preparatory works to include, but not limited to contamination testing, remediation and groundworks and drainage ducting, shall take place and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until a pre-commencement meeting has been held on site and attended by a suitable qualified arboriculturist, representative from the Local Planning Authority and the site manager/foreman, to check all tree protection measures have been installed in accordance with the approved tree protection plans and approved reports. The tree protection measures shall be maintained for the course of the development works.

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 tree protection measures need to be checked prior to the development commencing to ensure they are adequately installed.

23. Site Waste Management Plan (pre-commencement condition)

No development on any phase shall commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority for that phase, and the scheme shall be implemented in accordance with this approved plan. This plan shall demonstrate how waste generated from construction and excavation activities would be dealt with in accordance with the waste hierarchy. The Site Waste Management Plan will subsequently be kept up-to-date throughout the development process in accordance with established methodology.

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.

24. Contaminated Soil Material Management Plan (pre-commencement condition)

Prior to the commencement of any development on any phase a detailed plan for the management, on site processing and decontamination and re-use of all contaminated or uncontaminated soil and other material in earthworks and ground works, for that phase shall be submitted to and approved by the local planning authority and the scheme shall be implemented in accordance with this approved plan.

Reason: To ensure that contaminated material is properly processed in accordance with national and local policy.

25. Contaminated land (pre-commencement condition)

No development in a phase approved by this planning permission shall take place until a remediation strategy for that phase that includes the following components to deal with the risks associated with contamination of the relevant phase of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1. A Preliminary Risk Assessment (PRA) including a Conceptual Site Model (CSM) of the relevant phase of the site indicating potential sources, pathways and receptors, including those off site.
2. The results of a site investigation based on (1), covering previously investigated areas including the allotments, and a detailed risk assessment, including a revised CSM including a detailed site investigation must be carried out of all areas not so far investigated (the allotments area) of the development by a suitably qualified and accredited consultant/contractor in accordance with a Quality Assured sampling and analysis methodology. The investigation shall include relevant sub-surface, soil gas and groundwater sampling together with the results of analysis and a risk assessment of the impact to receptors.
3. Based on the risk assessment in (2) an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. The strategy shall include a plan providing details of how the remediation works shall be judged to be complete and arrangements for contingency actions. The plan shall also detail a long term monitoring and maintenance plan as necessary. These remediation details may be agreed phase by phase. The long-term monitoring and maintenance plan shall be implemented as approved. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
4. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development in the relevant phase other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority.

The strategy shall be fully implemented as approved.

Reason: To ensure that risks from land contamination associated with current and previous land uses to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to the health of future users of the land, workers, neighbours and other offsite receptors and the natural environment or general amenity in line with National Planning Policy Framework (NPPF). This is required to be a pre-commencement condition as the nature and extent of any contamination, along with any necessary remediation measures, need to be identified before development commences, in order to ensure that risks can be managed.

26. Contamination verification (pre-occupation condition)

The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works for a phase. Following completion of measures identified in the approved remediation scheme for a relevant phase, a verification report for that phase must be produced, and is subject to the approval in writing of the Local Planning Authority.

Documentary proof shall be submitted to and approved in writing provided to by the Local Planning Authority to include:

- a) a quality assurance certificate to show that the works have been carried out in full accordance with the approved remediation strategy;
- b) details of any post remediation sampling and analysis to show the site has reached the required clean-up criteria shall be included in the closure report;
- c) the necessary documentation detailing what waste material has been removed from the site; before the development of that phase is first occupied by any person not directly involved in constructing the development. No occupation of any part of the permitted development by phase shall take place until the verification report demonstrating completion of works set out in the remediation strategy in the approved remediation strategy. Any approved remediation scheme shall be carried out as detailed.

Reason: To ensure that risks from land contamination to the future users of land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

27. Reporting of Unexpected Contamination

If contamination is found at any time when carrying out the approved development that was not previously identified, it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition (25) clause (2), and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition (25) clause (3), which is subject to the approval of the Local Planning Authority.

Reason: To ensure that risks from land contamination to the future users of land and neighbouring land are minimised, together with those to controlled waters, property, and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

28. Contamination - Long Term Monitoring & Maintenance

Prior to the commencement of any phase a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the local planning authority, shall be submitted to, and approved in writing by, the local planning authority in respect of that phase. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the local planning authority. This must be conducted in accordance with DEFRA and the Environment Agency's 'Model Procedures for the management of Land Contamination, CLR11'.

Reason: To ensure that risks from land contamination to the future users of land and neighbouring land are minimised, together with those to controlled waters, property, and

ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

29. Phasing – Foul Water Drainage (Pre-Commencement Condition)

Development on land currently occupied by the Sewage Treatment works or former sludge lagoon hereby permitted shall not be commenced until such time as a scheme to dispose of foul drainage has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

Reasons: Detailed foul waste plans have only been drawn up for the other parts of the site. Whilst the foul waste strategy for these other phases have been approved, further plans regarding the foul waste the Sewage Treatment works, and former sludge lagoon will need to be submitted before these two areas can go ahead. This will allow the developer to continue working to their phasing schedule for the other areas but will ensure that they complete an assessment of foul sewer capacity before phases comprising the Sewage Treatment works or and former sludge lagoon areas can proceed. The applicant will need to work with the water company to ensure that construction and habitation do not outpace infrastructure improvements in this case.

The Thames river basin management plan requires the restoration and enhancement of water bodies to prevent deterioration and promote recovery of water bodies. Without this condition, the impact could cause deterioration of a quality element to a lower status class to the River Wey water body because it would result in the release of raw effluent through the overwhelming of foul sewer systems.

30. Graded Topographic levels, Drainage, and SUDS details (Pre-Commencement Condition)

No development shall commence on any phase of the development, whether outline or full permission until at grade levels details including the existing and proposed graded proposed topographic levels, building foot prints, hard surfaced areas levels, and roads in relation to that phase has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with those approved levels.

No development shall commence (excluding site preparation/ earthworks/ enabling works) until drainage details of the design of a whole site surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. This strategy shall show:

- I. The rough grading and drainage of the common parts of the scheme prior to the submission of any application for an individual phase
- II. The approach to the final grading and detailed drainage of any individual phase that will be taken as part of that reserved matters submission of an individual phase.

The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes for all phases except for the new GBC depot site shall be provided using a maximum discharge rate of 180.22l/s for the 1 in 1 year rainfall event and 676.37l/s for the 1 in 100 year (+CC) rainfall event. Associated Network Asset Management Highways Laboratory and Information Centre Merrow Lane

Guildford Surrey GU4 7BQ 2 discharge rates and storage volumes for the new GBC depot site shall be provided using a maximum discharge rate of 12.25/s for the 1 in 1 year rainfall event and 45.95l/s for the 1 in 100 year (+CC) rainfall event.

- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.);
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected;
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system; and details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
- e) The development shall be built in accordance with the approved details and thereafter maintained.

The development within each phase shall not commence until such time as a maintenance schedule for that phase to ensure that the approved sustainable drainage systems (SuDS) are kept in working order for the lifetime of the development, has been submitted to, and approved in writing by, the local planning authority. The schedule shall be fully implemented in accordance with the scheme, or any changes as may subsequently be agreed, in writing, by the local planning authority.

Reason: In order to ensure the grading of the development, and its drainage is appropriate to the character of the area and has an acceptable impact on the surrounding area. In order to reduce the impact of the development on flooding, manage run-off flow rates, protect water quality and improve biodiversity and the appearance of the development. This is required to be a pre-commencement condition as the design of a surface water drainage scheme goes to the heart of the permission and must be secured before development commences.

31. Drainage verification

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

Reason: To reduce the impact of the development on flooding, manage run-off flow rates, protect water quality, and improve biodiversity and the appearance of the development.

32. Groundwater Monitoring Plan (pre-commencement condition)

Prior to the first occupation of a phase of the development, a verification report carried out by a suitably qualified drainage engineer shall be submitted to and approved in writing by the Local Planning Authority. This must demonstrate that the drainage system for that phase or the enabling works has been constructed as per the agreed scheme (or detail any minor variations) in relation to that phase, provide the details of any management company engaged to manage the drainage system and state the national

grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the proposal does not create water pollution in accordance with national and local policy.

33. Project Manager (pre-commencement condition)

A named appointed Project Manager shall be appointed prior to commencement of development and shall oversee the delivery of the works in accordance with the principles contained within the relevant Site Wide Strategies (approved under condition 3), Submissions under the Design Code (conditions 5 & 52), the mitigation requirements of the environment statement, the Demolition and Construction Environment Management Plan (condition 9) and the Construction Logistics Management Plan (condition 53) and the Contaminated Soil Material Management Plan (condition 25).

A Project Manager shall be retained thereafter for the duration of the relevant works.

Reason: To ensure effective management and delivery of the development.

34. Archaeology (pre-commencement condition)

No works below current ground levels shall take place, by phase or for general site preparation work and site grading and infrastructure, until they or their applicant, or their successors in title, has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority and has secured the implementation of a programme of archaeological work on the site in accordance with a written scheme of investigation for that phase which has been submitted to and approved in writing by the Local Planning Authority.

The programme should include measures for:

- the protection of remains or evidence of archaeological significance during any pre-archaeological investigation phases of development,
- the timely excavation, recording, removal, assessment, reporting, publication and archiving of any archaeological material recovered from the site.
- the reporting of the results of this work to the planning authority and the Historic Environment Record
- The publication of the results as appropriate and
- The archiving of all material recovered and produced during the works at an appropriate and accredited repository

Should any remains of the flowing river be found the local planning authority shall approve a scheme of retaining, restoring or celebrating appropriate parts of the flowing river within the landscaping scheme and that revised landscaping shall be implemented.

The condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the written scheme of investigation.

The development shall be carried out in accordance with the approved Written Scheme of Investigation.

Reason: To ensure archaeological investigation(s) are This is required to be a pre-commencement condition because it is necessary to understand the nature and extent of any archaeological remains on the site before development commences carried out before any archaeological remains are disturbed by the approved development.

35. Biodiversity Mitigation and Enhancement Plan (BMEP) (pre-commencement condition)

A detailed Biodiversity Mitigation and Enhancement Plan complying with BS 42020:2013 and detailing the outline plan 42287_WUV_OBMEP_HEV_DEC-2020, shall be submitted as part of each Reserved Matters Application.

The submitted plan shall identify features of biodiversity interest on site and include a mitigation method statement including monitoring, management and remediation measures

Reason: To ensure statutory procedures for species protection and biodiversity are complied with.

36. Biodiversity Net Gain (Pre-commencement condition)

Development shall not commence on any phase until a biodiversity gain plan for that phase, in accordance with the calculation shown in Weyside Urban Village: Biodiversity Metric Report – 20th July 2021, prioritising improvements at the Weyside Biodiversity Opportunity Area and Burpham Court Farm, but including an updated biodiversity impact calculator in accordance with the current policy and national metric requirements applying at the time has been submitted (including as part of a reserved matters application if appropriate) to the local planning authority, to demonstrate how that phase will contribute to the development achieving a post development biodiversity value shall be a minimum of 20% higher than site pre-development biodiversity value and the local planning authority has approved the biodiversity gain plan for that phase. The post development biodiversity value may include off-site biodiversity gain under the control of the applicant and purchased biodiversity credits. This gain shall thereafter be maintained for a minimum period of 30 years in line with the biodiversity gain plan. The development shall be carried out in full accordance with the approved biodiversity gain plan.

Reason: to ensure that biodiversity gains are delivered for enhancement and improvements of habitats. This is a pre-commencement condition to comply with the Environment Act 2021 [when granted royal assent].

37. SANG (Pre-Occupation condition)

No occupation of the development, other than development of the former allotment area, shall take place until written confirmation has been obtained from the Local Planning Authority that the Council has secured Suitable Alternative Natural Green Space (SANG) under permission 20/P/02173 or otherwise in accordance with the Natural England approved scheme under the Guildford Borough Council Thames Basin Heaths SPD (2021) and any works required to bring that land up to acceptable SANG standard have been completed; except, where such confirmation has not taken place prior to the approval of any Reserved Matters application of a phase for works that will lead to the occupation of dwellings, the applicant for that Reserved Matters application has informed the local planning authority that it has secured sufficient capacity for that phase at another existing or approved area of SANG capable of mitigating the impacts of the development in accordance with the Natural England approved scheme under the Guildford Borough Council Thames Basin Heaths SPD (2021).

Reason: This is required as a pre-commencement condition as the development is only acceptable if the impact on the Thames Basin Heaths Special Protection Area can be mitigated. This is reliant on the provision of SANG. Avoidance works associated with development need to be carried out prior to the occupation of the development so that

measures can cater for increased number of residents to avoid adverse impact on the Thames Basin Heaths Special Protection Area.

38. Vehicular Access to Stoke Lock (Pre-commencement condition)

Prior to the closure of any part of the existing right of way to Stoke Lock, a plan showing an alternative right of way to Stoke Lock shall be submitted to and approved by the local planning authority and that route shall be included in reserved matter submissions of any phase which includes land which forms part of the existing site access.

Reason: To protect access to the National Trust property at Stoke Lock.

39. Weyside Buffer Zone scheme (Pre-commencement Condition)

In order to protect the River Wey (and associated biodiversity receptors), a 10m minimum ecological buffer is required between the top of the River Wey riverbank and any development. There shall be no development within this buffer zone other than that required for access to the River Wey, for creation of flood defences, or for the creation of a riverside Walk. It shall be retained free of domestic gardens and must not be used to store or transport any materials/equipment.

As part of the reserved matters application of each phase along the riverside a detailed scheme for the layout, management and treatment of the buffer area shall be submitted to the Local Planning Authority and approved prior to the commencement of that phase and the scheme so implemented. The scheme shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the development shall be carried out in accordance with the approved scheme.

Where construction effects are unavoidable, the scheme design will replace habitats and bank profile in order to respect, maintain and, where possible enhance, the landscape and ecological value of the River Wey corridor.

Reason: Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. Buffer zones to watercourses form a vital part of green infrastructure provision.

40. River Wey Pedestrian and Cycle Crossing (Pre-commencement Condition)

Prior to the commencement of the development of any part of the former sludge lagoon area detailed plans for a pedestrian and cycle bridge across the river Wey, to connect the local centre to the cycleways on the eastern side of the River Wey, shall be submitted to and approved by the local planning authority. The design must demonstrate that:

- a) It is of a minimum 3.5m carriageway width to enable cycles and pedestrians to pass safely.
- b) It provides minimum clearance for barge navigation as approved by the National Trust;
- c) it does not restrict flood flows up to the 1 in 100 year flood extent plus an appropriate allowance for climate change.
- d) There is enough space for the passage of mammals (including otters) a 1 in 100 year flood event plus an appropriate allowance for climate change. An appropriate vertical clearance will be provided between the 1 in 100 year plus climate change flood level and the bridge soffit to allow mammals (including otters) to pass under during high flows. If it is not possible to provide a gap between the bridge abutments and the edge of the watercourse (for animals to walk on solid ground) during the 1 in 100 year plus climate change flood level, a

mammal ledge must be incorporated into the design. This ledge should be designed in accordance with volume 10, section 1, part 9 of the design manual for roads and bridges (The Good Roads Guide New Roads Nature Conservation Advice in Relation to Otters, dated May 1999).

- e) incorporate mitigation measures to mitigate for any loss of open water habitat, such as habitat impacted by shading.

Reason: The use of a clear-spanning bridge would maintain the river corridor and allow the movement of both the river and associated wildlife.

41. Demolition and Construction Environmental Management Plan (DCEMP) (pre-commencement condition)

All demolition and construction on site shall be in compliance with the outline Demolition and Construction Environmental Management Plan (DCEMP) 18179-MA-XX-TP-001 and compliant with CIRIA document C532, including the recommendations outlined in the Environment Statement (as set out below), for the treatment of any environmentally sensitive areas, their aftercare and maintenance.

Prior to commencement of any phase of the development, a detailed Demolition and Construction Environmental Management Plan (DCEMP) for that phase shall be submitted to and approved by the local planning authority. The measures in the approved detailed DCEMP shall be implemented and maintained for the course of the development works.

These shall include:

- a) measures for noise and vibration mitigation during each phase of construction, together with plans to monitor noise and vibration during construction;
- b) specifying the proposed piling method and the reason for the selection of this method. This shall take into account the ground conditions of the proposed development site and the proximity of residential properties to the development site
- c) details of lighting requirements during construction;
- d) a Dust Management Plan to minimise dust and emissions including an inventory and timetable of dust generating activities, emission control methods and where appropriate air quality monitoring;
- e) a pre-construction check for badger setts;
- f) a plan showing habitat areas to be specifically protected during the works and how they shall be protected (i.e. with fencing). This should include the 10m buffer zone to the River Wey;
- g) details demonstrating how the River Wey buffer zone and watercourse will be protected during development. This should include:
- h) the measures to be used to physically protect the buffer zone during construction,
e.g. the use of Heras fencing; ii) any necessary pollution protection methods, particularly for light, dust, concrete, sediment and other harmful substances such as paint and oil that could pollute the watercourse;
- i) any necessary pollution protection methods, including that any materials/equipment/spoil should be stored at least 10m from the River Wey; and
- j) information on the persons/bodies responsible for particular activities associated with the method statement that demonstrate they are qualified for the activity they are undertaking.
- k) the appointment of an appropriately experienced soil specialist to advise on, and supervise, soil handling, including identifying when soils are dry enough to be handled and how to make the best use of the different soils on site.

A Report on soil management. Regard shall be had to the detailed Defra guidance with respect to the Construction Code of Practice for the Sustainable Use of Soils on Construction Sites (including accompanying Toolbox Talks). The development shall be implemented in accordance with the approved Report.

Reason: In order to safeguard against the emission of noise, vibration and dust and protect the wildlife on the site. This is required to be a pre-commencement condition as these matters need to be agreed before development commences, in order to protect the amenities of the locality and by minimising impacts on habitats and biodiversity.

42. Noise Levels, Noise Sensitive Uses (pre-commencement condition)

Prior to the commencement of any development, a comprehensive scheme for protecting the proposed dwellings and other noise sensitive uses from noise, which will meet the criteria of 55dB, LAeq16 hour (day-time) in private amenity areas, 35dB LAeq, 16 hour (day-time) in living rooms and bedrooms, and 30dB, LAeq, 8 hour (night-time) and 45dB, LAmax (night-time) in bedrooms, has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be undertaken in accordance with the approved scheme.

Reason: To meet minimum standards for noise protection in accordance with local and national planning policy, and to apply the mitigation required by the Environment Statement.

43. Noise Levels, Plant and Equipment (pre-installation condition)

Any plant or equipment etc, installed and operated at any time in connection with the carrying out of this demolition and construction phases of this permission shall not produce mechanical broadband or tonal noise that is in excess of the levels contained in the table below at the boundary of any noise sensitive premises. The noise specification for mechanical plant shall not cumulatively exceed these levels or generate any transient, cyclical tonal or impact noise or vibration that would significantly increase the residual continuous equivalent noise level ($> +1\text{dBA LAeq}$) at the nearest noise sensitive boundary. Correction factors must be included to account for any tonal characteristic and impulsivity of the noise (Ref BS4142:2014) (Note: Tonal noise shall be considered in one-third octave spectra). A regular and routine maintenance programme will be employed to ensure operational plant does not increase noise output due to mechanical wear or defect that will result in any unit failing to meet the above noise criteria.

	Daytime (0700-2300)		Night-time (2300-0700)	
	Representative background noise level dB LA90	Plant noise rating level dB LA,r	Representative background noise level dB LA90	Plant noise rating level dB LA,r
All sensitive receptor	35	35	27-30	30
Limits are for cumulative noise levels from all plant.				

Prior to installation of any such plant or equipment, full details of the plant, details of the operational plant noise levels and any appropriate mitigation measures to achieve compliance with the condition above must be submitted in writing for approval by the Guildford Borough Council.

Reason: To meet minimum standards for noise protection in accordance with local and national planning policy, and to apply the mitigation required by the Environment Statement.

44. Phasing - Green Links (pre-occupation condition)

No part of the site occupied by the allotments shall be occupied until full details of the proposed green pedestrian and cycle links to that part of the site to Waterside Road have been submitted to (including as part of a reserved matters application if appropriate) and approved by the local planning authority and fully implemented and the links formed in accordance with the approved details.

No part of the site occupied by the Sewage treatment works shall be occupied until full details of the proposed green pedestrian and cycle links to that part of the site to Waterside Road and Slyfield Green have been submitted to (including as part of a reserved matters application if appropriate) and approved by the local planning authority and fully implemented and the links formed in accordance with the approved details.

Reason: To meet the requirements of the local plan and the site's sustainable transport plan, and to promote site connectivity and sustainable modes of transportation.

45. Phasing - Bus Service (pre-occupation condition)

No residential part of the site occupied by the sewage treatment works shall be occupied without the operation of a bus service serving the whole of the central spine road and linking to Guildford Town Centre with a minimum level of service of:

- Monday to Saturday (except bank holidays): 3 services an hour 07:00-22:00
- Sundays and Bank Holidays: 2 services an hour 08:00-22:00

Reason: To meet the requirements of the local plan and the site's sustainable transport plan, and to promote site connectivity and sustainable modes of transportation.

46. Phasing – Self and Custom Build Plots (pre-occupation condition)

No units shall be occupied beyond the third phase to commence until a minimum of six serviced plots have been marketed for sale meeting the definition of self-build and custom build in the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) as clarified in NPPG to exclude Off-plan housing,

homes purchased at the plan stage prior to construction and without input into the design and layout from the buyer.

Reason: to meet the requirements of legislation and national policy.

47. Strategic Cycle and Walking Connections (Pre-occupation Condition)

No units shall be occupied unless and until a strategy has been submitted to and approved in writing by the Local Planning Authority for the off-site pedestrian and cycle enhancements, the strategy to include:

- a) Detailed design drawings for the improvements to the routes identified in the planning report and S106 Heads of Term (to cover all routes including Lido Car Park and Crossing on Woking Road opposite Fir Tree Road) in accordance with the following specification:
- b) A programme for the phased delivery of the proposed enhancements linked to occupations of the development;
- c) A method for delivering and funding future maintenance of the enhancement works linked to the Sustainable Funding Model;
- d) Written agreement from landowners of any part of the routes identified on under a, that they are will permit the implementation of the works and maintenance methodology identified.

Thereafter the enhancement works shall be provided, retained, and maintained in accordance with the approved details.

Reason: To meet the requirements of the local plan and the site's sustainable transport plan, and to promote site connectivity and sustainable modes of transportation.

48. Private Roads Parking Enforcement (Pre-occupation Condition)

No units for each phase shall be occupied until the owner of roads (including footways) within that phase which have not been adopted by the Highways Authority has submitted (including as part of a reserved matters application if appropriate) a scheme for the programme, layout, management, maintenance and enforcement of parking and that scheme has been approved by the local planning authority, in consultation with the local highways authority and that phase must be built out in accordance with that strategy. The parking management plan shall be thereafter permanently retained and maintained, subject to any changes agreed through the agreed design code review process.

Reason: To ensure that there is no unnecessary and harmful parking stress within the scheme through lack of parking enforcement on private roads.

49. Improved Sliproads A3/Woking Road (Pre-Occupation Condition)

Prior to the occupation of units covered by the trigger points in the left hand Column the off-site highways works in the centre hand column shall be completed. be submitted to and approved by the local planning authority, County Highways Authority and the Highways Agency. Thereafter the highway works shall be delivered fully and only in accordance with the approved drawings and Phasing Strategy.

Trigger Point	Project	Plan number.
The occupation of any units on the Sewage Treatment Works or Former Sludge Lagoon Area	A3 On Slip General Arrangement	18179-MA-IM-A3ON-DR-C-01 P02
The occupation of any units on the Sewage Treatment Works or Former Sludge Lagoon Area	A3 Off Slip General Arrangement	18179-MA-IM-A3OF-DR-C-010 P02

Reason: To ensure that unacceptable levels of congestion are not created at this junction.

50. Other Off site Highway Works (Pre-Occupation Condition)

Prior to the occupation of units covered by the trigger points in the left-hand Column the off-site highways works in the centre hand column shall be completed in line with plans submitted to and approved by the local planning authority and County Highway Authority. Thereafter the highway works shall be delivered fully and only in accordance with the approved drawings and Phasing Strategy.

Trigger Point	Project	Plan number.
The occupation of any units accessed off Woking road	New Pedestrian Crossing Woking Road	18179-MA-IM-WOKI-DR-C-01 P02
The occupation of any units accessed off Moorfields Road	Bus stops on Moorfields Road	
The occupation of any units accessing or Bellsfield Road	Bellfields Roads General Arrangement	18179-MA-IM-BELL-DR-C-0 P02 and 18179-MA-IM BELL-DR-C-0 P02*
The occupation of any units accessed off Slyfield Green	Woodlands Roads General Arrangement	18179-MA-IM-WOOD-DR-C-0 P02 and 18179-MA-IM-WOOD-DR-C-0 P02 and 18179-MA-IM-WOOD-DR-C-01 P02 and 18179-MA-IM-WOOD-DR-C-01

*Note: Revised plans for the Bellfields Road Weyfield School drop off area shall be submitted to the local planning authority and Guildford County Council and approved by the local planning authority and local planning authority prior to the trigger point.

The development shall not commence unless and until any area of Common Land marked on any of these drawings has been deregistered by the Secretary of State.

No more than 300 dwellings shall be occupied unless and until a second vehicular access and a second pedestrian access to the existing highway network has been constructed.

Reason: To ensure that unacceptable levels of congestion are not created as a result of this development and surrounding areas are served by the proposed bus route, also to ensure Weyfields school has safe access.

51. Open Space Quantitative Provision (Reserved Matters)

Each reserved matters application, having regards to the description of open space typologies and tables in the revised design and access statement dated 16 Sep 2021, shall show how the whole site open space quantitative provision shall be minimum Guildford open space standards (using the calculation method in that statement) and the overall landscape strategy as shown on the Green and Blue Infrastructure parameter plan (to be revised as required by condition) and as set out in the revised design and access statement 16 Sep 2021.

Reason: To ensure minimum open space standards are met.

52. Design Code Review of Reserved Matters

Prior to making any Reserved Matters application for any part of the site the applicant shall present the design to the local community and a locally appointed Guildford design code review board who shall review the design against:

- 1) The National Model Design Code and any local modifications agreed for Guildford; and
- 2) The approved site-specific design code.

And state whether the scheme a whole and specific parts of it are code compliant.

The application should include the design code checklist (appendix to the design code), details of compliance with any non-compliant matters in the pre-application submission checklist and full and detailed justification of any matters not compliant with the code.

And in making the reserved matters application the application shall state ho the final scheme has been modified to reflect the public views and views of the Guildford Design Code Review Panel

Reason: To ensure a suitable high quality of development and to meet the national objective of beautiful development.

53. Construction Logistics Management Plan (pre-commencement Condition)

No development shall commence in any phase until a Construction Logistics Management Plan has been submitted to and approved in writing by the Local Planning Authority 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) programme of works (including measures for traffic management)

- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) measures to prevent conflict with school drop off and pick up times
- (k) on-site turning for construction vehicles

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. This is required to be a pre-commencement condition as the details go to the heart of the planning permission as the impact on the highway will be on commencement of any construction activity.

54. Outfall and Intake details

No outfalls or intakes to the River Wey shall be constructed until a scheme detailing the location and design of any outfalls (temporary or permanent) to the River Wey within the application site have been submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority.

The outfalls should be designed to cause minimal disturbance to the river and its immediate environment and enhance it where possible.

Reason: Watercourses are important linear features within the landscape which facilitate the movement of wildlife between suitable habitats and improve the robustness of species populations.

55. Tree & Planting Retention

All existing trees, hedges or hedgerows shall be retained, unless shown on the approved drawings as being removed and paragraphs (a) and (b) below shall have effect until the expiration of five years from the last occupation of the development.

- a) no retained tree, hedge or hedgerow shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and particulars. Any pruning shall be carried out in accordance with British Standard 3998: 2010 (tree work) and in accordance with any approved supplied arboricultural information.
- b) if any retained tree, hedge or hedgerow is removed, uprooted or destroyed or dies, another tree, hedge or hedgerow of similar size and species shall be planted at the same place, in the next available planting season or sooner.

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

56. Hours of working

a) no demolition, construction or engineering works, (including land reclamation, stabilisation, preparation, remediation or investigation), shall take place on any Sunday, Bank Holiday or Public Holiday, and such works shall only take place between the hours of 08:00 to 20:00 weekdays and 08:00 to 13:30 Saturdays. No plant, machinery or

equipment associated with such works shall be started up or operational on the development site outside of these permitted hours.

b) delivery restrictions by HGV movements to or from the site shall take place between 08:30 to 09:15 and 15:15 to 16:00 only and (no HGVs shall be laid up, waiting, in Send Barns Lane in advance of or during these times)

Reason: To protect the amenity of adjoining properties and roads and so that the development should not prejudice highway safety nor cause inconvenience to other highway users.

57. Protection of Water Main

No construction shall take place within 5m of the water main. Information detailing how the developer intends to divert the asset / align the development, so as to prevent the potential for damage to subsurface potable water infrastructure, must be submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any construction must be undertaken in accordance with the terms of the approved information. Unrestricted access must be available at all times for the maintenance and repair of the asset during and after the construction works.

Reason: The proposed works will be in close proximity to underground strategic water main, utility infrastructure. The works has the potential to impact on local underground water utility infrastructure.

58. Landscape and Ecological Management Plan (LEMP) (pre-occupation condition)

Prior to first occupation of the development of each phase hereby permitted a landscape and ecological management plan (LEMP), including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas within that phase shall be submitted to (including as part of a reserved matters application if appropriate) and approved in writing by the Local Planning Authority. The landscape and ecological management plan shall be carried out and maintained thereafter Depending on the period between the completed ecological surveys and the commencement of development activities, updated survey works may be required prior to drafting this plan. The plan shall include the measures outlined in Chapter 9 of the ES, the Woodland report, the Woodland Management plan and the Landscape and Biodiversity Management Strategy. The plan shall also include the additional elements listed below:

- a) aims and objectives of the management plan
- b) description of the ecological features of the site to be managed and habitat condition to be achieved. Specific details on the SNCI buffer management will need to be detailed.
- c) Ecological trends and constraints on site that might influence management
- d) details of maintenance regimes for each habitat type supported by a detailed map. Maintenance of the watercourse should be minimal and carried out on a rotational basis to try and achieve a mosaic of different habitats. Rotational coppicing/pollarding should aim to create approximately 60% sun and 40% shade over the watercourse.
- e) timings of maintenance activities and ecological considerations (e.g. avoiding bird nesting season when carrying out vegetation clearance/tree works) details of how public access will be restricted and disturbance minimised to the buffer zone
- f) landscape maintenance for a minimum period of 10 years, including timings, work programmes, replacements etc
- g) details of the ecological enhancements recommended in the ES.
- h) monitoring for and control of non-native invasive species, including Himalayan Balsam which has been recorded on site

- i) details of on-going ecological survey work to further shape the Management Plan details of management responsibilities
- j) all native planting is to be of local provenance.
- k) details of the legal and funding mechanism(s) by which long term implementation of the plan shall be secured by the developer with the management body responsible for its delivery
- l) The LEMP shall be implemented in accordance with the approved details and thereafter maintained.
- m) As part of the reserved matters application of each phase details of any up-date surveys (in accordance with best-practice survey guidelines) including building and tree inspections will be provided in writing to the LPA for approval for each phase of development.

Reason: to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site.

To safeguard protected species in accordance with local and national policy and duties under the NERC Act 2006 and international treaties.

Add new condition after condition 58 Outline Section

59. Odour Control from Existing STP (pre-Occupation condition)

Prior to the occupation of residential properties within 393 metres of the boundary of the existing Guildford Sewage Treatment Works (STW), alongside the reserved matters application for the part of the site currently occupied by allotments or the Council Depot or the former sludge lagoons, a written statement shall be submitted to and approved in writing by the Local Planning Authority, alongside the aforesaid reserved matters application(s) for appearance, which shall either demonstrate:

- i) that no significant adverse odour impacts from the existing Guildford Sewage Treatment Works (STW) will arise that are likely to harm future occupants of these residential properties; or
- ii) if any temporary significant odour impacts are identified which are likely to be present until such time as the odorous elements of the STW are decommissioned, or are the subject of mitigation in accordance with regulatory requirements in relation to the existing STW then:
 - a) either appropriate mitigation measures shall be secured and will be implemented for the duration of any such impacts, or
 - b) the decommissioning of the odorous elements of the existing STW have been completed or are the subject of mitigation in accordance with regulatory requirements in relation to the existing STW prior to occupancy of such residential properties.

Reason: To ensure residential amenity of future residential properties.

60. Piling

Piling, other foundation designs, investigation boreholes and tunnel shafts using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be near critical underground water utility infrastructure for Guildford. Piling has the potential to impact on local underground water utility infrastructure and cause a vector for pollution from contamination.

61. Drainage/infiltration

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: This is to ensure that the development does not contribute to, or is not put at unacceptable risk from/adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the National Planning Policy Framework. Opportunities for improvements to reduce the risk to controlled waters should be taken during the development.

62. Ancient Woodland Buffer

No development shall take place within the 15m ancient woodland buffer zone as shown on the constraints plan on page 61 of the revised Design and Access Statement dated 1st June 2021.

Reason: To protect the ancient woodland in accordance with local and national policy.

Section Three - Conditions that only apply to the outline application (conditions 63 to 826)

63. Time limit – Outline Application

Development of the outline planning application elements (condition 1) shall be begun either before the expiration of five years from the date of this permission, or before the expiration of three years from the date of approval of the last of the reserved matters to be approved, whichever is the later

Reason: To comply with Section 92 of the Town and Country Planning Act 1990 as amended by Section 51(2) of the Planning and Compulsory Purchase Act 2004.

64. Time limit – Reserved Matters

Approval of the details of the siting, design and external appearance of the building[s], the means of access thereto and the landscaping of the site (hereinafter called "the reserved matters") by phase, shall be obtained from the local planning authority in writing before any development is commenced, the first phase no later than three years from the date of this permission, the last phase to be submitted and validated, no later than ten 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.

65. Drawing no.s – Outline Application

The development hereby permitted shall be carried out in accordance with the principles of development as set out in the design and access statement and in accordance with the following Parameter Plans (including any revisions necessary by other conditions):

Plan No	Date Issued /last revision	Title
WEY-ACM-ZZZ-ZZ-DR-CE-00000	5 th October 2021	Outline and Detailed Elements of Application
01715_RP1	1st Jun 2021	Regulatory plan_R2*
01715_PP01_P2	1st Jun 2021	Land Use Parameter Plan_P2
01715_PP02_P2	1st Jun 2021	Green Infrastructure Parameter Plan_P2*
01715_PP03_P2	1st Jun 2021	Building Heights Parameter Plan_P2*
01715_PP04_P2	1st Jun 2021	Access and Movement Parameter Plan_P2
01715_Weyside Urban Village Design Code_210514_M	5th July 2021	Design Code*
01715_RP1	1st Jun 2021	Regulatory plan_R2*
01715_PP01_P2	1st Jun 2021	Land Use Parameter Plan_P2
01715_PP02_P2	1st Jun 2021	Green Infrastructure Parameter Plan_P2

*Note: For those plans and documents marked with an Asterix, revised versions of each shall be submitted to and approved prior to commencement of any development other than initial site preparation and groundwork, and those revised documents as approved shall be substituted in this table.

Reason: To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans and documents is achieved in practice.

66. Reserved Matters of Each Phase

Plans and particulars of the reserved matters referred to in Condition 2 above, relating to appearance, landscaping, layout and scale, shall, by phase (condition 7) or part of advanced groundworks, or access works, be submitted to and approved in writing by the Local Planning Authority in respect of any part of the development of the site before any development commences within that part of the site.

The reserved matters application shall be accompanied by a report for each phase showing how the requirements of condition 6 are dealt with and how the reserved matters comply with the requirements of the regulatory plan and the design code (condition 2).

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.

67. Waste Storage and Collection (Reserved Matters)

Each Reserved Matters Application for residential layout for a phase shall include to develop a Waste Storage and Servicing statement which will include:

- The proposed bin provision for each property, including surfacing, dimensions (to accommodate the required number of bins) and any means of enclosure
- An explanation or diagram outlining where the refuse vehicle is expected to stop to facilitate the emptying of bins
- A swept path analysis (vehicle tracking) of the refuse vehicle to provide evidence that the planned manoeuvres can be successfully completed. The agreed details shall be implemented prior to the first occupation of the associated dwelling(s) and maintained thereafter.

Reason: To ensure that the collection of refuse can be adequately managed and to ensure that adequate waste and recycling storage and access is provided for each phase.

68. Space Standards (Reserved Matters)

Each reserved matter application for residential buildings shall meet Nationally Described Space Standards (NDSS) or any subsequent replacement standard.

Reasons: To ensure compliance with Nationally Described Space Standards (NDSS).

69. Housing mix (Reserved Matters)

Each reserved matter application for a phase shall include a housing mix that results in an overall mix for the whole development that shall accord with the following range:

<i>Market Housing:</i>	<i>Affordable Homes</i>
1-bed: 5-15%	1-bed: 35-45%
2-bed: 25-30%	2-bed: 30-35%
3-bed: 35-45%	3-bed: 20-25%
4+bed: 20-25%	4+bed: 0-5%

Unless otherwise agreed by the local planning authority in line with the latest housing need evidence.

Reason: To ensure that the housing delivered meets the borough's identified housing need and offers housing choice.

70. Accessible housing (Reserved Matters)

The reserved matters submitted for each phase shall have a schedule of accommodation and accompanying plans showing:

- A) 5% of the units constructed to meet Building Regulations M4(3) 'wheelchair accessible dwelling' standards and this dwelling shall include storage space for

the storage of mobility scooters/wheelchairs and associated charging points, where practicable.

- B) In addition, 10% of the units constructed shall be designed to meet the Building Regulations 'accessible and adaptable dwellings' M4(2). Thereafter these features and accessible homes shall be retained and maintained for the life of the development.

Reason: To provide a flexible housing stock to meet a wide range of accommodation needs. This is required to be a pre-commencement condition.

71. Hard & soft landscaping (Reserved Matters, pre-occupation condition)

As part of the Reserved Matters application for each phase, details of the landscaping treatment of all parts on the site not covered by buildings shall be submitted to (including as part of a reserved matters application if appropriate) and approved in writing by the Local Planning Authority.

The site shall be laid out in accordance with drawing no. LN-LD-201 rev E, 202 rev E and 203 rev E and details shall include:

- a) a scaled plan showing all existing vegetation and landscape features to be retained and trees and plants to be planted;
- b) location, type and materials to be used for hard landscaping including specifications, where applicable for:
 - i. permeable paving
 - ii. tree pit design
 - iii. underground modular systems
- iv. Sustainable urban drainage integration
- c) use within tree Root Protection Areas (RPAs);
- d) a schedule detailing sizes and numbers/densities of all proposed trees/plants;
- e) specifications for operations associated with plant establishment and maintenance that are compliant with best practise; and
- f) types and dimensions of all boundary treatments There shall be no excavation or raising or lowering of levels within the prescribed root protection area of retained trees.
- g) The landscaping shall be strictly implemented in accordance with the approved details in the first planting season after completion or first occupation of the development, whichever is the sooner.
- h) Any new tree(s) or hedge(s) that die(s), are/is removed or become(s) severely damaged or diseased shall be replaced and any new planting (other than trees) which dies, is removed, becomes severely damaged or diseased within five years of planting shall be replaced.

This scheme shall be completed prior to completion or first occupation of dwellings on that phase, whichever is sooner.

Reason: to safeguard and enhance the character and amenity of the area, to provide ecological, environmental and biodiversity benefits and to maximise the quality and usability of open spaces within the development, and to enhance its setting within the immediate locality.

72. Public Art (Reserved matters, pre-occupation condition)

Prior to the commencement of any residential units on the site, a Public Art Strategy for the whole site, which follows the principles set out in the Guildford Public Art Strategy 2018-2023, shall be submitted and approved in writing by the Local Planning Authority. Details of public art provision for each relevant phase in accordance with the approved overarching Public Art Strategy, including timing of its delivery, shall be submitted as

part of the Reserved Matters Application for the phase and implemented in accordance with the approved details and maintained in perpetuity.

Reason: In the interest of delivering Public Art on site to create an enhanced public realm.

73. Cycle Parking (Reserved Matters, pre-occupation condition)

As part of the Reserved Matters application for layout of each phase, details shall be provided of secure and covered storage accessible to, for apartments, or within the curtilage of, each dwelling that does not have access to a garage. The details shall be submitted to and approved in writing by the Local Planning Authority for bicycles to be parked. Thereafter the cycle parking area shall be implemented prior to occupation and retained and maintained for their designated purposes.

Such details may be submitted separately for designated custom build plots.

Reason: to support sustainable travel choices for new occupants.

74. Vehicle parking (Reserved Matters, pre-occupation condition)

No phase of the development hereby approved shall be first unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked within that phase. Thereafter the parking areas shall be retained and maintained for their designated purpose.

No phase of the development hereby approved shall be occupied unless and until at least 75% of the available parking spaces within that phase are provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure orderly management and provision of parking

75. EV charging (Reserved Matters, pre-occupation condition)

Prior to the occupation of residential units within each phase EV charging points shall be provided as follows.

- One fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) per unit with one or more allocated car parking spaces
- 20% of unallocated car parking spaces, or whatever % per phase is agreed through the agreed design code mechanism, to be fitted with 1 fast charge socket
- All other unallocated parking spaces be provided with power supply to provide additional fast charge socket.
- In addition to this, car club bays require 1 fast charge socket per bay.

Such details may be submitted separately for designated custom build plots.

In addition, prior to occupation the following standards for non-residential spaces shall be met:

- 10% of available spaces to be fitted with a fast charge socket; and

- All other available spaces to be provided with power supply to provide additional fast charge sockets.

Reason: To encourage the use of electric cars to reduce carbon emissions and improve air quality.

the use of electric cars to reduce carbon emissions and improve air quality.

76. Potable Water Supply (pre-occupation condition)

There shall be no occupation beyond the 49th dwelling until confirmation has been submitted to and approved by the local planning authority that either:- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or- a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

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

77. Airtightness

Prior to the first occupation of the dwelling type, information shall be submitted to and approved in writing by the Local Planning Authority that demonstrates that each completed dwelling type or 50% of all instances of that dwelling type, whichever is less has achieved an air permeability (airtightness) of 4m³/h/m² or lower. The information provided must match the data on the relevant air permeability test certificate. The approved details shall be implemented prior to the first occupation of that dwelling and maintained as operational thereafter.

Reason: To ensure that the development applies the energy hierarchy to reduce carbon emission and respond to climate change.

78. Flood risk mitigation

The development shall be carried out in accordance with the submitted flood risk assessment (ref 42287/4005) and the associated drawing and plans included in this document with the following mitigation measures it details:

- a) Finished floor levels should be set a minimum of 150mm above the 1 in 100 yr +70% climate change modelled flood levels and/or 300mm above the 1 in 100 yr +35%CC modelled flood levels.
- b) SuDS features should be located outside of the 1 in 100 yr + 70% climate change floodplain extent.
- c) All built development should be located in Flood Zone 1 and also outside of the 1 in 100 yr + 70%CC floodplain extent.
- d) Floodplain storage compensation will be provided for any land raising in the 1 in 100 yr + 35% climate change floodplain extent (to be confirmed at reserve matters stage)
- e) Safe dry access should be provided in the 1 in 100yr +70% climate change flood event. If the southern access junction with A320 is flooded then alternative safe, dry access routes shall be available throughout the remainder of the site.

These mitigation measures shall be fully implemented prior to occupation of the phase to which they relate and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: To reduce the risk of flooding to the proposed development and future occupants. To prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided.

79. FFTP broadband (pre-commencement condition)

No development shall take place above slab level of each phase, other than site clearance and levelling, demolition and preparatory works to include, but not limited to contamination testing, remediation and groundworks and drainage ducting) until details have been submitted to and approved in writing by the Local Planning Authority for the installation of a High Speed wholly Fibre broadband To The Premises (FTTP) connection to each dwelling/building hereby approved in relation to each phase. Thereafter, the infrastructure shall be laid out in accordance with the approved details at the same time as other services during the construction process and be available for use on the first occupation of each dwelling where practicable or supported by evidence detailing reasonable endeavours to secure the provision of FFTP and alternative provisions that been made in the absence of FFTP.

Reason: To ensure that the new development in Guildford is provided with high quality broadband services and digital connectivity. It is considered necessary for this to be a pre-commencement condition because utility services need to be agreed at the groundworks stage of construction.

80. Travel plan (by phase, pre-occupation condition)

Prior to first occupation of any phase of the development of the development, a detailed phase specific Travel Plan shall be submitted and approved in writing by the Local Planning Authority in accordance with the sitewide Weyside Urban Village Travel Plan (18179-MA-XX-TP-001) and objectives of the National Planning Policy Framework and Surrey County Council's "Travel Plans Good Practice Guide". The approved Travel Plan shall be implemented prior to first occupation, including provision of the City Car Club, and thereafter maintain and develop the Travel Plan.

Reason: To support sustainable transport choices.

81. Detailed utilities connection strategy, including electricity sub-stations

As part of the reserved matters application for each sub-phase of the development, a Detailed Utilities Strategy for that sub-phase which shall have regard to the whole site shall be submitted to the Local Planning Authority to be approved in writing. The Detailed Utilities Strategy shall outline the required utilities infrastructure and guide the location of gas and electricity facilities for that phase. Any communication and broadband connections for each sub-phase approved in writing by the Local Planning Authority pursuant to this condition shall be provided to serve the dwellings of phase prior to the occupation of any dwellings within that phase.

Reason: To ensure orderly provision of utilities infrastructure.

82. Lighting – Outline Application (reserved matters, pre-installation condition)

Within each reserved matters application which includes the provision of any form of external illumination in relation to any phase pursuant to this outline permission the reserved matters details for that phase shall include details of type, position and angle of glare of any final site lighting / floodlights, the intensity of illumination and predicted horizontal and vertical isolux lighting contours and an assessment of artificial lighting impact on any sensitive residential premises on and off site. The details and measures so approved shall be carried out and maintained in accordance with the approved details.

Details shall comply with BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby.

Reason: To protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with National Planning Policy Framework (NPPF) paragraphs 120, 125.

To prevent adverse impacts on protected species, in particular bats, resulting from the proposed development works.

Section 4 -Conditions that only apply to the Full Planning Permission (conditions 83 to 89)

83. Time limit – Full Application

Development of the full planning application elements (condition 1) 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.

84. Drawing no.s – Full Application (pre-commencement condition)

The development hereby permitted shall be carried out in strict accordance with the principles of development as set out the design and access statement and in accordance with the following plans and documents.

Plan No	Date Issued /last revision	Title
WEY-ACM-ZZZ-ZZ-DR-CE-00000	1 st October 2021	Outline and Detailed Elements of Application
WEY-ACM-PH1-ZZ-DR-CE-010101 Rev P03 PHASE 1	29 th Sept 2021	General arrangement for full planning sheet 1
WEY-ACM-PH2-ZZ-DR-CE-010101 Rev P03 PHASE 2 .	29 th Sept 2021	General arrangement for full planning sheet 1
WEY-ACM-PH2-ZZ-DR-CE-010102 Rev P03 PHASE 2	29 th Sept 2021	General arrangement for full planning sheet 2
WEY-ACM-PH1-ZZ-DR-CE-010102 Rev P02 PHASE 1	21 May 2021	General arrangement for full planning sheet 2
18179-ma-im-moor-dr-c-0105_p02	21 May 2021	Moorfield road site access - general arrangement
18179-ma-im-depo-dr-c-0100 rev p03	21 May 2021	Depot access general arrangement
18179-MA-IM-DEPO-DR-C-01 P02	16 Dec 2020	Working Road Ingress Arrangements
BMD.19.043.DR.P201	15 th Dec 2020	Detailed Sections
BMD.19.043.DR_SK010	15 th Dec 2020	Detailed Planning Matters
Bmd.19.043.dr.p111	30 9 th 2021	Landscape detailed arrangement plan (1 of 2)
Bmd.19.043.dr.p112	30 9 th 2021	Landscape detailed arrangement plan (2 of 2)

BMD.19.043.DR.P401	15 th Dec 2020	Tree Pit Details Typical (1-3)
--------------------	------------------------------	--------------------------------

Prior to commencement each of these drawings shall be reviewed and revised in accordance with the revised access and movement plan and regulatory plan as required in section to of these conditions and submitted to the local planning authority for approval. The scheme shall be implemented in accordance with the revised plans.

Reason: To ensure the development is carried out in accordance with the approval and to ensure the quality of development indicated on the approved plans and documents is achieved in practice. This is a pre-commencement condition to ensure that certain details are revised in accordance with the requirements of the Highways Authority.

85. Landscape Works Implementation

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the local planning authority.

Reason: To ensure the landscape details are fully implemented.

86. Woking Road Turn Restriction (pre-occupation condition)

The proposed Woking Road access shall be right turn in only with no egress, and right turn in only for buses, as shown on drawing 18179-ma-im-depo-dr-c-0100 rev p03. The revised access shall be fully implemented before occupation of any part of the former Sewage Treatment Works site.

Reason: To prevent movements which might cause safety and congestion issues on Woking Road.

87. Industrial Area Bus Gate (pre-occupation condition)

Details of the bus gate (which shall allow for the passage of buses, pedestrians and cyclists), including its position in relation to access to adjacent uses shall be submitted to and approved in writing by the local planning authority prior to occupation of the new industrial area off Moorfields Road or the residential areas accessed off Slyfield Green. The bus gate shall be implemented in accordance with the approved details before any part of the new industrial area or Gypsy and Travellers site is occupied.

Reason: To protect residential amenity.

88. Lighting, Full Application (pre-installation condition)

External artificial lighting shall be installed in accordance with a scheme that has been submitted to and agreed in writing by the local planning authority. The lighting scheme shall include details of the height, type, position and angle of glare of any final site lighting / floodlights, the intensity of illumination and predicted horizontal and vertical isolux lighting contours and an assessment of artificial lighting impact on any sensitive residential premises on and off site.

Details shall comply with BCT & ILP (2018) Guidance Note 08/18. Bats and artificial lighting in the UK. Bats and the Built Environment. Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby.

Reason: To protect the character and appearance of the area and the amenity of existing and future residential properties in accordance with National Planning Policy Framework (NPPF) paragraphs 120, 125

To prevent adverse impacts on protected species, in particular bats, resulting from the proposed development works.

89. Tree protection measures

No development shall be undertaken other than in accordance with finalised Arboricultural Method Statement (AMS) (detailing all aspects of construction and staging of works relating to the full application) and the finalised Tree Protection Plan (TPP), submitted with and approved as part of this planning application, including both trees affected by the full application works, and needing to be protected where part of future phases, in accordance with British Standard 5837:2012.

The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit. The fencing shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until fencing has been erected in accordance with the Tree Protection Plan. Within any area fenced in accordance with this condition, nothing shall be stored, placed or disposed of above or below ground, the ground level shall not be altered, no excavations shall be made, nor shall any fires be lit. The fencing shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

Reason: To protect and enhance the appearance and character of the site and locality and reduce the risk to protected and retained trees. This is required to be a pre-commencement condition as details relating to the protection of trees during and after construction goes to the heart of the permission.

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
 - Where pre-application advice has been sought and that advice has been followed, we will advise applicants/agents of any further issues arising during the course of the application
 - Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

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

In this case pre-application advice was sought and provided which addressed initial issues, the application has been submitted in accordance with that advice, however, further issues were identified during the consultation stage of the application. Officers have worked with the applicant to overcome these issues.

2. Thames Water Informatives:

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>

3. Lead Local Flood Authority Informatives:

If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.

If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.

As part of the submission of information to discharge the surface water drainage planning conditions the Applicant should provide pond liner details and depths in accordance with the manufacture's recommendations, this should include evidence

that a hydrogeologist has reviewed the pond liner design to take account of ground conditions.

4. County Highway Authority Informatives:

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/vehiclecrossovers-or-dropped-kerbs

The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see

www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-trafficmanagement-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-planningandcommunitysafety/flooding-advice

The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required.

For guidance and further information on charging modes and connector types please refer to: www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicleinfrastructure.html

5. Ecology Informative:

Should Bats be identified as present or their roosts, the applicant should contact Natural England to establish if a Protected Species licence is required in order to allow the development to proceed lawfully.

6. Environment Agency Informatives:

This development may require an Environmental Permit from the Environment Agency under the terms of the Environmental Permitting (England and Wales) (Amendment) (No.Regulations 2016 for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of designated 'main rivers'. Some activities are also now excluded or exempt. An environmental permit is in addition to and a separate process from obtaining planning permission. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.

Advice to LPA on controlled waters and regimes we regulate

In relation to land contamination at the proposed development, please note that we only consider issues relating to controlled waters and the relevance of regulatory regimes where we are the enforcing authority, such as environmental permitting.

Advice to applicant - waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/ or land development works are waste or have ceased to be waste. Under the Code of Practice:

- ☐ excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- ☐ treated materials can be transferred between sites as part of a hub and cluster project
- ☐ some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommends that developers should refer to:

- ☐ the position statement on the Definition of Waste: Development Industry Code of Practice
- ☐ The waste management page on GOV.UK

Advice to applicant - waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- ☐ Duty of Care Regulations 1991
- ☐ Hazardous Waste (England and Wales) Regulations 2005
- ☐ Environmental Permitting (England and Wales) Regulations 2016
- ☐ The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005

'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

Advice to applicant - use of waste on site - authorisation or permit required If waste is to be used on site, the applicant will need to ensure they can comply with the exclusion from the Waste Framework Directive (WFD) (article 2(1) (c)) for the use of, 'uncontaminated soil and other naturally occurring material excavated in the course of construction activities, etc...'. Meeting these criteria means the material is not waste and

permitting requirements do not apply. Where the applicant cannot meet the criteria, they will be required to obtain the appropriate waste permit or exemption from us.

A deposit of waste to land will either be a disposal or a recovery activity. The legal test for recovery is set out in Article 3(15) of WFD as:

any operation the principal result of which is waste serving a useful purpose by replacing other materials which would otherwise have been used to fulfil a particular function, or waste being prepared to fulfil that function, in the plant or in the wider economy.

We have produced guidance on the recovery test which can be viewed as (insert <https://www.gov.uk/guidance/waste-recovery-plans-and-permits#waste-recovery-activities>)

You can find more information on the Waste Framework Directive here:

<https://www.gov.uk/government/publications/environmental-permitting-guidance-the-waste-framework-directive>

More information on the definition of waste can be found here:

<https://www.gov.uk/government/publications/legal-definition-of-waste-guidance>

More information on the use of waste in exempt activities can be found here:

<https://www.gov.uk/government/collections/waste-exemptions-using-waste>

Non-waste activities are not regulated by us (i.e. activities carried out under the CL:AIRE Code of Practice), however you will need to decide if materials meet End of Waste or By-products criteria (as defined by the Waste Framework Directive). The 'Is it waste' tool, allows you to make an assessment and can be found here:

<https://www.gov.uk/government/publications/isitwaste-tool-for-advice-on-the-by-products-and-end-of-waste-tests>

Noise Informatives

- I. The applicant and any associated contractor is recommended to seek Prior Consent (section 61 Control of Pollution Act 1974) approvals to control noise/vibration levels and hours noisy construction for the various phases of the development. This matter will be dealt with outside of the planning process and currently exists with the Head of Environment and Regulatory Services.
- II. Construction Environmental Management Plan (1) You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
 - a) A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
 - b) Site perimeter automated noise and dust monitoring;
 - c) Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
 - d) Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.)
 - e) A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme;
 - f) To follow current best construction practice BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites';
 - g) BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration;
 - h) BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting';
 - i) Relevant EURO emission standards to comply with Non-Road Mobile Machinery

(Emission of Gaseous and Particulate Pollutants) Regulations 1999, j) Relevant CIRIA practice notes, and k) Noise mitigation measures employed must be sufficient to ensure that the noise level criteria as outlined in BS8233:2014 and WHO guidelines is achieved.

- III. In the event that piling works are necessary, a scheme for limiting the noise shall be submitted to the Local Planning Authority and shall be in accordance with BS 5228 (Parts 1 & 4) for noise control. The scheme shall specify the proposed piling method and the reason for its selection. This shall take into account the ground conditions of the proposed development site and the proximity of residential properties. Piling shall not commence until written approval has been obtained from the Local Planning Authority. Please Note : Silent piling is the preferred option and only in extreme cases will noisy methods, such as driven piles, be permitted.

The meeting finished at 9.05 pm

Signed

Chairman

Date