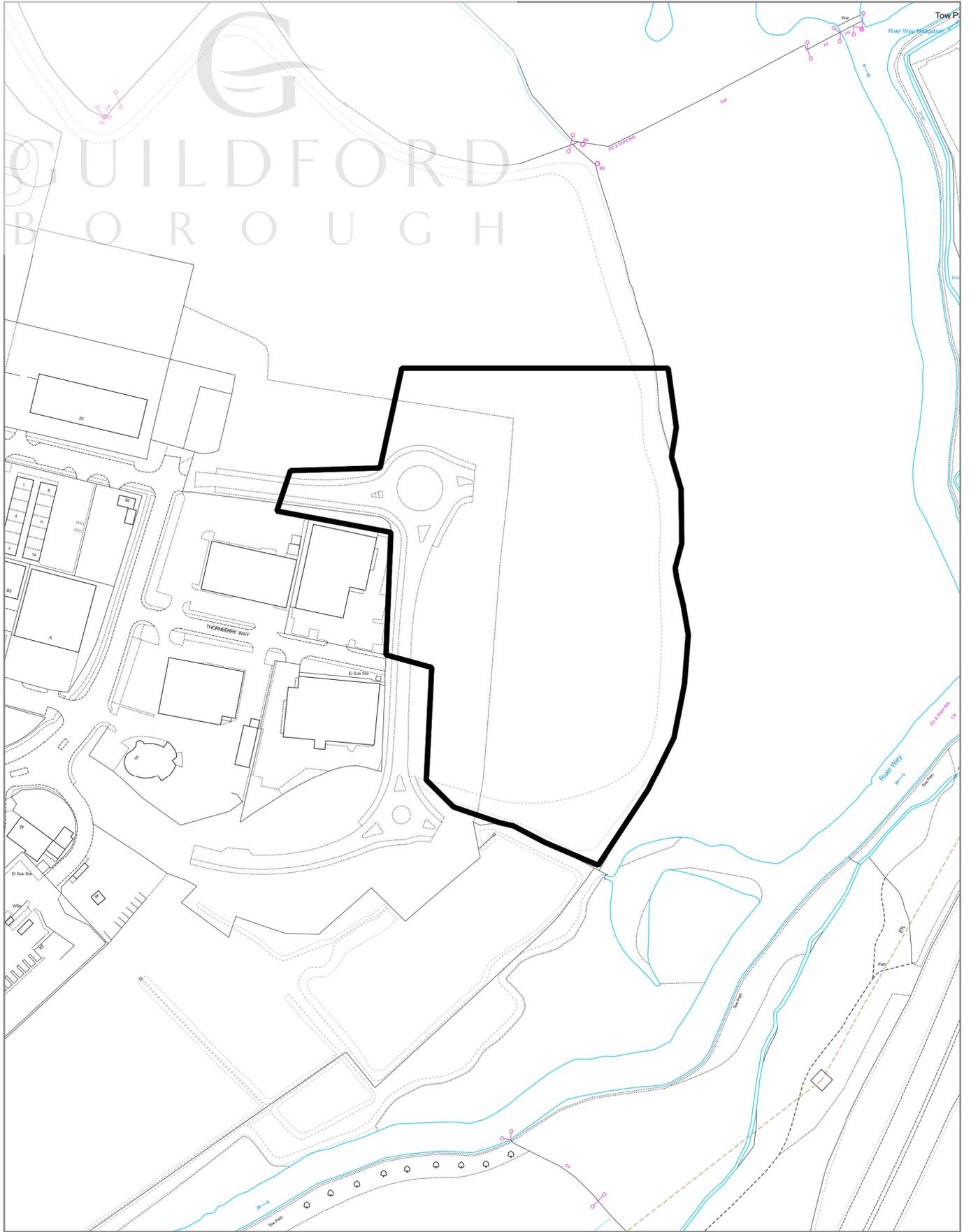


22/P/01050 - Weyside Urban Village (slyfield Regeneration Programme), Slyfield Green, Guildford



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Print Date: 13/02/2023



Not to Scale



GUILDFORD
BOROUGH

**22/P/01050 – Weyside Urban Village (Slyfield Regeneration Programme),
Slyfield Green, Guildford**



Not to scale

App No: 22/P/01050 8 Wk Deadline: 30/12/1899
 Appn Type: Full Application
 Case Officer: Joanna Chambers
 Parish: Stoke Ward: Stoke
 Agent : Mr Beavan Applicant: Mr Edwards
 Savills (UK) Ltd Guildford Borough Council
 1 Grosvenor Square Millmead House
 Southampton Millmead
 SO15 2BZ Guildford
 GU2 4BB

Location: Weyside Urban Village (Slyfield regeneration Programme), Slyfield Green, Guildford, GU1
 Proposal: Reserved matters application pursuant to outline permission 20/P/02155 permitted on 30/03/2022, to consider appearance, means of access , landscaping, layout and scale in respect of the erection of a new GBC Depot, Multi-Storey Car Park, MOT Test Centre and sprinkler tank compound with associated external areas of hard and soft landscaping, parking and storage. (EIA Development)

RECOMMENDATION:

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

1. The development hereby permitted shall be carried out in accordance with the following approved plans, reports and specifications

SGCD-ACM-ZZZ-ZZ-RP-DR-000001 Strategy Rev P01	Surface Water Drainage
SGCD-ACM-ST-XX-RP-A-000201 Rev P5	Design and Access Statement
SGCD-ACM-XX-XXX-RP-EE-000001 P01	Energy Statement Rev
SGCD-ACM-XXX-XX-RP-SC-00200 Rev P02	Sustainability Statement
SGCD-ACM-XX-XX-DR-CE-000005 Strategy Rev P01	Refuse and Recycling
SGCD-ACM-XX-XX-DR-CE-000103 P01	Site Location Plan Rev
SGCD-ACM-XX-XX-DR-CE-010161 P01	Site Layout Sheet 1 Rev
SGCD-ACM-XX-XX-DR-CE-010162 P01	Site Layout Sheet 2 Rev
SGCD-ACM-XX-XX-DR-CE-010163 P01	Site Layout Sheet 3 Rev
SGCD-ACM-XX-XX-DR-CE-010164 P01	Site Layout Sheet 4 Rev

SGCD-ACM-XX-XX-DR-CE-010165 Rev P01	Hard Landscape Plan Sheet 1
SGCD-ACM-XX-XX-DR-CE-010166 Rev P01	Hard Landscape Plan Sheet 2
SGCD-ACM-XX-XX-DR-CE-010167 Rev P01	Hard Landscape Plan Sheet 3
SGCD-ACM-XX-XX-DR-CE-010168 Rev P01	Hard Landscape Plan Sheet 4
SGCD-ACM-XX-XX-DR-CE-055155 P01	Utilities Plan Sheet 1 Rev
SGCD-ACM-XX-XX-DR-CE-055156 P01	Utilities Plan Sheet 2 Rev
SGCD-ACM-XX-XX-DR-CE-055157 P01	Utilities Plan Sheet 3 Rev
SGCD-ACM-XX-XX-DR-CE-055158 P01	Utilities Plan Sheet 4 Rev
SGCD-ACM-XX-XX-DR-CE-060311 Location Plan Rev P01	Boundary Treatment Section
SGCD-ACM-XX-XX-DR-CE-060312 Proposed Sections Rev P01	Boundary Treatment
SGCD-ACM-XX-XX-DR-CE-110011 Rev P01	Parking and Cycling Strategy
SGCD-ACM-XX-XX-DR-CE-260051 Alignment Layouts Sheet 1 Rev P01	Swept Path / Highway
SGCD-ACM-XX-XX-DR-CE-260052 Alignment Layouts Sheet 2 Rev P01	Swept Path / Highway
SGCD-ACM-XX-XX-DR-CE-260053 Alignment Layouts Sheet 3 Rev P01	Swept Path / Highway
SGCD-ACM-XX-XX-DR-CE-260054 Alignment Layouts Sheet 4 Rev P01	Swept Path / Highway
SGCD-ACM-XX-XX-DR-CE-260055 Alignment Layouts Sheet 5 Rev P01	Swept Path / Highway
SGCD-ACM-XX-XX-DR-DR-050051 Drainage General Arrangement Rev P01	Proposed Surface Water
SGCD-ACM-XX-XX-DR-DR-050052 Drainage General Arrangement Rev P01	Proposed Foul Water
SGCD-ACM-XX-XX-DR-LA-000051 Specification Rev P05	Landscape Masterplan
SGCD-ACM-XX-XX-DR-UT-130051 P01	Lighting Plan Sheet 1 Rev
SGCD-ACM-XX-XX-DR-UT-130052 P01	Lighting Plan Sheet 2 Rev
SGCD-ACM-XX-XX-DR-UT-130053 Sheet 1 Rev P01	Lighting Proposed Contours
SGCD-ACM-XX-XX-DR-UT-130054 Sheet 2 Rev P01	Lighting Proposed Contours
SGCD-ACM-ST-00-DR-A-00001	Masterplan Rev P06
SGCD-ACM-CP-XX-DR-A-00001	Site Plan Rev P09
SGCD-ACM-CP-XX-DR-A-01000	Level 00 Plan Rev P09

SGCD-ACM-CP-XX-DR-A-01001	Level 01 and 02 Plan	Rev P09	
SGCD-ACM-CP-XX-DR-A-01003	Level 03 and 04 Plan	Rev P09	
SGCD-ACM-CP-XX-DR-A-01005	Level 05 and 06 Plan	Rev P09	
SGCD-ACM-CP-XX-DR-A-01007	Level 07 and Roof Plan		Rev P09
SGCD-ACM-CP-XX-DR-A-08001	Sprinkler Tank Compound		Rev P04
SGCD-ACM-CP-ZZ-DR-A-03001	Elevations	Rev P05	
SGCD-ACM-CP-ZZ-DR-A-04001	Sections	Rev P09	
SGCD-ACM-DP-00-DR-A-01000	Ground Floor Plan		Rev P19
SGCD-ACM-DP-01-DR-A-01001	First Floor Plan		Rev P19
SGCD-ACM-DP-02-DR-A-01003	Second Floor Plan		Rev P19
SGCD-ACM-DP-03-DR-A-01004	Roof Plan	Rev P19	
SGCD-ACM-DP-M1-DR-A-01002	First Floor Mezzanine		Rev P19
SGCD-ACM-DP-ZZ-DR-A-03001	GA Elevations		Rev P7
SGCD-ACM-DP-ZZ-DR-A-04001	GA Sections		Rev P11
SGCD-ACM-ST-XX-DR-A-08003	Bin Store Layout		Rev P01
SGCD-ACM-ST-ZZ-DR-A-04001	Site Section		Rev P01
Biodiversity Mitigation and Enhancement Plan			May-22
EIA Compliance Note 02			
Planning Statement		May-22	
20268-MA-RP-D-TA-001	Transport Assessment		Rev B
22287-MA-RP-D-TN01	Transport Technical Note		Rev P01

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

2. No part of the development shall be first occupied unless and until the proposed vehicular and pedestrian access to Moorfield Road has been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

3. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked; for the loading and unloading of vehicles; and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, and turning areas shall be retained and maintained for their designated purposes.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

4. The development hereby approved shall not be occupied unless and until at least 20% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply), and a further 20% of the available spaces provided with a passive connection for EV charging, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

5. The development shall not be first occupied unless and until a Sustainable Travel Infrastructure Plan has been submitted to and approved in writing by the Local Planning Authority. Such Plan shall include:
- a) Locations of new bus stops within 400 metres walking distance of the site;
 - b) Improvement works on Moorfield Road to provide safe pedestrian facilities and accessible crossing points between the site and the proposed bus stop facilities;
 - c) Provision of secure, covered cycle parking in close proximity to the proposed depot building;
 - d) appropriate dropped kerbs and or paths for cyclists to access the site from the existing cycleway facilities in the vicinity of the site.
 - e) A phasing strategy for the delivery of the above measures

Once approved, the submitted Sustainable Travel Infrastructure Plan shall be fully implemented to the satisfaction of the local planning authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and adopted Guildford Local Plan: strategy and sites (2019) Policy ID3.

6. Prior to commencement of the development, a revised layout of the site shall be submitted and approved in writing by the Local Planning Authority, such revised layout to show:
- a) The largest vehicle to access the site can enter and exit the site without overrunning kerbs;
 - b) The site exit/ roundabout entry reduced to a single lane with amendments to the roundabout previously constructed to narrow the carriageway width accordingly.

Thereafter the revised layout shall be implemented in accordance with the submitted plan prior to first occupation of the development.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and adopted Guildford Local Plan: strategy and sites (2019) Policy ID3.

7. The detailed Biodiversity Mitigation and Enhancement Plan (dBMEP) hereby approved will be implemented in full. Any revision to the dBMEP must be submitted to the local planning authority for approval at the pre-commencement stage. The dBMEP is a live working document and will require reviews and updates following the production and submission of the pre-commencement and pre-occupation documents relevant to biodiversity (Conditions 32, 38, 43, 60 and 91 of planning permission ref:20/P/02155), including the detailed Demolition and Construction Environmental Management Plan (DCEMP).

Reason: To safeguard protected species in accordance with Policy NE4 of the Local Plan 2003 (Saved Policies), and to safeguard existing natural features in accordance with Policy G1(12) of the Local Plan 2003 (Saved Policies).

8. A pre-works survey shall be conducted prior to the felling of tree which were identified in the ecological surveys as supporting potential roost features, due to the highly mobile nature of bats.

Reason: To safeguard protected species in accordance with Policy NE4 of the Local Plan 2003 (Saved Policies)

9. Notwithstanding the details shown on the approved drawings and documents, details and samples of materials (including colour and finish) proposed to be used on all external surfaces of the development shall be submitted to and approved in writing by the local planning authority prior to the commencement of above ground works. The development shall be carried out in accordance with the approved materials and thereafter so retained.

Reason: In order to assess the suitability of the proposed materials and to ensure the satisfactory appearance of the development in accordance with the adopted Guildford Local Plan: strategy and sites (2019) Policy D1 and Local Plan 2003 (Saved Policies) Policy G1.

10. Notwithstanding the details shown on the approved drawings and documents, prior to the commencement of above ground works, a landscape management plan shall be submitted to and approved in writing by the local planning authority detailing the trees to be removed from the woodland belt adjacent to the eastern boundary of the site and proposed replacement and additional tree planting. There shall be no net loss of trees and replacement/ new tree planting should be of an appropriate species and size. The tree planting shall be carried out in accordance with the approved details and completed prior to the occupation of the development with all planting to be completed within the next planting season after first occupation. Any trees planted (including any such replacements) which die within three years from the date of planting shall be replaced in the next planting season with the same species, and of comparable maturity. In the fifth year after completion of the landscape planting, a review of the success of the landscape planting shall be undertaken. A Landscape Review Report, setting out requirements for additional planting or revised management actions shall be submitted and approved in writing by the local planning authority. The requirements set out in the Landscape Review Report shall be carried out in accordance with the details as approved.

Reason: To ensure a satisfactory appearance and provide tree planting and biodiversity improvements, in accordance with the adopted Local Plan: strategy and sites (2019) Policy D1 and Policies G1, NE4 and E5 of the Local Plan 2003 (Saved Policies) and the requirements of the National Planning Policy Framework 2021.

11. Details of the brown and blue roofs shall be submitted and approved in writing by the local planning authority prior to the commencement of above ground works. This shall include details of how the roof will provide habitats and features for biodiversity. The approved scheme shall be implemented as approved prior to first occupation of the development and thereafter maintained in accordance with the approved scheme

Reason: To ensure the proposed brown and blue roofs are provided and maintained in a satisfactory manner and to ensure enhanced biodiversity in accordance with Policy NE4 of the Local Plan 2003 (Saved Policies).

12. Prior to the commencement of above ground works on the multi-storey car park, details of the treatment of the boundary with the adjoining Thames Water Sewage Treatment Works shall be submitted to and approved in writing by the Local Planning Authority. Such details shall be implemented as approved prior to first occupation.

Reason: In the interests of the occupiers of both developments and to ensure the satisfactory appearance of the development in accordance with adopted Local Plan: strategy and sites (2019) Policy D1 and Local Plan 2003 (Saved Policies) Policy G1

13. Prior to the first occupation of the development and commencement of use of the multi-storey car park, a car park management plan shall be submitted to and approved in writing by the local planning authority. This shall include details of the allocation of parking spaces, hours of operation and charging policy.

Reason: To ensure the satisfactory operation of the development and to satisfy the requirements for fleet vehicle, staff, visitor and public parking in accordance with the approved details

14. Prior to the first occupation of the development, a Lighting Strategy/Management Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. The Lighting Strategy/Management Plan shall provide details of internal and external lighting and set out how lighting on the site has been designed to minimise any potential light spill and impacts on bat foraging and commuting and public amenity. The development shall be implemented in accordance with the approved details and retained in perpetuity.

Reason: To ensure a satisfactory appearance and to protect amenity and safeguard protected species in accordance with Policies G1 and NE4 of the Local Plan 2003 (Saved Policies).

15. Notwithstanding the details shown on the approved drawings and documents, prior to the commencement of above ground works, details of roof top plant and any other permanent structures which are proposed to be erected on the roof of the approved buildings shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details.

Reason: To control the appearance of the buildings and safeguard the appearance of the area in accordance with Local Plan 2003 (Saved Policies) Policy G1.

Informatives:

1. The applicant is advised that all conditions of the parent consent (ref 20/P/02155) are relevant to this approval and may require separate written consent from the Local Planning Authority.
2. The applicants should be aware of the requirement for a site wide archaeological strategy when future applications are submitted for areas where there is potential for archaeological remains to be impacted.

3. The applicant is advised that revised Land Use and Building Heights Parameter Plans will be required to be submitted to and approved by the local planning authority prior to the commencement of development.
4. The applicant is advised that prior to the commencement of development, an Arboricultural Impact Assessment and Arboricultural Method Statement and a Tree Protection Plan shall be submitted to and approved in writing by the local planning authority in accordance with Condition 23 of the parent consent (Ref: 20/P/02155).
5. The applicant is advised that prior to the first occupation of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved by the local planning authority in accordance with Condition 60 of the parent consent (Ref: 20/P/02155).
6. The applicant is advised that prior to the commencement of development, a sustainability statement for this phase of development shall be submitted to and approved in writing by the local planning authority in accordance with Condition 22 of the parent consent (Ref: 20/P/02155).
7. National Highways has advised that Conditions 4 and 5 of the parent consent (Ref: 20/P/02155) relating to improvements and construction traffic management affecting the A3 remain outstanding.

Reason for Referral

This application has been referred to the Planning Committee because it constitutes a major application and the applicant is Guildford Borough Council. The application is of major strategic importance as it relates to one of the largest strategic sites in the Local Plan and the Council's main regeneration project at Weyside Urban Village (Slyfield Regeneration Programme).

Executive Summary

Key Information

The application has been submitted on behalf of Guildford Borough Council ('the Applicant') acting in its capacity as landowner in support of the Slyfield Area Regeneration Project (SARP). A hybrid planning consent (Ref: 20/P/02156) was granted in March 2022 for a sustainable, mixed-use riverside community to be called Weyside Urban Village (WUV). The WUV masterplan incorporates new homes integrated alongside landscaped open spaces, associated community, and retail facilities, with associated infrastructure including highways and green spaces. The site has the capacity to deliver approximately 1,500 new homes alongside community and employment uses. It also makes provision for the relocation of the existing Council Woking Road Depot and Sewage Treatment Works (STW) to facilitate the regeneration and development of the site in accordance with the adopted Local Plan allocation (Policy A24).

The application is a Reserved Matters Application (RMA) which seeks consent for the erection of the new Council Depot. The principle of the proposed development for this first phase of development accords with the approved outline proposals for the WUV Masterplan.

The new depot site replaces and expands the existing GBC depot which is currently located just north of the bridge of Woking Road over the River Wey and the existing facilities at Nightingale Road. The new depot facility brings together a range of the Council's departments and services onto one site including; waste services, street scenes, parks, housing repairs and supporting admin teams. The new depot will act as an important piece of infrastructure for the delivery of basic services to the wider community and will facilitate the redevelopment of the existing Woking Road Depot site as part of the wider WUV development.

The facilities on the new Depot site will include:

- Depot building;
- Multi-storey car park;
- External storage compounds and areas of hard and soft landscaping.

The new depot will provide bespoke, state-of-the-art facilities for the departments and services that will be relocated there and allow for a major upgrade in the quality of the facilities for staff, and the delivery of council services to the local community. The new facilities will also provide benefits in terms of environmental performance and reduced maintenance cost when compared with the existing depot buildings. The multi-storey car park has been designed to be ancillary to the depot site through providing parking capacity for both the council and visitor vehicles, as well as storage space for equipment, salt and sand and abandoned vehicles and capacity for public parking to replace spaces in the locality which will be displaced by works associated with the WUV.

It is anticipated that the development programme will be phased over an approximately 12-year period between 2022-2034 and the relocation of the existing uses including the Guildford Borough Council Woking Road Depot will be required to facilitate the early phases of the redevelopment.

Summary of Considerations and Constraints

The site forms part of Site Allocation A24 (Slyfield Area Regeneration Project) in the adopted Local Plan: Strategy and Sites (April 2019) which allocates the site for mixed-use redevelopment for approximately 1,500 residential units along with employment and community uses. The development is compliant with the requirements of the allocation. The relocation of the existing facilities from Woking Road Depot to the new Depot will facilitate the delivery of the WUV including affordable housing, open space and community facilities.

The principle of the proposed development has been established under the Hybrid planning consent (Ref: 20/P/02155) for the redevelopment of part of the allocated site for the mixed-use development now referred to as Weyside Urban Village (WUV). The principle considerations therefore relate to the compliance of the application with the parameters established in the outline consent and details of appearance, means of access, landscaping, layout and scale.

The approval of other matters relating to the development will require the discharge of a range of conditions attached to the parent consent.

The proposed development is substantially in accordance with the approved Parameter Plans. However, it is noted that the height of the lift/stair cores on the Multi storey car park exceed the maximum height set in the approved Building Heights Parameter Plan. Officers have explored with the applicant the potential of reducing the height of the eastern lift/stair core closest to the eastern boundary of the site to comply with the approved Building Height Parameter Plan but this would not be possible as it would breach Building and Fire Safety regulations as well as making the MSCP less accessible. However, the Zone of Theoretical Visibility (ZTV) in the 2020 ES which accompanied the outline application allowed for a 5m limit of deviation to the maximum heights of the Proposed Development and it is therefore considered that the height of the lift and stair cores fall within the worst case parameters and it is unlikely that there will be any new or different effects that will impact landscape, townscape and visual impact. Furthermore, Condition 2 allows for the submission and approval of a revised Height Parameter Plan prior to the commencement of development.

The design has been developed to meet operational requirements and will enable the rationalisation of Council services on a single site. It represents an efficient use of the site and the design has responded positively to site constraints and conditions. Concerns have, however, been raised by the Guildford Society and the Burpham Neighbourhood Forum about the visual impact of the proposed development and the limited landscaping proposals. Whilst the site layout and scale of the proposed development are considered to be acceptable within the framework of the WUV development and outline planning consent, Officers are of the view that further consideration could be given to the materiality and colour of the Depot building and MSCP to minimise visual impacts and different cladding designs and colours should be assessed. A condition is therefore proposed to require details of materials and sample cladding panels to be submitted and approved by the local planning authority. Officers have also worked with the applicant to further develop the Landscape Masterplan Specification to enhance the existing landscape buffer and where possible the external environment within the site. A condition is proposed to ensure no net loss of trees within the woodland belt and replacement planting of appropriate species where tree removal is necessary due to ground works.

The Transport Assessment indicates that the proposed development may result in additional traffic on the junction of Moorfield Road and Woking Road. However, the potential impact of the development on the operation of this junction must be considered in the wider context of the WUV development and the benefits this will deliver. In particular, it is noted that a modal shift toward more sustainable modes of transport is expected to be realised through the implementation of both on- and off-site measures as part of the wider WUV development. The County Highway Authority does not consider the potential impact to be severe and having assessed the application on safety, capacity and policy grounds, has recommended a number of conditions be imposed in any permission granted in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021.

GBC's Ecological service (SWT) has reviewed the proposals and is satisfied that it meets the requirements as previously detailed under the outline consent and no objections are therefore raised to the development on ecological grounds. However, it is recommended that conditions should be included requiring the submission of a detailed Biodiversity Mitigation and Enhancement Plan and a pre-works survey prior to the felling of any trees.

The Proposed Development would deliver a high level of sustainability benefits. It incorporates mitigation measures help to create a development which has the capacity to adapt to the projected effects of climate change including fabric first approach to the building envelope and biodiverse (green) roof areas and Sustainable Drainage Systems (SuDS) will be implemented where practicable and viable to provide source control management, improve water quality, reduce flood risk and provide amenity and biodiversity. Rainwater Harvesting will be incorporated into the SWDS to enable a sustainable method of supplying water for vehicle washing.

Indoor comfort and health and wellbeing will be promoted by providing generous levels of daylight, internal acoustics designed to ensure that the acoustic performance is fit for purpose, and provision of cyclist parking and facilities will encourage physical activity for the building users. Within the locality of the Site there is a wide network of footways, providing connections to a wide variety of amenities. Cycle facilities will be provided including 85 cycle spaces. In addition to cycle parking, 150 lockers will also be provided for staff. Changing facilities will be provided and will include WCs and shower cubicles large enough to change in, as well as changing benches. Signposting will be installed to direct cyclists to nearby cycling facilities, including the cycle facilities on Moorfield Road and NCR 223.

Electric vehicle charging points would be provided for 20% of all parking spaces with passive provision for a further 20%. Sufficient energy within the grid has been earmarked to allow the provision of 100% EV charging in the fullness of time. A BREEAM 2018 New Construction assessment is being undertaken for the building, targeting a 'Very Good' rating. To offset the loss of habitat as a result of the proposed development, a combination of blue and brown roof systems will be implemented on the Depot roof. A brown roof system has been proposed specifically to enhance the biodiversity benefits.

With the incorporation of Air Source Heat Pumps and Solar Photovoltaic Panels, the proposed energy strategy for the Site would result in calculated site-wide regulated carbon savings of 31.1 tCO₂/year, against a baseline building using gas-fired boilers, representing an 86% reduction, a major improvement above the GBC Policy D2 20% requirement. This is in accordance with the commitments in the consented WUV Energy Statement.

The development would facilitate the delivery of the WUV and associated public benefits. It will also allow for the consolidation of Council services and the creation of improved facilities for staff and the local community. The development will achieve high standards of sustainability and energy performance. It is considered that concerns raised regarding the visual impact of the development can be addressed by the imposition of conditions relating to materials, landscaping and biodiversity enhancement. The County Highway Authority is satisfied with the proposals subject to conditions to ensure the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021.

For these reasons, and the reasons set out in the body of the report, the proposal is in accordance with the development plan. The material considerations do not indicate that a decision should be taken other than in accordance with the development plan (s. 38(6) Planning and Compulsory Purchase Act 2004).

RECOMMENDATION:

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

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

SGCD-ACM-ZZZ-ZZ-RP-DR-000001	Surface Water Drainage Strategy	P01
SGCD-ACM-ST-XX-RP-A-000201	Design and Access Statement	P5
SGCD-ACM-XX-XXX-RP-EE-000001	Energy Statement	P01
SGCD-ACM-XXX-XX-RP-SC-00200	Sustainability Statement	P02
SGCD-ACM-XX-XX-DR-CE-000005	Refuse and Recycling Strategy	P01
SGCD-ACM-XX-XX-DR-CE-000103	Site Location Plan	P01
SGCD-ACM-XX-XX-DR-CE-010161	Site Layout Sheet 1	P01
SGCD-ACM-XX-XX-DR-CE-010162	Site Layout Sheet 2	P01
SGCD-ACM-XX-XX-DR-CE-010163	Site Layout Sheet 3	P01
SGCD-ACM-XX-XX-DR-CE-010164	Site Layout Sheet 4	P01
SGCD-ACM-XX-XX-DR-CE-010165	Hard Landscape Plan Sheet 1	P01
SGCD-ACM-XX-XX-DR-CE-010166	Hard Landscape Plan Sheet 2	P01
SGCD-ACM-XX-XX-DR-CE-010167	Hard Landscape Plan Sheet 3	P01
SGCD-ACM-XX-XX-DR-CE-010168	Hard Landscape Plan Sheet 4	P01
SGCD-ACM-XX-XX-DR-CE-055155	Utilities Plan Sheet 1	P01
SGCD-ACM-XX-XX-DR-CE-055156	Utilities Plan Sheet 2	P01
SGCD-ACM-XX-XX-DR-CE-055157	Utilities Plan Sheet 3	P01
SGCD-ACM-XX-XX-DR-CE-055158	Utilities Plan Sheet 4	P01
SGCD-ACM-XX-XX-DR-CE-060311	Boundary Treatment Section Location Plan	P01
SGCD-ACM-XX-XX-DR-CE-060312	Boundary Treatment Proposed Sections	P01
SGCD-ACM-XX-XX-DR-CE-110011	Parking and Cycling Strategy	P01
SGCD-ACM-XX-XX-DR-CE-260051	Swept Path / Highway Alignment Layouts Sheet 1	P01

SGCD-ACM-XX-XX-DR-CE-260052 P01	Swept Path / Highway Alignment Layouts Sheet 2	
SGCD-ACM-XX-XX-DR-CE-260053 P01	Swept Path / Highway Alignment Layouts Sheet 3	
SGCD-ACM-XX-XX-DR-CE-260054 P01	Swept Path / Highway Alignment Layouts Sheet 4	
SGCD-ACM-XX-XX-DR-CE-260055 P01	Swept Path / Highway Alignment Layouts Sheet 5	
SGCD-ACM-XX-XX-DR-DR-050051 Arrangement P01	Proposed Surface Water Drainage General	
SGCD-ACM-XX-XX-DR-DR-050052 Arrangement P01	Proposed Foul Water Drainage General	
SGCD-ACM-XX-XX-DR-LA-000051	Landscape Masterplan Specification	P05
SGCD-ACM-XX-XX-DR-UT-130051	Lighting Plan Sheet 1	P01
SGCD-ACM-XX-XX-DR-UT-130052	Lighting Plan Sheet 2	P01
SGCD-ACM-XX-XX-DR-UT-130053	Lighting Proposed Contours Sheet 1	P01
SGCD-ACM-XX-XX-DR-UT-130054	Lighting Proposed Contours Sheet 2	P01
SGCD-ACM-ST-00-DR-A-00001	Masterplan	P06
SGCD-ACM-CP-XX-DR-A-00001	Site Plan	P09
SGCD-ACM-CP-XX-DR-A-01000	Level 00 Plan	P09
SGCD-ACM-CP-XX-DR-A-01001	Level 01 and 02 Plan	P09
SGCD-ACM-CP-XX-DR-A-01003	Level 03 and 04 Plan	P09
SGCD-ACM-CP-XX-DR-A-01005	Level 05 and 06 Plan	P09
SGCD-ACM-CP-XX-DR-A-01007	Level 07 and Roof Plan	P09
SGCD-ACM-CP-XX-DR-A-08001	Sprinkler Tank Compound	P04
SGCD-ACM-CP-ZZ-DR-A-03001	Elevations	P05
SGCD-ACM-CP-ZZ-DR-A-04001	Sections	P09
SGCD-ACM-DP-00-DR-A-01000	Ground Floor Plan	P19
SGCD-ACM-DP-01-DR-A-01001	First Floor Plan	P19
SGCD-ACM-DP-02-DR-A-01003	Second Floor Plan	P19
SGCD-ACM-DP-03-DR-A-01004	Roof Plan	P19
SGCD-ACM-DP-M1-DR-A-01002	First Floor Mezzanine	P19

SGCD-ACM-DP-ZZ-DR-A-03001	GA Elevations	P7
SGCD-ACM-DP-ZZ-DR-A-04001	GA Sections	P11
SGCD-ACM-ST-XX-DR-A-08003	Bin Store Layout	P01
SGCD-ACM-ST-ZZ-DR-A-04001	Site Section	P01
Biodiversity Mitigation and Enhancement Plan May-22		
EIA Compliance Note 02		
Planning Statement	May-22	
20268-MA-RP-D-TA-001	Transport Assessment	B
22287-MA-RP-D-TN01	Transport Technical Note	P01

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

2. No part of the development shall be first occupied unless and until the proposed vehicular and pedestrian access to Moorfield Road has been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

3. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans for vehicles to be parked; for the loading and unloading of vehicles; and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking, loading and unloading, and turning areas shall be retained and maintained for their designated purposes.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

. The development hereby approved shall not be occupied unless and until at least 20% of the available parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply), and a further 20% of the available spaces provided with a passive connection for EV charging, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

5. The development shall not be first occupied unless and until a Sustainable Travel Infrastructure Plan has been submitted to and approved in writing by the Local Planning Authority. Such Plan shall include:

- a) Locations of new bus stops within 400 metres walking distance of the site;
- b) Improvement works on Moorfield Road to provide safe pedestrian facilities and accessible crossing points between the site and the proposed bus stop facilities;
- c) Provision of secure, covered cycle parking in close proximity to the proposed depot building;
- d) appropriate dropped kerbs and or paths for cyclists to access the site from the existing cycleway facilities in the vicinity of the site.
- e) A phasing strategy for the delivery of the above measures

Once approved, the submitted Sustainable Travel Infrastructure Plan shall be fully implemented to the satisfaction of the local planning authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

6. Prior to commencement of the development, a revised layout of the site shall be submitted and approved in writing by the Local Planning Authority, such revised layout to show:

- a) The largest vehicle to access the site can enter and exit the site without overrunning kerbs;
- b) The site exit/ roundabout entry reduced to a single lane with amendments to the roundabout previously constructed to narrow the carriageway width accordingly.

Thereafter the revised layout shall be implemented in accordance with the submitted plan prior to first occupation of the development.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

7. The detailed Biodiversity Mitigation and Enhancement Plan (dBMEP) hereby approved will be implemented in full. Any revision to the dBMEP must be submitted to the local planning authority for approval at the pre-commencement stage. The dBMEP is a live working document and will require reviews and updates following the production and submission of the pre-commencement and pre- occupation documents relevant to biodiversity (Conditions 32, 38, 43, 60 and 91 of planning permission ref:20/P/02155), including the detailed Demolition and Construction Environmental Management Plan (DCEMP).

Reason: To safeguard protected species in accordance with Policy NE4 of the Local Plan 2003 (Saved Policies), and to safeguard existing natural features in accordance with Policy G1(12) of the Local Plan 2003 (Saved Policies).

8. A pre-works survey shall be conducted prior to the felling of tree which were identified in the ecological surveys as supporting potential roost features, due to the highly mobile nature of bats.

Reason: To safeguard protected species in accordance with Policy NE4 of the Local Plan 2003 (Saved Policies)

9. Notwithstanding the details shown on the approved drawings and documents, details and samples of materials (including colour and finish) proposed to be used on all external surfaces of the development shall be submitted to and approved in writing by the local planning authority prior to the commencement of above ground works.

The development shall be carried out in accordance with the approved materials and thereafter so retained.

Reason: In order to assess the suitability of the proposed materials and to ensure the satisfactory appearance of the development in accordance with Guildford Local Plan (2019) Policy D1 and Local Plan 2003 (Saved Policies) Policy G1.

10. Notwithstanding the details shown on the approved drawings and documents, prior to the commencement of above ground works, a landscape management plan shall be submitted to and approved in writing by the local planning authority detailing the trees to be removed from the woodland belt adjacent to the eastern boundary of the site and proposed replacement and additional tree planting. There shall be no net loss of trees and replacement/ new tree planting should be of an appropriate species and size. The tree planting shall be carried out in accordance with the approved details and completed prior to the occupation of the development with all planting to be completed within the next planting season after first occupation. Any trees planted (including any such replacements) which die within three years from the date of planting shall be replaced in the next planting season with the same species, and of comparable maturity. In the fifth year after completion of the landscape planting, a review of the success of the landscape planting shall be undertaken. A Landscape Review Report, setting out requirements for additional planting or revised management actions shall be submitted and approved in writing by the local planning authority. The requirements set out in the Landscape Review Report shall be carried out in accordance with the details as approved.

Reason: To ensure a satisfactory appearance and provide tree planting and biodiversity improvements, in accordance with Local Plan Policy D1 and Policies G1, NE4 and E5 of the Local Plan 2003 (Saved Policies) and the requirements of the National Planning Policy Framework 2021.

11. Details of the brown and blue roofs shall be submitted and approved in writing by the local planning authority prior to the commencement of above ground works. This shall include details of how the roof will provide habitats and features for biodiversity. The approved scheme shall be implemented as approved prior to first occupation of the development and thereafter maintained in accordance with the approved scheme

Reason: To ensure the proposed brown and blue roofs are provided and maintained in a satisfactory manner and to ensure enhanced biodiversity in accordance with Policy NE4 of the Local Plan 2003 (Saved Policies)

12. Prior to the commencement of above ground works on the multi-storey car park, details of the treatment of the boundary with the adjoining Thames Water Sewage Treatment Works shall be submitted to and approved in writing by the Local Planning Authority. Such details shall be implemented as approved prior to first occupation.

Reason: In the interests of the occupiers of both developments and to ensure the satisfactory appearance of the development in accordance with Local Plan Policy D1 and Local Plan 2003 (Saved Policies) Policy G1.

13. Prior to the first occupation of the development and commencement of use of the multi-storey car park, a car park management plan shall be submitted to and approved in writing by the local planning authority. This shall include details of the allocation of parking spaces, hours of operation and charging policy.

Reason: To ensure the satisfactory operation of the development and to satisfy the requirements for fleet vehicle, staff, visitor and public parking in accordance with the approved details

14. Prior to the first occupation of the development, a Lighting Strategy/Management Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. The Lighting Strategy/Management Plan shall provide details of internal and external lighting and set out how lighting on the site has been designed to minimise any potential light spill and impacts on bat foraging and commuting and public amenity. The development shall be implemented in accordance with the approved details and retained in perpetuity.

Reason: To ensure a satisfactory appearance and to protect amenity and safeguard protected species in accordance with Policies G1 and NE4 of the Local Plan 2003 (Saved Policies).

15. Notwithstanding the details shown on the approved drawings and documents, prior to the commencement of above ground works, details of roof top plant and any other permanent structures which are proposed to be erected on the roof of the approved buildings shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details.

Reason: To control the appearance of the buildings and safeguard the appearance of the area in accordance with Local Plan 2003 (Saved Policies) Policy G1.

Informatives:

1. The applicant is advised that all conditions of the parent consent (ref 20/P/02155) are relevant to this approval and may require separate written consent from the Local Planning Authority.
2. The applicant should be aware of the requirement for a site wide archaeological strategy when future applications are submitted for areas where there is potential for archaeological remains to be impacted.
3. The applicant is advised that revised Land Use and Building Heights Parameter Plans will be required to be submitted to and approved by the local planning authority prior to the commencement of development.
4. The applicant is advised that prior to the commencement of development, an Aborigicultural Impact Assessment and Aborigicultural Method Statement and a Tree Protection Plan shall be submitted to and approved in writing by the local planning authority in accordance with Condition 23 of the parent consent (Ref: 20/P/02155).

5. The applicant is advised that prior to the first occupation of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved by the local planning authority in accordance with Condition 60 of the parent consent (Ref: 20/P/02155).

6. The applicant is advised that prior to the commencement of development, a sustainability statement for this phase of development shall be submitted to and approved in writing by the local planning authority in accordance with Condition 22 of the parent consent (Ref: 20/P/02155).

7. National Highways has advised that Conditions 4 and 5 of the parent consent (Ref: 20/P/02155) relating to improvements and construction traffic management affecting the A3 remain outstanding.

Officer's Report

Site Description

The Weyside Urban Village (WUV) site comprises circa 30ha and is located on the western side of the River Wey and its associated open spaces and lies approximately 2km north from Guildford Town Centre. The site is bounded to the west by existing residential areas around Waterside Road and Old Farm Road primarily developed in the 1960s and 1970s and Weyfield Primary Academy along with the Bellfield Allotments. The Slyfield Industrial Estate is located to the north and north-west of the site, along with open fields adjacent to Clay Lane. Woking Road adjoins the site at its southern end. The River Wey runs along the site's eastern boundary. The area between the site and the river is due to be formally converted into a SANG which will link to the existing SANG to the south.

The existing Guildford Borough Council (GBC) Woking Road Depot is currently located in the southern part of the site adjacent to the Thames Water Sewage Treatment Works (STW). Both facilities are to be relocated to the north east of the site facilitate the redevelopment of the area.

This application relates to the north eastern part of the site which is identified in the WUV Masterplan for the relocation of the existing GBC Depot. The site is located to the east of the Slyfield Industrial Estate. It was formerly used for waste landfill by the Council and has since been covered over and left as unmanaged scrub. The site adjoins the site of the new STW to the north which was granted planning permission in November 2022 (Ref 22/CON/00006) and is currently under construction.

The Slyfield Industrial Estate is accessed via Moorfield Road from the junction with Woking Road. Moorfield Road runs through the centre of the industrial estate. A newly constructed road provides access to the site from the estate. To the east of the site is an area of green space with the River Wey and the A3 beyond.

Proposal

Planning consent for WUV was granted on 30 March 2022 following completion of the accompanying Section 106 Agreement. This application seeks Reserved Matters Approval in respect of appearance, means of access, landscaping, layout and scale for the relocated GBC Depot pursuant to the extant outline consent (Ref: 20/P/02155).

The new Depot would facilitate the relocation of the existing GBC Depot and the GBC Parks and Leisure site from Nightingale Lane and bring together a range of the Council's departments and services onto one consolidated site including: waste services, street scenes, parks, housing repairs and supporting admin teams. The proposed depot building also includes ancillary office space and conferencing facilities for use by GBC staff.

The development comprises:

- Depot building- 7038 sqm (including additional ancillary 2409 sqm offices and 463 sqm conference/training facilities)
- Multi-Storey Car Park (including 1849 sqm storage)
- MOT Test Centre and sprinkler tank compound
- Associated external areas of hard and soft landscaping, parking and storage.

The facilities to be accommodated in the proposed Depot are summarised in the following table. These comprise uses to be relocated from the existing Woking Road Depot and Nightingale Road together with a multi-storey car park and ancillary office and conference/training facilities for use by GBC.

Table 1: GBC Depot: Existing Facilities to be relocated and new Facilities

Department/Land Uses	
Existing GBC Functions to be relocated from Woking Road Depot and Nightingale Road	<ul style="list-style-type: none"> • Depot Building • Waste Collection (refuse and recycling) • Street cleansing • Other associated cleansing services • Parks and countryside operations • Public weighbridge • Vehicle maintenance • Public MOT station • Borough Housing Repairs Team • Engineering Services • Business Support
Additional Facilities	<ul style="list-style-type: none"> • 2409sqm Office Space • 463sqm Conference Space • Multi storey car park (MSCP)

The site would provide capacity for an increase in the operational fleet compared to the existing Depot to allow for the rationalisation of services and to meet future growth requirements.

The multi-storey car park (MSCP) has been designed to be ancillary to the depot site and would provide parking for both council vehicles and staff and visitors, as well as storage space for equipment, salt and sand and abandoned vehicles. As a result of the proposed Controlled Parking Zone (CPZ) on Woodlands Road / Slyfield Green which will be implemented as part of the WUV development, cars that currently park on the residential streets will be unable to do so in the future. Provision has therefore been made within the development for public parking (79 spaces) to replace the existing on-street parking spaces which will be displaced.

The proposed parking provision is summarised in the following table.

Table 2: Proposed parking provision

Location	Staff	Public	Fleet (Vans)	Fleet (HGV)	MOT Centre	Total
MSCP	211	73	75	0	0	359
Surface Car Parking	14	6	0	54	4	78
Total	225	79	75	54	4	437

Engagement took place with GBC Councillors, Woking Road Depot Users and local residents and amenity groups prior to the submission of the Reserved Matters application and a detailed Statement of Community Involvement has been submitted alongside this application. The document details feedback in relation to the proposed development and sets out how the issues raised have been addressed. The Applicant liaised with the Head of Operational and Technical Services and Facilities Supervisor at Woking Road and members of the depot operational team engaged with the project team and provided suggestions for alterations to improve the functionality of the depot, including provision of a van repair workshop which had previously not been included. The Applicant held a public exhibition on 14 March 2022. An invitation was produced and distributed to approximately 2,500 residents and businesses and a total of 120 people were in attendance, including local Parish and Borough Councillors.

Relevant planning history

20/P/02155

Hybrid planning application for the redevelopment of part of the allocated site for the Slyfield Area Regeneration Project for a mixed-use development (known as Weyside Urban Village) comprising:

A. Outline planning approval for the demolition of existing buildings and infrastructure and outline planning permission for up to 1550 dwellings; local centre comprising up to 1800 sqm of retail (inc. 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); 6 Gypsy and Traveller pitches (Use Class C3); and associated road infrastructure, landscaping (including Sustainable 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 Drainage Systems).

The submitted RMA seeks consent for the new GBC Depot (shown in bold above)

Granted 30 March 2022

22/CON/00006

Construction and operation of a new sewage treatment works and associated above and below ground infrastructure including new final effluent and storm water outfall and new transfer tunnel.

Granted 10 November 2022

Consultations.

Statutory consultees

County Highway Authority: Requested further information relating to proposed uses and transport assessment and commented as follows:

1. The relative position of the proposed Depot use and the proposed bus stops on Moorfield Road does not promote trips by bus. An additional pair of bus stops in the vicinity of the junction of Moorfield Road and the new WUV Spine road should be provided to capture the uses in the north east of the industrial estate.
2. Measures to make walking and cycling routes to the site outside the redline boundary that would link to the bus stops and amenities within WUV welcoming and safe should be incorporated, including landscaping and public realm to make the walking routes feel less vehicle dominated and hostile to peds/ cyclists. The proposed cycling Strategy does not appear to tie in well to the new cycling facilities on WUV which will offer an attractive sustainable movement corridor.
3. The provision of a pedestrian/ cycle connection from the site to the proposed SANG would provide a cycle connection to the north and would also allow the public car park to serve recreational parking demand that may otherwise take place on WUV.
4. Consideration should be given to the impact of car park charges on drivers. If the car park is pay-to-park, it is likely staff of the industrial estate will favour parking on street elsewhere.
5. EV charging should be provided to a minimum of 20% of the proposed spaces, with a further 20% provided with passive infrastructure, as per SCC's latest guidance. 10. A Travel Plan will be required to be submitted; this can be dealt with by condition should this be preferable to submitting one as part of this application.

The applicant subsequently submitted a Highway Technical note addressing these points and having assessed the application on safety, capacity and policy grounds, the County Highway Authority has recommended a number of conditions be imposed in any permission granted in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021. These conditions relate to:

- 1) Submission and approval of details of proposed vehicular and pedestrian access to Moorfield Road;
- 2) Provision and retention of parking, loading and unloading, and turning areas for their designated purposes:
- 3) Provision of 20% parking spaces are provided with a fast charge socket and a further 20% of the available spaces provided with a passive connection for EV charging;
- 4) Approval of a Sustainable Travel Infrastructure Plan to include: locations of new bus stops within 400 metres walking distance of the site; improvement works on Moorfield Road to provide safe pedestrian facilities and accessible crossing points between the site and the proposed bus stop facilities and provision of secure, covered cycle parking in close proximity to the proposed depot building; appropriate dropped kerbs and or paths for cyclists to access the site from the existing cycleway facilities in the vicinity of the site and a phasing strategy for the delivery of these measures
- 5) Submission and approval of a revised layout of the site to show the largest vehicle to access the site can enter and exit the site without overrunning kerbs; the site exit/ roundabout entry reduced to a single lane with amendments to the roundabout previously constructed to narrow the carriageway width accordingly.

National Highways: No objection. The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. No objection to the outline application and the subsequent traffic impacts subject to conditions. The trip generation associated with the RMA shows that the proposed council depot will produce 103 AM peak and 5 PM peak trips. However, the existing council depot sites which will close when moved to the new site already accounts for 81 AM peak and 3 PM peak trips. Therefore, the additional trips on the network are 22 AM peak and 2 PM peak trips. The office and conference centre uses combined are forecast to produce 40 AM peak and 66 PM peak trips. The Multi-Storey Car Park is not forecast to produce any additional trips to the network – the stated reason is that the public spaces in this car park are intended to cater for vehicles currently parking on nearby roads, rather than attracting new visitors to the area. Based on the submitted information, satisfied that the proposals would not significantly affect the safety or operation of the SRN. Conditions 4 & 5 in the decision notice of the outline application remain outstanding.

Environment Agency: No comments

SCC Flood Risk Team: Satisfied that the proposed drainage scheme meets requirements. Should planning permission be granted, suitably worded conditions should be applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Network Rail: No objection.

Natural England: No comments. The application is not likely to result in significant impacts on statutory designated nature conservation sites.

Historic England: No objection.

Thames Water: No comments as there are no changes to the proposed Foul/Surface water drainage strategy.

Internal consultees

Arboricultural Officer: Currently a complete lack of arboricultural documentation - Arboricultural Impact Assessment (AIA) Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP). These should accord with the requirements of the British Standard BS5837:2012 'Trees in relation to design, demolition and construction' and will need to be provided prior to the commencement of development.

GBC Minerals and Waste Team: No objection subject to the Council being satisfied that the development includes adequate facilities for waste storage and recycling (these facilities should be maintained for the life of the development) in accordance with Policy 4 of the Surrey Waste Local Plan 2020.

SCC Archaeology: No objection. The current Reserved Matters application is within an area of former landfill and an overview of geoarchaeological information produced by Archaeology South East in support of the outline application identifies that the landfill deposits are between six and nine metres in depth and so the proposals in this area will not impact archaeological remains. However, the applicants should be reminded of the requirement for a site wide archaeological strategy when future applications are submitted for areas where there is potential for archaeological remains to be impacted.

Head of Environmental Health and Licensing: No comments received.

Head of Parks and Countryside: No comments received.

GBC Independent Specialist Ecology Advisor Ecological Services: The Reserved matters application is supported by a detailed Biodiversity Mitigation and Enhancement Plan (dBMEP), in accordance with condition 37 of outline consent 20/P/02155. This document expands on the original Outline Biodiversity Mitigation and Enhancement Plan which was previously approved. Further surveys of the GBC Depot were conducted in 2021 in order to address the removal of part of the plantation woodland along the eastern boundary of the site to facilitate the cut/ fill for site levelling.

The results indicated that whilst potential roost features were present, no bat roosts were detected. It was also noted that the two mature/ veteran trees within the plantation woodland are to be retained within the development. The tree removal was also not considered to impact upon other protected species which may utilise the woodland habitat. The proposed mitigation and enhancement plan addresses measures which are required during both construction and operation phases addressing habitats, invasive species and protected and notable species in accordance with the mitigation hierarchy. The dBMEP is a live working document and will require reviews and updates following the production and submission of the pre-commencement and pre-occupation documents relevant to biodiversity (conditions 32, 38, 43, 60 and 91), including the detailed Demolition and Construction Environmental Management Plan (DCEMP). The application also included an EIA Compliance Note, detailing any changes that has resulted from the detailed design of the GCB Depot. The development will result in the loss of a section of plantation woodland. Although there is a small loss, this will not affect the overall functionality of the woodland used by wildlife, including foraging bats. No new significant impacts from air quality, noise and vibration, and drainage on important ecological features were identified. No new or different likely significant impacts at either construction or operational phase were identified as a result of the further details. If consent is granted for this application conditions should be included requiring the submission of a detailed Biodiversity Mitigation and Enhancement Plan and a pre-works survey prior to the felling of trees.

Non-statutory consultees

Surrey Hills Area of Outstanding Natural Beauty Officer: No Objection or AONB concerns for the setting of the Surrey hills AONB as the development would be sufficiently distant from the AONB.

Parish Council: No comments received.

Amenity groups/Residents' associations

Guildford Society Planning Applications Team: Serious Concerns about the proposals:

Sustainability

Considering Guildford Borough Council have declared a Climate Emergency, proposals do not show that GBC are leading by example with a highly sustainable and carbon neutral development. Limited reference to renewable energy and buildings and the parking area could host quite a sizeable amount of PV panels to provide power for the development and possibly the wider WUV.

The proposals involve considerable numbers of vehicle movements and parking. As the site is adjacent to the proposed Sustainable Movement Corridor and the Transport Assessment lists benefits of modal shift, it is questionable that so much parking is justified. The report has demonstrated the potential for the site to integrate with and ultimately improve the sustainable transport networks within Guildford and the local area.

Transport

The findings of the Transport Assessment which demonstrates that the anticipated trip generation from the proposed development does not result in a material impact on the operation of the local highway network are surprising, especially the possible impact on the junction at the Slyfield entrance where Moorfield Road meets the Woking Road. This junction currently seems overloaded at certain times of the day and this development, the new waste transfer station and sewage works plus expansion and intensification of the industrial estate will undoubtedly add more traffic.

Impact of the buildings on their surroundings

The Depot building is 12 metres high and the MSCP 17 metres high. They are both large simple rectangular building forms which potentially will have significant visual impact on the surrounding area and when seen from a distance. It is likely because of their size, mass and elevational treatment that they will be visible from the Surrey Hills ANOB. Visual impact studies should be available to assess the impact of these two buildings. More attention should be given to the exterior design of the Depot building to reduce any potential visual impact. It maybe that different cladding design and colours should be considered. Light colour concrete panels proposed will highlight the height and mass of the Depot building.

The roofscape of both buildings may be visible from some higher locations and should be designed with this in mind. Currently both buildings have unattractive plant and other elements across their roofs. The MSCP is clad with some concrete panels at the ground level and a metal mesh above. The mesh will be virtually transparent and so the inside of the car park will be very visible. This will have a significant impact at night especially in winter when the lighting inside the car park will make the building highly visible from all surrounding areas including from the distance. It is understandable why low cost and utilitarian materials have been selected but neither metal mesh (unless it is stainless steel) or concrete are likely to weather well. We urge that less transparent materials be used.

Environmental design and landscaping

Concerns about the visual impact of a relatively 'industrial' development which borders countryside and is close to the River Wey. Other than existing trees and landscape outside the site boundary, no attempt has been made to include a landscape buffer to soften the impact of the scheme. There is a lack of any meaningful landscaping across this site. Landscape especially trees are important environmentally, reduce heat build-up, improve the visual and working environment for all site users and soften the impact of large areas of hard surfacing. Greater consideration needs to be given to the external environment within the site and at the perimeter with the transition to countryside. This is a workplace and is the proposed scheme does not reflect current good practice in design for industrial type developments. The developer should be encouraged to come forward with a functional and affordable but less damaging scheme. The areas of the Depot building that are offices or similar functions are a traditional design with a mainly cellular plan and new workspace should be more aspirational in design to create better working environments, more efficient use of floor area and provide more flexibility.

Burpham Neighbourhood Forum

Accept the principle of development has been established via the granting of planning permission but Objects to the above reserved matters application due to specific concerns over the new GBC Depot and the Multistorey Car Park elements of the proposal.

Height and overall mass of the proposed Car Park

The proposed Car Park building will exceed the height of the surrounding tree line and the overall building will be approx. 17.3 metres (approx 56 ft high) according to the submitted elevation plans. This is not reflected in the planning statement, which refers to a lower height of 15.3 metres to upper deck level only. This is a substantial building close to the historic Wey Navigation. The accompanying landscaping masterplan is limited in its scope and would not adequately conceal a building of this size. The car park will be overbearing and impact the character of the area. Support the redevelopment of brownfield sites, but development in such locations should be proportionate to the site and surroundings and mitigated against where reasonably feasible to do so. Refer to trees which if included on site, could soften the visual impact of the car park and enhance biodiversity on site. Inclusion of more substantial tree planting should be conditioned.

Transport Issues

The transport report submitted with the planning application has several inaccuracies. Paragraph 3.2.8 states the site is currently undeveloped open fields when it is actually a closed refuse tip and recognised as a brownfield site; Paragraph 3.3.5 is inaccurate: access to the site via Clay Lane is only for vehicles below 7.5 tonnes as per the existing weight restriction in place. Other vehicles can only access the site from Woking Road/intersection with the A3. The amenity table is optimistic in its timings for both walking and Cycling for the longer distances. Paragraph 3.9.4 is misleading because the existing bus services route No. 538 is extremely limited: It runs twice a week and is only usable from Stoughton to Sainsbury's, but not in the return direction. The only meaningful use for this service is for Sainsbury Shoppers. We question the claim that the site benefits from 'good bus access. Paragraph 3.10.4. The operational hours of the depot is already known. The refuse trucks leave at 07:00, not 08:00, which is inaccurate. Paragraph 3.11.1. Why is the 2011 census data being used when the 'actual' transport patterns of the old depot can be easily obtained from the Council's own records. As accuracy of data is extremely important for future use this needs revisiting by the applicant. Paragraph 3.11.3. This paragraph suggest that this is a significant opportunity to encourage site users away from car use. Unfortunately, as paragraph 3.10.4 (hours of operation) is inaccurate and paragraph 3.11.1 does not quote actual data, we question the ability to bring about a major change in transport usage. Paragraph 4.1.7. It is stated that public parking spaces are intended to make provision for existing capacity from nearby streets. However, in paragraph 4.2.2 an increase of 50 staff is expected who start work before the 08:00 bus service. In reality, private transport will be required. Paragraph 4.4.8. The report has assumed a 'maximum' for every calculation making no allowance for expansion or amalgamation of individual events in the future. Paragraph 4.8.6. A strong level of services would be every 10 minutes and even that would not provide sufficient capacity to meet the needs of 1,500 people in the WUV who without access to car parking will need public transport. At every 20 minutes Buses will be overcrowded and a wait of 40 minutes it is likely, this will drive people away from public transport. Paragraph 7.1.6.

Modelling often fails to compute the true reality of 'real world' operations when junction exits are occupied. The junctions are already operating above capacity. Paragraph 7.1.7. A good level of public transport, in our view, is one bus with seating available, arriving every 10 minutes.

The desire to 'encourage' people onto public transport by reducing opportunities for private car parking, is not matched with the reality that people are not prepared to wait extended periods of time for a bus that is likely to be standing room only. Bus operators, including some in Guildford, have struggled in recent years and services have been detrimentally impacted. We note the WUV application has already implied that over 1,500 people will want a bus at peak periods. In our view, one bus every 20 minutes will simply not provide the capacity for the likely demand. The conference centres chosen from TRICS Oldham, Hereford and Caerphilly are 10 years old and no longer exist, so it is impossible to know on the chosen dates if conferences were 'in session' or not on those days.

If the parks department is moving here, account needs to be taken of their tractors and trailers which seem to be missing from the mix. Appendix C and D seem to be missing from the Transport Assessment.

Noted that the Highway Authority in its own consultation response (dated 27th July 2022) has also raised a number of concerns including around a lack of bus stops and car parking charges driving vehicles to park on local roads, defeating the purpose of the multi-storey car park. Of particular importance is the requirement for an enforceable Travel Plan with regular review periods and the appointment of a travel plan co-ordinator.

Lighting

There is no information available to confirm that lighting will comply with Condition 84. Concerned that the top level of the Multi-storey car ark will permit car headlights to shine across the Nature Reserve into the residential properties on Bowers Lane. A light barrier must be installed to ensure light pollution from moving vehicles across the Wey Valley does not occur at 15m-17m above ground level. This light barrier should be above 2200 mm from the parking structure surface on the highest parking level on the side to the east and north of the building such that no light is emitted from moving or parked vehicles into the Nature reserve.

Flood Lights

The back lighting into the Nature reserve will be excessive and cause disturbance to wildlife. All of these flood lights will need mechanical shades to restrict their light pollution into the nature reserve. The lighting contour's fail to indicate light pollution outside the site to the North or East. Flood Lights: WF38, cf19, Cf10, CF9, Cf20, CF19, CF7 will all need shields on to prevent light pollution into the Nature Reserve. All lighting contours end at the edge of the site WF 47 and WF48 will be causing light pollution to the north of the site Leachate Levels.

Any reserved matters permission granted must be conditioned to ensure sufficient data is presented in relation ground water vulnerability before commencement of works. As reported in the documentation accompanying adjacent planning proposals for the New Sewage treatment plant (Ref: SCC/2021/0209), ground water vulnerability is rated as 'High'. Taken from the bore hole documentation submitted with that application, Leachate levels are known to be sitting above the river/flood plain by approximately 1 m.

Third party comments:

None received

Planning Policies

National Planning Policy Framework (NPPF):

Chapter 1. Building a strong, competitive economy

Chapter 2. Achieving sustainable development

Chapter 3. Plan-making

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

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

Chapter 15. Conserving and enhancing the natural environment

Chapter 16. Conserving and enhancing the historic environment

South East Plan 2009 (as saved by CLG Direction):

Policy NRM6 Thames Basin Heath Special Protection Area Page 6

Guildford Borough Local Plan: strategy and sites (LPSS) 2019:

Policy S1 Presumption in favour of sustainable development

Policy S2 Planning for the borough- our spatial strategy

Policy H1 Homes for all

Policy H2 Affordable homes

Policy P4 Flooding, flood risk and groundwater protection zones

Policy P5 Thames Basin Heaths Special Protection Area

Policy E1: Meeting employment needs

Policy E2: Locations of new employment floorspace

Policy E3: Maintaining employment capacity and improving employment floorspace

Policy D1 Place shaping

Policy D2 Climate change, sustainable design, construction and energy

Policy D3 Historic environment

Policy ID1 Infrastructure and delivery

ID3 Sustainable transport for new developments

ID4 Green and blue infrastructure

Site Allocation A24: Slyfield Area Regeneration project, Guildford

Guildford Borough (Submission) Local Plan: Development Management Policies (June 2022):

The National Planning Policy Framework provides the following advice at paragraph 48, 'Local Planning Authorities may give weight to relevant policies in emerging plans according to:

- a) the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- b) the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- c) the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the emerging plan to the policies in the Framework, the greater the weight that may be given).

The Council's Local Plan Development Management Policies (LPDMP) can now be considered to be at an advanced stage in production. The hearing sessions have been completed and the Inspector has reached a conclusion that, subject to main modifications, the plan can be found sound. The main modifications he considers necessary are currently out for consultation. Those policies / parts of policies that are not subject to any proposed main modifications should now be afforded considerable weight. Where specific parts of a policy are subject to main modifications, then further consideration should be given as to the extent to which those modifications would, if accepted, impact upon the assessment of the proposal. If it would result in a different conclusion being reached then these specific parts of the policies should be given moderate weight given the level of uncertainty that these will still be recommended by the Inspector in his final report. The weight for individual policies will be set out in the main body of the report where they are referred to.

P6/P7: Biodiversity in new developments

Policy P10: Land affected by contamination

Policy P11: Air quality and Air Quality Management Areas Policy

P12: Water quality, waterbodies and riparian corridors

Policy P13: Sustainable surface water management

Policy D4: Achieving high quality design and respecting local distinctiveness

Policy D5: Protection of amenity and provision of amenity space

Policy D5a: External servicing features and stores

Surrey Waste Local Plan (SWLP) 2019-2033

Policy 4 Sustainable Construction and Waste Management in New Development.

Policy WD2 Land to the north east of Slyfield Industrial Estate, Moorfield Road, Guildford

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

Following the adoption of the LPSS, until the Local Plan: Development Management Plan Policies DPD is produced and adopted some of the policies (parts of the policies) contained within the Guildford Borough Local Plan 2003 (as saved by CLG Direction on 24 September 2007) remain part of the development plan. Those relevant to this application are:

G1 (3), (4), (8), (11), (12) General Standards of Development

G5 (2), (3), (4), (5), (7), (8), (9) Design Code

NE4 Species Protection

E5 Dev. Affecting Trees, Hedges & Woodlands

CF1, CF2, CF3, CF4 Community Facilities

Supplementary planning documents:

Climate Change, Sustainable Design, Construction and Energy SPD 2020

Thames Basin Heaths Special Protection Area Avoidance Strategy 2021

Guildford Landscape Character Assessment 2007

Vehicle Parking Standards SPD 2006

Surrey Design Guide 2002

Strategic Development Framework SPD July 2020

Other guidance:

Surrey County Council Vehicular and Cycle Parking Guidance 2018

Guidance on the storage and collection of household waste for new developments 2017

National Trust Guidance on Developments Adjoining River Wey

Planning Considerations and Appraisal

Principle of Development

The Guildford Borough Local Plan identifies the site at Slyfeld (site Policy A24) (including the application site) as a location for strategic development, with capacity for approximately 1,500 dwellings, community facilities and approximately 6,500 sqm of light industrial (B1c) / trade counters (B8) uses over the plan period. Other allocations within the site make provision for waste uses including a new sewage treatment works. The policy establishes the land uses for the site, which are aimed at providing a new urban residential quarter.

Sustainable transport measures include the northernmost section of the SMC to deliver bus, pedestrian and cycle connections between the site, the town centre and the station.

The principle of the overall development has been established through the original hybrid planning permission consented in March 2022 (Ref: 20/P/02155). The Strategic Development Sites SPD is predicated on the basis that land at Slyfeld should be used efficiently.

The principle of development is supported by the consented masterplan for the redevelopment of the wider WUV site for a residential-led, mixed use development. The concept is 'landscape led' and comprises of buildings and uses responding to a series of landscaped open spaces, and a sequence of 'green fingers' that provide functional open spaces. The landscape-led masterplan is driven by the site's riverside location and is divided into a number of character areas. The northern parts of the masterplan incorporate the employment uses and the relocated Depot, which are strongly linked to the existing Slyfield Industrial Estate, which wraps around the north-west boundary of the site. The area proposed under this reserved matters application for the GBC Depot is located north of the employment area as part of the WUV development.

The proposal is therefore considered to be acceptable in principle subject to consideration of the following matters:

Compliance with Parameter Plans

- Development Mix
- Layout & Scale
- Appearance
- Landscaping
- Access, Traffic and Parking
- Minerals and Waste
- Ecology and Biodiversity
- Lighting
- Flooding and Drainage
- Sustainability and Energy
- EIA Conformity

Compliance with Parameter Plans

A set of parameter plans was approved under the outline application which establish the framework for this Reserved Matters application and for the phased development of the site with regards to the layout, scale, appearance, and landscaping of the proposed development.

A Design Code was also approved under the outline application, which sets out the key design requirements for the site with the aim of ensuring a consistent level of high-quality development is implemented throughout the scheme. The Design Code is fundamental to delivering the vision for WUV along with the key land uses.

Condition 2 of the hybrid planning consent for WUV (Ref:20/P/02155) states that development shall be carried out substantially in accordance with the vision, objectives and principles contained in the Design and Access Statement, as illustrated on the illustrative masterplan together with the mitigation requirements contained in the Environmental Statement and Environmental Statement addendum submitted in support of the outline planning application and in compliance with the development parameters plans, design code and regulatory plans. The Condition states that revised versions of the Land use Parameter Plan and Building Heights Parameter Plan shall be submitted to and approved by the local planning authority prior to commencement of any development other than initial site preparation and groundwork. 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.

Land Use Parameter Plan

The land use parameter identifies the mix of uses in accordance with the policy objective of creating a sustainable new community, as well as those required to support employment and relocation of existing uses within the site in more appropriate locations.

The Land Use Parameter Plan identifies the existing GBC Depot Site (drawing ref: 01715_PP01) for redevelopment and a new site for the relocation of the Depot in the north east part of the site to the east of the Slyfield Industrial Estate. Whilst the proposed GBC Depot accommodates a smaller site than shown on the Land Use Parameter Plan, the proposals are in compliance with the approved Parameter Plan.

A revised version of the Land Use Parameter Plan should be submitted and approved in accordance with Condition 2 to reflect the changes to the boundary of the GBC Depot.

Green and Blue Infrastructure Parameter Plan

The Green and Blue Infrastructure Parameter Plan includes provision for landscaped spaces, designed to be used as multi-functional green spaces, incorporating opportunities for both formal and informal recreation, play and social interaction. It indicates where existing trees and hedges would be retained along the eastern and western boundaries, which will be reinforced with additional planting. To the north west of the site, near the Woodlands Road entrance, there is a significant area of existing trees and woodland. To the periphery of the site are isolated, good quality, trees that will help to soften the interface between existing and proposed development.

The parameter plan identifies a band of natural green space along the eastern edge of the site of the proposed GBC Depot (comprising an existing woodland copse). Detailed design for the Depot has determined that there would be a requirement for some limited loss of plantation woodland on the embankment to in the east of the RMA Site, as a result site levelling.

Whilst the loss of plantation woodland is more than that assessed in the 2020 ES or 2021 ES Addendum assessments, it is not considered significant in EIA terms, because the Proposed Development still retains the majority of the plantation woodland and the loss of a small proportion of this habitat does not affect the functionality of the woodland as a landscape feature, nor for used by wildlife such as foraging/commuting or roosting bats..

The approved Parameter Plan allows land uses to deviate by +/- 5m within the application boundary subject to on-site constraints and a condition is proposed to ensure replacement of any trees which will be required to be removed. As such, the RMA development proposals are considered to be substantially in accordance with the approved parameter plan as required by Condition 2.

Building Height Parameter Plan

The height parameters have been formulated to minimise impact on both surrounding development and wider landscape. The majority of built form within the WUV would be between two and three storeys, with lower forms of development on the eastern and western perimeters to limit their visual impact on existing development to the west and the wider sensitive landscapes to the east. Buildings of up to six storeys would be located in the central and parts of the site along the proposed Strategic Movement Corridor (SMC) to create visual markers, including the local centre to which will provide a focal point within the development.

In accordance with the Building Height Parameter Plan, the employment areas and relocated GBC Depot to the north (to which this Reserved Matters application relates) will be of a lower scale of development. The Parameter Plan indicates that the height of the new GBC Depot building shall not exceed 16 metres.

The Depot building (including rooftop plant) is within the maximum height parameter of 16 m. However, whilst the highest car parking deck of the multi storey car park at 15.3m is within the maximum height parameter, the highest part of the multi-storey carpark comprising the two lift/stair cores extend to 17.3 m and therefore exceeds the maximum height parameter by 1.3m. The proposed development does not therefore fully comply with the approved Building Height Parameter Plan. However, the main ridge of the building remains below the maximum of 16m set out within the parameters assessed in the 2020 ES and 2021 ES Addendum. Furthermore, as stated in the 2020 ES, the Zone of Theoretical Visibility (ZTV) allowed for a 5m limit of deviation to the maximum heights of the Proposed Development and it is therefore considered that the height of the lift and stair cores falls within worst case parameters assessed in the 2020 ES and it is unlikely that there will be any new or different effects that will impact landscape, townscape and visual impact.

Condition 2 allows for a revised version of the Building Height Parameter Plan to be submitted prior to the commencement of development. A revised version of the Land Use Parameter Plan should be submitted and approved by the local planning authority in accordance with Condition 2 to reflect the detailed design of the GBC Depot.

There would be a requirement to amend the height parameter plan under Condition 2 prior to the commencement of development.

Access and Movement Parameter Plan

The proposals for WUV include four new vehicular access points into the site, which will provide three multi-modal access points for vehicular, cycle and pedestrian access at Woking Road, Bellfields Road and Slyfield Green as well as one access point that will allow for buses along with access to the employment and Gypsy and Traveller pitches only. In line with Policy A24 (SARP), the site will accommodate the northern section of the Sustainable Movement Corridor (SMC). Which in policy terms is a priority cycle corridor. This is shown on the Access and Movement Parameter Plan as a dedicated cycle lane on the eastern (canal) side of the local distributor road which travels on a north-south access through the site. This street will be the primary street through the site from the Moorfields Road access at its northern end to the Woking Road access at its southern end. Secondary streets are also shown with access to Bellfields Road and Slyfield Green to the west. The Access and Movement Parameter Plan also includes key cycle and pedestrian routes through the site, which will link the new community to existing communities to the west and the riverside to the east.

In accordance with the Access and Movement Parameter Plan the Depot will be accessed via a dedicated spur of the northern roundabout.

The proposals are therefore considered to be in accordance with the approved Access and Movement Parameter Plan.

Demolition Parameter Plan

The Proposed WUV development will include the demolition of the existing GBC Depot on Woking Road. No demolition is required to accommodate the new GBC Depot. The existing Depot will be demolished upon completion of the replacement Depot. The proposed works are considered to be in accordance with the approved Demolition Parameter Plan.

Appraisal of scheme against Parameter Plans

The proposals are considered to be substantially in compliance with the parameters set by the approved outline planning consent. The principle deviation is in terms of Building Heights which is considered further in this report.

Some minor revisions to the approved Land Use and Building Height Parameter Plans will be required to ensure compliance with the detailed design proposals and this would be permitted under Condition 2 of the outline consent. It will be necessary for revised Land Use and Building Height Parameter Plans to be submitted and approved prior to the commencement of development with the exception of site preparation and ground works.

Design Layout & Scale

Policy A24 (SARP) of the Local Plan (April 2019) sets out the requirements that the development must accommodate. Policy D1 (Place Shaping) states that strategic allocation sites must create their own identity to ensure cohesive and vibrant neighbourhoods. Policy G11 (The Corridor of the River Wey and the Guildford and Godalming Navigations) of the Local Plan (2003) states that development must protect or improve the special character of the River Wey. The application states the site-specific design strategy has evolved through the review of relevant local policy, guidance and design principles, including the aspirations to regenerate and make best use of this brownfield site for the development of a new mixed-use neighbourhood adjacent to the River Wey and existing residential neighbourhoods.

It argues that the design responds to an assessment of the local context and surrounding development, as well as key site constraints and opportunities identified through detailed technical assessments.

It proposes a 'landscape led' scheme that is heavily influenced by its adjacency to the River Wey to the east and wider natural landscape and seeks to connect new communities with existing neighbourhoods to the west.

The Design and Access Statement (DAS) that accompanies the application sets out the design evolution process and the factors that have shaped the proposals, including the surrounding built and landscape environment that have significantly influenced the design response.

The proposed site occupies an area of scrub land on the eastern edge of the Slyfield Industrial Estate. The Slyfield Industrial Estate is an established area made up of large industrial and commercial buildings and which is complementary to the function of the new depot facility.

Together with the proposed relocation of the SCC waste transfer station to the south and the proposed relocation of the Thames Water development to the north, a ribbon of key infrastructure projects will be created with links to the existing industrial estate. Together these facilities will provide key services to the community and offer a wealth of employment opportunities.

The constrained nature of the site has required a design which is both compact and efficient. This would be in accordance with the principle of sustainable development and the need to make the most efficient use of land. The compact footprint of the two buildings maximises space for the external uses on the site. The layout of the site has been developed to allow for large vehicles to enter, exit and navigate in forward gear.

The proposed depot building is orientated north-south and provides the key frontage to the depot site. The roof line of the depot building is 12.399m and as previously stated, all roof structures including plant, escape stairs and lift cores are within the maximum height of 16m established by the Building Heights Parameter Plan.

The proposed multi-storey car parking structure sits in an east-west orientation and is located to the north of the site. To the north-west corner of the site adjacent to the car park vehicle ramp, are the sprinkler tanks and pump room which will service the buildings on the site. Whilst the height of the MSCP to the highest parking deck is 15.3 metres, the stair/lift cores are 17.3 metres and therefore exceed the maximum height set in the Building Heights Parameter Plan.

Officers have explored with the applicant the potential of reducing the height of the eastern lift/stair core closest to the eastern boundary of the site to comply with the approved Building Height Parameter Plan. The applicant's fire specialist has reviewed the fire regulations in respect to the potential removal of the top of the eastern lift/stair core but have confirmed that this is not technically feasible and would breach Building Regulations and Fire Safety Regulations as well as making the structure less accessible. The MSCP would become a single stair condition in a structure over 11 metres in height and therefore, removing the stair well from the upper floor level would affect both the occupancy travel distances and the hose laying distance for firefighting. Distances for both would be in excess of 100 metres which is more than double the maximum distances permitted in the prescriptive guidance (Approved Document B, Fire safety, Volume 2: Buildings other than dwellings 2019 edition (with 2020 amendments) – for use in England) used as the basis of design and therefore, the proposed design would be non-compliant as it would not be in accordance with Part B of the Building Regulations 2010 and the Regulatory Reform (Fire Safety) Order 2005.

On balance, it is considered that the overall height of the proposed MSCP is acceptable given that the ridge of the building would not exceed the maximum height parameter set in the approved Parameter Plan and falls within worst case parameters assessed in the 2020 ES. As shown on the submitted Landscape Masterplan, the woodland copse running along the eastern boundary is to be substantially retained. Where it is necessary for trees to be removed these will be replaced to ensure no net loss.

To the north of the depot building is an external storage and bin store. Refuse vehicle parking is located to the rear of the site in addition to the access for Heavy Goods vehicles.

The site layout and scale of the proposed development are considered to be acceptable. The design has been developed to meet operational requirements and will enable the rationalisation of Council services on a single site. It represents an efficient use of the site and the design has responded positively to site constraints and conditions.

Appearance

The Depot will form an extension to the Slyfield Industrial Estate and the design of the buildings reflects the industrial character of the area and adjoining buildings. The use of the buildings requires a robust set of materials which require minimal maintenance. The use of the buildings also dictates their size and simple rectangular form and massing. The Depot will be screened from the north by the existing woodland belt and the structures within the new STW and from the River Wey and adjacent land by the existing woodland belt to the east. A coherent palette of materials is proposed across the site. Two primary materials are proposed for the depot building which reinforce the massing of the building and reflect the internal uses. The taller central block is clad in a vertical zinc cladding panel, while the two lower wings are clad in a vertical concrete panel. This reflects the internal use of the building as the central block houses the main offices, staff and conference facilities while the two lower wings house the workshops, bulk stores and plantrooms and are more industrial in nature. A glazed curtain wall/window system provides natural daylight into the building with floor-to-ceiling windows at each floor and full-height curtain walling to entrances.

It is proposed that the car park is clad in two primary materials - concrete panels on the lower areas and stair cores (the same material as used on the depot building) and a lightweight metal mesh to the upper floors. The use of a heavy material to the lower floors helps ground the building and create a base for the lightweight mesh to float above. Whilst the design reflects the character of the Slyfield Industrial Estate and the proposed uses, the size, mass and elevational treatment of the proposed buildings has raised concerns about their potential visual impact, particularly on views from the River Wey and adjoining open spaces to the east.

Concerns have been raised by the Guildford Society and the Burpham Neighbourhood Forum about the design and appearance of the development, in particular the design of the roofscape of both buildings which may be visible from some higher locations the use of metal mesh on the MSCP which could make the inside of the car park very visible. Particularly at night.

The size of the buildings has been determined by operational requirements and Officers consider the size and massing of the buildings to be acceptable within the framework of the WUV development and outline planning consent.

However, Officers are of the view that further consideration could be given to the materiality and colour of the Depot building and MSCP to minimise visual impacts and different cladding designs and colours should be assessed. A condition is therefore proposed to require details of materials and sample cladding panels to be submitted and approved by the local planning authority.

Landscaping

A Landscape Masterplan Specification has been submitted as part of this Reserved Matters Application. Further details will be required to be submitted in accordance with Condition 73 of the outline consent.

The existing woodland belt along the eastern boundary of the site forms part of a more extensive woodland belt and provides an important screen to the River Wey and adjoining open spaces and eastern existing trees. Whilst the large majority of the existing mature trees and vegetation along the eastern boundary of the site are to be retained, the Arboricultural Officer has raised concerns about the lack of arboricultural information which has been submitted in support of the application.

The development will require the removal of three trees within the site. The Trees which are proposed to be removed are all Category C (as classified in the approved Site Wide Arboricultural Statement submitted with the Hybrid Application) and comprise a Common Hawthorn (removed under the Thames STW consent); Hawthorn/Elder/Dogwood and Sycamore. In accordance with Condition 23 of the outline consent, an Arboricultural Impact Assessment and an Arboricultural Method Statement will be required to be submitted alongside a Tree Protection Plan prior to commencement of development.

Concerns have been raised by the Guildford Society about the visual impact of a relatively 'industrial' development which borders countryside and is close to the River Wey and the need to enhance the existing landscape buffer to soften the impact of the scheme. The Burpham Neighbourhood Forum have also raised concerns about the limited scope of the landscape masterplan.

Officers have worked with the applicant to further develop the Landscape Masterplan Specification to enhance the existing landscape buffer and where possible the external environment within the site. A revised specification has been submitted which shows how the edge of the car park will effectively meld into the trees rather than present as a hard engineered edge and the woodland belt will be supplemented with additional trees where designated viable by the project ecologist. The eastern edge of the scheme will be bounded by a band of species rich grassland/meadow and amenity grassland. Beyond this proposed border to the east the site gives way to the retained and extant plantation woodland. The eastern boundary has been fixed to minimise the amount of tree removal. From the site clearance drawings the applicant currently anticipates the need to remove two smaller trees on the western edge of the tree line with the vast majority of the trees remaining as these are located on the existing embankment which will not be affected apart from the new drainage outfall. However, the exact number of trees that will be affected cannot be confirmed until excavation works commence although the applicant has confirmed that the intended philosophy is to leave the tree line as unaffected as practicable with trees added where possible. This will be confirmed on site by a qualified arboriculturist who will determine where any suitable locations are to allow a tree to establish itself.

The embankment falls outside of the boundary fence and there are no reprofiling works required to facilitate the development.

A condition is proposed to ensure no net loss of trees within the woodland belt and replacement planting of appropriate species where tree removal is necessary due to ground works.

There is limited opportunity for on-site tree planting and landscaping because of operational requirements of the depot and the need to keep space clear for vehicle movements. The submitted Landscape Masterplan Specification makes provision for grassland planting and some limited native tree and shrub planting around the entrance to the site including the amenity grassland and the use of species rich meadow mixture/wildflowers to enhance biodiversity value. The existing vegetated highway swale to the west of the depot building is to be retained and a new area of swale grassland created adjacent to the northern boundary of the site.

Areas of both brown and blue roof are included within the design and will be located under the photovoltaic panels. The brown roof system incorporates enhanced biodiversity benefits to help offset habitat lost resulting from the new development. Details of the brown and blue roofs will be subject to condition.

The Landscape Masterplan Specification also shows and/or describes in the "General Notes" section the following additional ecological features to be provided in the GBC depot design:

- 3 No bat boxes are required for each of the two large mature retained trees including 1no 1FD Schwegler Bat Box (or similar location and type of bat box to be determined through detailed design with input from suitably qualified ecologist).
- A further 3 No bat boxes (Schwegler 1FF, 1FS and 2F, or similar) on nearby trees (to be determined through detailed design alongside confirmation of surface water drainage and lighting requirements, with input from a suitably qualified ecologist).

The detailed design and establishment/ management of the landscape details will be provided by the Design and Build contractor (yet to be determined), with input from specialist providers of biodiverse roofs and suitably qualified ecologist.

Subject to the proposed conditions and the submission of details in accordance with Condition 73 of the outline consent, Officers consider the landscaping proposals to be acceptable.

Access, transport and parking

Background

The site is located in close proximity to the A320 Woking Road which connects to Guildford town centre to the south and Jacobs Well and Woking to the north. The A3 is accessed south of the site from the Woking Road, and east of the site from Clay Lane.

A number of Public Rights of Way (PRoW) and cycle routes are located within close proximity to the site. Footpath 66 connects Slyfield Industrial Estate to the north and continues south through WUV and to the Riverside Park Nature Reserve. There are excellent walking and cycling facilities along the River Wey towpath with Footpath 49 connecting to Guildford town centre. National Cycle Route 223 operates through the Riverside Park Nature Reserve and provides an almost entirely green link to Guildford town centre via London Road station. The Nos.34/35 bus operates a 20-minute service 7 days a week and has bus stops on Woking Road. It provides connections to Guildford town centre and Woking. Additionally, the No.33 bus provides an AM and PM service Monday-Saturday between Guildford town centre and Woking, and the No.538 provides a daily service on Tuesdays and Fridays between Stoughton, Bellfields and Burpham Sainsbury's. These services can be accessed from the Woking Road bus stops.

Proposed access

The development proposals include a new vehicular access into the site from the roundabout to the west of the site, as well as a new pedestrian access on the western site boundary. The proposals also accommodate cycle parking in accordance with adopted standards, with provision being both secure and sheltered.

A new roundabout provides vehicle and pedestrian access connects the new Depot into the Slyfield Industrial Estate's internal access routes. As detailed in the DAS the design has sought to create a simple and legible access strategy which clearly divides vehicles into small public/visitor vehicles and large Council vehicles. All vehicles access the site from the new roundabout. The majority of small vehicles will not enter the site itself but instead use the ramp to access the first floor of the new car park. Vehicles entering the main site area are limited to large HGV, larger vans and a limited number of visitor vehicles. HGV vehicles enter the site and move straight through access control points to the rear service yard either to park in the refuse parking bays, access the vehicle workshop or for delivery drop-offs. Large vans enter the site and turn left to go through a control point to access the ground floor of the car park. A limited number of visitor vehicles would enter the site and turn right to park in the public parking bays to the front of the depot building.

The new depot has also been designed to provide a clear access and circulation strategy for pedestrian users. The internal footway network connects to the newly constructed public footpaths of the Internal Estate Road. Controlled access points manage pedestrian access across the site's secure lines. Once inside the site pedestrian access routes are clearly defined. All public access routes lead to the main visitor entrance with pedestrians arriving either from the Internal Estate Road, car park or visitor parking to the front of the depot building. Additional controlled access points limit access to the staff only rear service yard.

The Technical Note submitted by the Applicant in November 2022 includes various swept path drawings showing vehicles negotiating the development site. Many of these appear to be tight, and no information has been provided on the vehicle speeds used in this analysis.

Notwithstanding this, the Highway Authority advise that deficiencies in this assessment would be unlikely to affect the highway and therefore do not raise objections on this point. However, the tracking of an articulated lorry show that such a vehicle would drive well beyond the kerb in one location which may compromise the safety of pedestrians within the site, or compromise the ability of the vehicle to enter and exit the site in forward gear. It has not been demonstrated whether a vehicle of this size would be able to negotiate the roundabout from the right-hand lane. The Highway Authority does not consider the exit arrangements from the site to the roundabout to be suitable. Two exit lanes are proposed – one each for two different streams of traffic with insufficient space to switch lanes prior to the roundabout. As a result, both lanes in effect would

need to allow vehicles to turn left, right or proceed straight on. Two entry lanes to the roundabout that both allow all movements is likely to compromise the safety of the junction. The submitted vehicle tracking drawings demonstrate that a medium size car tracks close to the kerbs on the exit of the front car park area, and tracks into the other lane as it merges with the exit road. This could lead to collisions within the site if two vehicles are exiting at the same time and that there are no physical measures in place to stop any large vehicles – including the refuse vehicles – from attempting to exit the site in this location. The Highway Authority has recommended that a priority T-junction is formed within the site so that the two traffic streams can filter into a single-entry lane at the roundabout. The width of the roundabout entry would need to be adjusted to accommodate this, which would involve either a realignment of the footway or increase in the dimensions of the splitter island – or a combination of the two.

Parking

A robust approach to car parking provision has been adopted in consultation with the County Highway Authority. This is based on an assessment of staff and fleet parking provision on the existing sites and an allowance for future consolidation of activities on the site. The two existing facilities combined have a shift size of 191, whilst the proposed facility is anticipated to have a total shift size of 241 (i.e., a proposed shift increase of 50 staff members or 26%). In order to derive the anticipated staff car parking for the proposed depot facility, the 26% increase has been applied to the cars accessing/egressing the existing GBC Depot and Nightingale Road facilities. Following this, a parking accumulation exercise was undertaken. The parking accumulation exercise shows that there is a requirement for 116 car parking spaces for the staff of the proposed GBC Depot, excluding the proposed ancillary office and conference centre use. A total of 225 staff parking spaces are proposed. This reflects the robust approach to parking and trip rates the County Highway Authority required the applicant to undertake in which the conference and office uses were assessed as standalone uses, whereas in reality they are entirely ancillary. In the light of this, the applicant has elected to 'future-proof' the MSCP and over-provide on car parking spaces so that they can react flexibly to changing occupancy levels within the Depot and in the event that the conference facilities and offices are made available to additional GBC Teams as part of the Council's wider Estates Strategy.

As a result of the proposed Controlled Parking Zone (CPZ) on Woodlands Road / Slyfield Green which will be implemented as part of the WUV development, cars that currently park on the residential streets will be unable to do so in the future. Provision has therefore been made within the development for public parking (79 spaces including 75 in the multi-storey car park) to replace the existing on-street parking spaces which will be displaced.

Transport Impacts

National, regional and local guidance require that development proposals which have transport implications are supported by Transport Assessments and Travel Plans.

Policy ID3 (Sustainable transport for new development) of the Local Plan states that new development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of sustainable transport. It also states that walking and cycling should be prioritised over vehicular traffic and a permeable layout should facilitate and encourage short distance trips. It is considered that the proposed development is in accordance with the requirements of Policy ID3.

A Transport Assessment (TA) has been submitted as part of the planning application. The proposed development includes a number of elements that were not previously included in the Outline Application for the WUV scheme.

The additional facilities include: the relocation of the Nightingale Road Parks and Leisure Services depot; additional office and conference facility space; increased operations of the depot. The Transport Assessment/ Technical Note submitted in support of the application also considers the impact of a future planning application for a new Waste Transfer Station and Community Recycling Centre.

The additional facilities will result in an increase in vehicular movements to and from the site, as set out in the submitted documents. The modelling work submitted by the Applicant as part of the application demonstrates that the additional facilities will increase saturation, queuing, and delay at the junction of Moorfield Road and Woking Road. The modelling has demonstrated that whilst the junction will operate within theoretical capacity, there may be a degree of saturation above 85% and additional queuing and delay may result on all arms of the junction – particularly southbound on Woking Road and right out of Moorfield Road. The County Highway Authority does not consider that the additional delay would constitute a “severe” impact in its own right and has not raised objections to the proposed development. It has also been noted that the whilst the offices and conference facilities are ancillary uses they have been assessed as separate trip generators for the purposes of the Transport Assessment and this has resulted in a higher trip generation. Furthermore, a modal shift toward more sustainable modes of transport is expected to be realised through the implementation of both on- and off-site measures as part of the wider WUV development. These are considered in further detail below.

Sustainable Travel

A Sustainable Movement Corridor will be provided within the WUV site as part of the wider strategic cycling network for Guildford and the proposed enhancements to the bus, pedestrian and cycle networks in the vicinity of the site, as well as on-site provisions, will reduce the need to travel by private car.

The site will be served by a three-metres shared cycle/footway that has already been built on the extended piece of road from Moorfield Road. This will provide a good link from the site for pedestrians and cyclists to the existing facilities on Moorfield Road and then onto the facilities to be constructed within the WUV development. The County Highway Authority has commented the proposed cycle parking area is poorly located in terms of visibility, accessibility, and proximity to the main building, which is likely to make it less attractive to use and increase risk of vandalism and at least some of the cycle parking should be relocated nearer to the Depot building. In addition, no details have been provided of how cyclists will transition from the cycleway facilities into the site, and the County Highway Authority has requested that these matters should be addressed by Condition.

Given the sensitivity of additional traffic on the junction of Moorfield Road and Woking Road, the Highway Authority consider it is essential that the new facilities accessed from the Industrial Estate are well served by the bus service in order to encourage non-car travel. The County Council previously requested that the applicant identify locations for bus stops that would integrate with the proposed bus route required under the WUV planning permission. SCC also requested a review of pedestrian infrastructure between the proposed bus stops and the site to demonstrate whether there are any deficiencies in the route that would discourage sustainable travel to and from the site.

This has not been provided and the Highway Authority recommend that a Grampian condition is required to carry out this work and rectify any deficiencies prior to occupation of the site as the required improvements are outside the red line boundary of the Application.

Summary of Transport Issues

The Transport Assessment indicates that the proposed development may result in additional traffic on the junction of Moorfield Road and Woking Road. However, the potential impact of the development on the operation of this junction must be considered in the wider context of the WUV development and the benefits this will deliver. In particular, it is noted that a modal shift toward more sustainable modes of transport is expected to be realised through the implementation of both on- and off-site measures as part of the wider WUV development. The County Highway Authority does not consider the potential impact to be severe and having assessed the application on safety, capacity and policy grounds, has recommended a number of conditions be imposed in any permission granted in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021.

Minerals and Waste

The Minerals and Waste Team has raised no objection to the proposed development subject to the Council being satisfied that the development includes adequate facilities for waste storage and recycling (these facilities should be maintained for the life of the development) in accordance with Policy 4 of the Surrey Waste Local Plan 2020.

The location and size of the bin store was developed by the applicant's specialist waste team which made recommendations as to the quantum of bins required and then validated this through discussions with the GBC Depot Operations Manager who confirmed the bin provision was sufficient to meet their needs based on the size of the building, split of uses within the building and total proposed occupancy.

Based on a 65% mixed dry recycling, 5% food waste and 30% residual waste split and a twice-weekly collection the store has been sized to provide:

- 11 x 1,100L Euro Bins for Mixed Dry Recyclate;
- 5 x 1,100L Euro Bins for Residual General Waste;
- 4 x 240L Wheeled Bins for Food Waste.

The proposed provision is in accordance with the Council's Climate Change, Sustainable, Construction and Energy SPD and is considered to requirements for storage of waste storage and recycling.

Ecology and Biodiversity

Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and sites of biodiversity; recognise the wider benefits from natural capital; and minimise impacts on and provide net gains for biodiversity. Criterion (2) of Policy ID4 (Green and Blue Infrastructure) of the Local Plan (April 2019) sets out that new development should aim to deliver gains in biodiversity where appropriate. This will likely be a statutory duty with the likely future passage of the Environment Bill 2021.

The River Wey is identified as a Biodiversity Opportunity Area (BOA), where improved habitat management and efforts to restore and re-create priority habitats will be more effective in enhancing connectivity to benefit biodiversity. Weyside Urban Village is located within the Thames Basin Heaths National Character Area (NCA) which stretches westwards from Weybridge in Surrey to the countryside around Newbury in Berkshire. Semi-natural habitat in this NCA includes mosaics of wet and dry heathland, woodland and acid grassland. These habitats (and bird populations of nightjar, Dartford warbler and woodlark supported by them) are of international biodiversity importance; they are protected within the Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC) and the Thames Basin Heaths Special Protection Area (SPA). These habitats are also nationally designated as Sites of Special Scientific Interest (SSSI). The closest of these designated areas (Whitmoor Common SSSI) lies c.1.4 km northwest of the Site. Much of Whitmoor Common SSSI is also part of the Thames Basin Heaths SPA. Thursley, Ash, Pirbright & Chobham SAC is located 4.8 km northwest of the Site, along with a further number of constituent SSSIs.

The Reserved Matters application is supported by a detailed Biodiversity Mitigation and Enhancement Plan (dBMEP). This document sets out how the design, demolition/site clearance, construction and operation of the GBC Depot accords with the Outline Biodiversity Mitigation and Enhancement Plan approved under the outline consent. Following the principles of the mitigation hierarchy, it confirms the measures required to avoid, mitigate and compensate for effects on biodiversity from demolition, construction and operation of the proposed GBC Depot. It also describes how biodiversity enhancements will be delivered in this phase. Proposed biodiversity protection and enhancement measures may be summarised as follows:

- Management of both effects from vehicle emissions due to HGV and construction movement and dust management
- Management of effects from noise and lighting
- Management of surface water run-off and pollution prevention
- Protection measures for retained woodland and trees inside the eastern boundary
- Landscape provision, including green roof installation, and grassland and native shrub planting
- Invasive species monitoring and management
- Identification and maintenance of suitable offset from retained badger setts with input from licensed badger specialist

- Avoidance of light spill onto features used by bats (potential roosts) and the retained woodland strip inside the eastern boundary of the site.
- Installation of bat boxes on retained mature trees so additional resource available for roosting bats at earliest opportunity
- Installation of bird boxes, preferably integral to the built form of the buildings and/or on retained trees
- Timing of vegetation clearance to avoid impacts on breeding birds by avoiding period 1st March-31st August, or if this time cannot be avoided, pre-site clearance surveys undertaken by suitably experienced ecologist
- Vegetation clearance to be undertaken in phased manner to allow dispersal of common reptiles and other species (e.g., terrestrial phase common amphibians, terrestrial invertebrates and small mammals such as hedgehog) from areas of suitable habitat in GBC Depot site to retained peripheral areas which link to wider habitat network.

Bat roosting features will be integrated into new buildings and installed close to retained / proposed shrubs, trees and hedgerows, to enable easy access to sheltered foraging and commuting habitat. All bat boxes will be installed at least 4m above the ground, unless otherwise agreed with ecologist, on the south, west or east facing facade of the building or tree, where they will be exposed to sun for part of the day. The position of lighting would take into account the positioning of the bat boxes and avoid positioning bat boxes where they would be affected by light spill. Final bat box type/design would be selected prior to installation (as availability of specific designs cannot be guaranteed). These would be installed in accordance with the manufacturer's specifications, with final design and locations to be agreed between a suitably qualified ecologist and Contractor, with installation supervised/checked by the suitably qualified ecologist

The development would result in the removal of a small part of the plantation woodland along the eastern boundary of the site to facilitate the cut/ fill required for site levelling. Further surveys of the GBC Depot were conducted in 2021 to address the impact. The results indicated that whilst potential roost features were present, no bat roosts were detected. It was also noted that the two mature/ veteran trees within the plantation woodland are to be retained within the development. The tree removal was also not considered to impact upon other protected species which may utilise the woodland habitat.

The EIA Compliance Note concludes that the removal of a small part of the plantation woodland will not affect the overall functionality of the woodland used by wildlife, including foraging bats. No new significant impacts from air quality, noise and vibration, and drainage on important ecological features were identified. No new or different likely significant impacts at either construction or operational phase were identified as a result of the further details.

The proposed combination of blue and brown roof systems to be implemented on the Depot roof will offset the loss of habitat as a result of the proposed development. A brown roof system has been proposed specifically to enhance the biodiversity benefits.

Due to the specific operational requirements of the Depot, the site will need to be fully lit during operational hours and light contours completed for the Proposed Development show light spill into the vegetation on the eastern boundary.

However, the light spill contours only fall partway into the retained plantation woodland, and the adjacent Slyfield Meadow and Riverside Park SINC remains unaffected by light-spill. Therefore, whilst the light spill is more than that assessed during the 2020 ES and 2021 ES Addendum due to the loss of some plantation woodland along the eastern boundary, it is not considered significant in EIA terms, because the proposed development still avoids light spill on some of the plantation woodland and the functionality of the woodland as a landscape feature used by wildlife such as foraging/commuting or roosting bats can be maintained.

It is noted that the dBMEP is a live working document and will require reviews and updates following the production and submission of the pre-commencement and pre-occupation documents relevant to biodiversity (conditions 32, 38, 43, 60 and 91), including the detailed Demolition and Construction Environmental Management Plan (DCEMP). The specific requirements required for the establishment and ongoing management of landscape provision, including the green (biodiverse) roof is anticipated to be provided in the Landscape and Ecological Management Plan (LEMP) (required by Condition prior to site commencement). It is anticipated that the LEMP will also provide the requirements for management of retained vegetation to maintain and enhance biodiversity value. Management of created and retained habitats will take into account the recommendations of the Arboricultural Consultant and a suitably qualified ecologist, in addition to the Landscape Architect and any specialist contractors (e.g., biodiverse roof specialists). The scheme detailed design, detailed landscape plans and LEMP will also be required to be finalised to inform the Biodiversity Net Gain Plan and updated Defra Metric Calculations for the GBC Depot, with reference to the habitats lost and provided as shown in those designs and plans. The Biodiversity Net Gain Plan is also a pre-commencement condition required for each phase of the development.

It is anticipated that ongoing monitoring and management of invasive species will be required during the operation phase and that this will be undertaken by Knotweed Services, under instruction of GBC at suitable intervals determined by Knotweed Services. The installed bat and bird boxes will be checked by a suitably experienced ecologist on years 1, 3 and 5 post completion of construction. Should any boxes be damaged, they will be repaired or replaced at this time. If any boxes remain unused following the initial two checks, consideration will be given to their siting and whether they should be repositioned to encourage use by bats or birds. During this check, a review of lighting provision will also be undertaken to confirm that the lighting provision within the depot continues to adhere to the agreed design.

GBC's Ecological service has reviewed the proposals and are satisfied that it meets the requirements as previously detailed under the outline consent and no objections are therefore raised to the development on ecological grounds. However, it is recommended that conditions should be included relating to the Biodiversity Mitigation and Enhancement Plan and a pre-works survey prior to the felling of any trees.

Lighting

A suite of lighting plans and diagrams have been submitted alongside this application. Details of lighting will need to be submitted and approved under Condition 84 of the outline consent.

Due to the specific operational requirements of the Depot the Proposed Development will need to be fully lit during operational hours and light contours completed for the Proposed Development show light spill into the vegetation on the eastern boundary. However, the light spill contours only fall partway into the retained plantation woodland, and the adjacent Slyfield Meadow and Riverside Park SINC remains unaffected by light-spill. Therefore, as described above in relation to losses of the plantation woodland, whilst the light spill is more than that assessed during the 2020 ES and 2021 ES Addendum, it is not considered significant in EIA terms, because the Proposed Development still avoids light spill on some of the plantation woodland and the functionality of the woodland as a landscape feature used by wildlife such as foraging/commuting or roosting bats can be maintained

Concerns have also been raised by the local amenity groups about the impact of floodlights and that the top level of the Multi-storey car park will permit car headlights to shine across the Nature Reserve into the residential properties on Bowers Lane.

The lighting strategy is acceptable in principle but further details will be required to be submitted and approved taking into account of concerns regarding light spill into the woodland and the need to minimise impacts of lighting from the upper floors of the MSCP. An appropriate condition is recommended.

Flooding and Drainage

Paragraph 166 of the NPPF states that where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again, (except in circumstances such as more recent information which have panned out not to apply here as more recent modelling has not shown flood sensitive uses being affected). WUV is allocated as a strategic development site under GBC's adopted Strategy and Sites Local Plan (April 2019), and so the sequential test does not need to be applied again.

Policy P4 (Flooding, flood risk and groundwater protection zones) of the Local Plan (April 2019) sets out that "all development proposals are required to demonstrate that land drainage will be adequate and that they will not result in an increase in surface water run-off. Proposals should have regard to appropriate mitigation measures identified in the Guildford Surface Water Management Plan or Ash Surface Water Study. Priority will be given to incorporating SuDS (Sustainable Drainage Systems) to manage surface water drainage, unless it can be demonstrated that they are not appropriate.

A Surface Water Drainage Strategy (SWDS) has been submitted alongside this application. The SWDS concludes that the proposed drainage networks and associated features are able to accommodate storm events up to the 100-year return period plus a 40% allowance for climate change. Through the implementation of SuDS across the proposed development, the SWDS has identified that the entire development can discharge at equivalent greenfield runoff rates for 1, 30 and 100 years plus 40% allowance for climate change. The proposed drainage strategy is in-line with the Surrey County Council's SuDS Guide. Rainwater Harvesting will be incorporated into the SWDS to enable a sustainable method of supplying water for vehicle washing. All surface water will be managed on site to ensure no increase in flood risk to the site and third-party land and arrangements will be required to be put in place for the management and maintenance of SuDS over their full lifetime

Use of the SuDS Manual Simple Index Approach demonstrates that the design approach is appropriate and that the surface water runoff will be adequately treated prior to discharging offsite. The proposed drainage networks aim to keep runoff from roof areas separate from other areas with High associated hazard levels such as external pavements and vehicle parking. These areas will be treated via a Class 1 full retention separator.

The SCC Flood Risk Team is satisfied that the proposed drainage scheme meets requirements. Suitably worded conditions should be applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Sustainability and Energy

Energy and Sustainability Statements have been submitted in support of this Reserved Matters Application but details will be approved through the discharge of Conditions 3 and 22 of the parent consent.

With the incorporation of Air Source Heat Pumps and Solar Photovoltaic Panels, the proposed energy strategy for the Site would result in calculated site-wide regulated carbon savings of 31.1 tCO₂/year, against a baseline building using gas-fired boilers, representing an 86% reduction, a major improvement above the GBC Policy D2 20% requirement. This is in accordance with the commitments in the consented WUV Energy Statement.

The Proposed Development will contribute to sustainable development as follows:

- The installation of low water use fittings, water meters, leak detection and flow control devices to minimise water usage is proposed. The design of the Proposed Development will aim to minimise internal potable water consumption within the building by 25% saving over the baseline building water consumption (as calculated by BRE's water calculator tool) in line with the BREEAM NC 2018 credit Wat 01.
- The Proposed Development will provide internal, dedicated and appropriately labelled and segregated waste management facilities, to enable and encourage future occupants to recycle waste.
- The Proposed Development is implementing mitigation measures help to create a development which has the capacity to adapt to the projected effects of climate change including fabric first approach to the building envelope and biodiverse (green) roof areas; Sustainable Drainage Systems (SuDS) will be implemented where practicable and viable to provide source control management, improve water quality, reduce flood risk and provide amenity and biodiversity.
- Rainwater Harvesting will be incorporated into the SWDS to enable a sustainable method of supplying water for vehicle washing.
- Indoor comfort and health and wellbeing will be promoted by providing generous levels of daylight, internal acoustics designed to ensure that the acoustic performance is fit for purpose, and provision of cyclist parking and facilities will encourage physical activity for the building users.

- Within the locality of the Site there is a wide network of footways, providing connections to a wide variety of amenities. Cycle facilities will be provided including 85 cycle spaces. In addition to cycle parking, 150 lockers will also be provided for staff. Changing facilities will be provided and will include WCs and shower cubicles large enough to change in, as well as changing benches. Signposting will be installed to direct cyclists to nearby cycling facilities, including the cycle facilities on Moorfield Road and NCR 223.
- Indoor comfort and health and wellbeing will be promoted by providing generous levels of daylight, internal acoustics designed to ensure that the acoustic performance is fit for purpose, and provision of cyclist parking and facilities will encourage physical activity for the building users.
- Electric vehicle charging points will be provided for 20% of call parking spaces with passive provision for a further 20%. Sufficient energy within the grid has been earmarked to allow the provision of 100% EV charging in the fullness of time.
- A BREEAM 2018 New Construction assessment is being undertaken for the building, targeting a 'Very Good' rating.
- To offset the loss of habitat as a result of the proposed development, a combination of blue and brown roof systems will be implemented on the Depot roof. A brown roof system has been proposed specifically to enhance the biodiversity benefits.
- The Depot building is being assessed under v3.0 of the BREEAM New Construction (NC) 2018 as a BREEAM Industrial (Fully fitted) project. A score of 'Very Good' is being targeted (60.42%).

A range of measures are also proposed to promote sustainable transport modes. A condition is recommended to require the submission and approval of a Sustainable Travel Infrastructure Plan to include: locations of new bus stops within 400 metres walking distance of the site; improvement works on Moorfield Road to provide safe pedestrian facilities and accessible crossing points between the site and the proposed bus stop facilities and provision of secure, covered cycle parking in close proximity to the proposed depot building; appropriate dropped kerbs and or paths for cyclists to access the site from the existing cycleway facilities in the vicinity of the site and a phasing strategy for the delivery of these measures.

EIA Conformity

An Environmental Statement (ES) was submitted with the original planning application (ref 20/P/02155) and an Environmental Statement Addendum (Stantec, 2021) was submitted in response to amendments made to the 2020 Proposed Development, following responses given by the GBC Design Review Panel and other Statutory Consultees. A formal request for an EIA Screening Opinion under Regulation 6(3) of the Environmental Impact Assessment (EIA) Regulations 2017 (as amended) was submitted by Stantec in May 2022 in respect of this RMA.

An EIA Compliance Note has been prepared to document whether there are any new or different likely significant effects resulting from the Proposed Development for the RMA compared to those reported in the 2020 ES and 2021 ES addendum. The EIA Compliance note acknowledges that assumptions made for the purpose of the EIA have been superseded by the Proposed Development designs and includes an assessment of these changes:

· The 2020 ES and 2021 ES Addendum assumed that the GBC Depot land use identified on the parameter plans would be a like for like replacement of the existing GBC Depot that is currently located to the southwest of the Site. The Proposed Development now includes ancillary office space and conferencing facilities which were not assessed within the 2020 ES and 2021 ES Addendum. This has resulted in a change in operational traffic flows. An updated Transport Assessment has been prepared and no new or different likely significant construction, operation and cumulative transport effects have been identified as a result of the changes to those reported in the 2020 ES and 2021 ES Addendum.

· The Proposed Development will result in loss of plantation woodland to the east of the Site as a result of cut/fill for site levelling. The green and blue infrastructure parameter plan provided in Appendix A.2 of the 2020 ES shows an area of 'natural green space' on the eastern boundary of the RMA Site. For the purpose of the 2020 ES and 2021 ES Addendum it was assumed that this area would be retained in full. Whilst the loss of plantation woodland is more than previously assessed, this not considered significant in EIA terms, because the Proposed Development still retains the majority of the plantation woodland and the loss of a small proportion of this habitat does not affect the functionality of the woodland as a landscape feature, nor for used by wildlife such as foraging/commuting or roosting bats. The loss of plantation woodland to the east of the Site that was previously assumed to be retained has the potential to increase visual intrusion of the Proposed Developments built form. It is not anticipated that this will change the level of likely significant effects identified previously for viewpoint locations given that this area of the RMA Site is screened by topography and other vegetation in the surrounding area. However, this has the potential to affect future visual receptors within the adjacent Sustainable Alternative Natural Greenspace (SANG), which has resolution to grant and is not yet constructed and was considered within the cumulative assessment of the 2020 ES (Volume 2). condition 23 of the 2022 permission requires an arboricultural method statement and tree protection plan must be completed prior to development taking place. This will secure the retention of trees where practicable along the eastern tree belt against the detailed construction method for the Proposed Development. In addition, the SANG includes additional planting along its western boundary which would help to mitigate this effect. Furthermore, a condition is recommended to be attached to any approval of this RMA requiring the replacement of any trees which are removed as a result of ground works to ensure no net loss of trees within this woodland belt.

· The proposed multi-storey car park now includes lift and stair cores that exceed the maximum building height parameters by 1.3 metres, bringing the tallest element of the building to 17.3 metres. The main ridge of the building remains below the maximum of 16 meters set out within the parameters assessed in the 2020 ES and 2021 ES Addendum. As stated in paragraph 12.4.7 of the 2020 ES, the Zone of Theoretical Visibility (ZTV) allowed for a 5m limit of deviation to the maximum heights of the Proposed Development up to a maximum building height of 30m as noted on the ZTV presented in Appendix G.3 of the 2020 ES. Given this, it is considered that the height of the lift and stair cores (17.3m) falls within worst case parameters assessed in the 2020 ES. Therefore, it is unlikely that there will be any new or different effects that will impact landscape, townscape and visual impact.

It is therefore concluded that the Proposed Development is not likely to have new or different significant environmental effects to those documented in the 2020 ES and 2021 ES Addendum in relation to traffic and access, air quality, biodiversity, noise and vibration, the water environment, ground conditions, socioeconomics, climate change, health and wellbeing, historic environment and landscape, townscape and visual impact.

Conclusions

This application seeks Reserved Matters approval for the first phase of the WUV Development, which would comprise a new GBC Depot with Multi-Storey Car Park, MOT Test Centre and sprinkler tank compound alongside associated external areas of hard and soft landscaping, parking and storage.

The Depot would form an extension to the Slyfield Industrial Estate which is an established industrial area comprising large industrial and commercial buildings. The proposed use is therefore appropriate to its setting and location. The new depot site replaces and expands the existing GBC depot which is currently located just north of the bridge of Woking Road over the River Wey. The new depot facility would bring together a range of the Council's departments and services onto one site including; waste services, street scenes, parks, housing repairs and supporting admin teams. Together with the proposed relocation of the SCC waste transfer station to the south and the proposed relocation of the Thames Water development to the north, the new depot would act as a vital piece of infrastructure for the delivery of basic services to the wider community.

The new depot would provide bespoke, state-of-the-art facilities for the departments and services that would be relocated there. It would provide a major upgrade in the quality of the facilities for staff, and the delivery of council services to the local community. The new facilities would also provide benefits in terms of environmental performance and reduced maintenance cost when compared with the existing depot buildings.

The development would facilitate the delivery of the WUV and associated public benefits. It would also allow for the consolidation of Council services and the creation of improved facilities for staff and the local community. The development would achieve high standards of sustainability and energy performance. It is considered that concerns raised regarding the visual impact of the development can be minimised by the imposition of conditions relating to materials, landscaping and biodiversity enhancement and that any residual impacts would be outweighed by the significant benefits of the scheme. The County Highway Authority is satisfied with the proposals subject to conditions to ensure the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021.

For these reasons, and the reasons set out in the body of the report, the proposal is in accordance with the development plan. The material considerations do not indicate that a decision should be taken other than in accordance with the development plan (s. 38(6) Planning and Compulsory Purchase Act 2004).

Positive and Proactive Working

In determining this application, the local Planning Authority has worked with the Applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the Applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirements of the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

