

App No: 22/P/01831
Appn Type: Full Application
Case Officer: Katie Williams

8 Wk Deadline: 31/05/2023

Parish: Shalford
Agent : Mrs R. Gall
Solve Planning Ltd
Cheyenne House
West Street
Farnham
Surrey
GU9 7EQ

Ward: Shalford
Applicant: N/A
BlackOnyx Projects Limited
C/O Agent

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Location: Land to the rear of 164 - 176, New Road, Chilworth, GU4 8LX
Proposal: Erection of 3 no. two storey dwellings with associated parking and landscaping together with formation of vehicular access.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because 20 letters of objection have been received, contrary to the Officer's recommendation.

Key information

The proposal is for the erection of 3 no. two storey 3 bedroom dwellings with associated parking and landscaping together with formation of vehicular access.

Parking: 6 spaces (2 per dwelling)

Amended plans (received 3 February 2023 and 6 April 2023):

- show increased soft landscaping / planting proposed within the site
- show a bin collection point proposed at the entrance to the site, in close proximity to New Road
- additional plan and swept path analysis drawings to show proposed access in relation to accesses to adjacent dwellings

Summary of considerations and constraints

The proposal for residential development is acceptable in principle and would deliver three new 3 bedroom dwellings in a sustainable location close to village amenities.

The revised proposal has addressed the concerns raised under the previous application with regard to the impact on the character of the area. It is concluded that the proposed development would not harmfully affect the character or appearance of the surrounding area.

Taking into account the appeal decision relating to 21/P/01761, it is concluded that there would not be an unacceptable impact on neighbouring amenity and the proposed development would comply with the Nationally Described Space Standards.

The application has satisfactorily addressed concerns regarding surface water drainage and impacts on ecology would be mitigated and biodiversity enhancements can be secured by condition. The development would not give rise to conditions prejudicial to highway safety. For these reasons it is concluded that planning permission should be granted subject to conditions.

RECOMMENDATION:

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

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

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

2. The development hereby permitted shall be carried out in accordance with the following approved plans:

received 28 October 2022:

ESL.02 REV A

LP.02 REV A

CSS.02 REV

8210126/6101 Rev C (Appendix E of Transport Statement)

received 23 November 2022:

P.1.E REV B

P.1.P REV B

P.2.E REV B

P.2.P REV B

P.3.E REV B

P.3.P REV B

amended plans received 6 April 2023:

SL.02 REV D

RSL.02 REV D

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

3. Prior to development above the damp proof course level (dpc) details and samples of the proposed external facing and roofing materials including colour and finish shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and samples.

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

4. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to New Road has been constructed and provided with visibility zones in accordance with the approved plans, Drawing No. 8210126/6101 Rev C, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021.

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

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021.

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

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021.

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

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021.

8. 5. No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) measures to prevent the deposit of materials on the highway
 - (e) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021.

9. Prior to commencement of construction work, the developer shall submit for approval, details of insulation to each residential unit, which would be able to achieve the internal ambient noise levels for living areas and bedrooms in accordance with recommendations given in BS 8233:2014. It shall also include the details of alternative ventilation scheme for each dwelling in accordance with the requirements of Building Control Regulations 2010, Approved document F. The installation shall be fully completed in accordance with the approved details and shall thereafter be maintained in perpetuity.

BS8233: 2014 Table4:

Indoor ambient noise levels for dwellings

Activity Location 07:00 to 23:00 23:00 to 07:00

Resting Living room 35dB LAeq, 16hr - -

Dining Dining room/area 40dB LAeq, 16hr - -

Sleeping (daytime resting) Bedroom 35dB LAeq, 16hr 30dB LAeq, 8hr

Reason: In the interests of residential amenity

10. No development shall take place until an Arboricultural Method Statement (AMS) and a Tree Protection Plan (TPP), all in accordance with British Standard 5837:2012, has been submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until tree protection measures and any other pre-commencement measures as set out in the AMS and TPP, have been installed/implemented. The protection measures shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

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

11. No development shall take place until details of existing and proposed finished site levels, finished floor and ridge levels of the buildings to be erected, and finished external surface levels with datum points have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: In order to ensure the height of the development is appropriate to the character of the area and in order to safeguard the amenities of the occupiers of neighbouring properties. It is considered necessary for this to be a pre-commencement condition to assess the building heights prior to works commencing on site, this goes to the heart of the planning permission.

12. Prior to first occupation full details, of both hard and soft landscape proposals, to include:

- a) details of new tree planting (including species type, number, size);
- b) details of proposed boundary treatments for all boundaries of the site, including along the new access road and at the entrance to the development;
- c) details of hard surface materials; and
- d) a schedule of landscape maintenance for a minimum period of five years;

shall be submitted to and approved in writing by the local planning authority. The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and maintained.

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

13. All planting, seeding or turfing approved shall be carried out in the first planting and seeding season following the occupation of the development or the completion of the development, whichever is the sooner. Any trees or plants which, within a period of five years after planting, are removed, die or become seriously damaged or diseased in the opinion of the local planning authority, shall be replaced in the next available planting sooner with others of similar size, species and number, unless otherwise agreed in writing by the local planning authority.

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

14. The development shall be carried out in accordance with the energy efficiency measures set out in the Sustainability and Energy Statement from Bluesky Limited dated 20 October 2022.
The approved details shall be implemented prior to the first occupation of the development and maintained as operational thereafter.

Reason: To reduce carbon emissions and incorporate sustainable energy in accordance with the Council's 'Climate Change, Sustainable Design, Construction and Energy' SPD 2020.

15. The development shall be carried out in accordance with the sustainability measures set out in the Sustainability and Energy Statement from Bluesky Limited dated 20 October 2022 and the Climate Change and Sustainable Development Questionnaire submitted with the application.

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

16. The development hereby permitted must comply with regulation 36 paragraph 2(b) of the Building Regulations 2010 (as amended) to achieve a water efficiency of 110 litres per occupant per day (described in part G2 of the Approved Documents 2015). Before occupation, a copy of the wholesome water consumption calculation notice (described at regulation 37 (1) of the Building Regulations 2010 (as amended)) shall be provided to the planning department to demonstrate that this condition has been met.

Reason: To improve water efficiency in accordance with the Council's 'Climate Change, Sustainable Design, Construction and Energy' SPD 2020.

17. No development shall take place until a written Waste Minimisation Statement, confirming how demolition and construction waste would be recovered and reused on site or at other sites has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in accordance with the approved details.

Reason: To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste to landfill is reduced. It is considered necessary for this to be a pre-commencement condition to assess waste minimisation prior to works commencing on site, this goes to the heart of the planning permission.

18. The development shall be carried out in accordance with the recommended mitigation measures set out in the Flood Risk and Drainage Statement (by Glanville, dated 6 August 2021).

Reason: To ensure the development does not increase flood risk on or off site.

19. No development shall commence until an appropriately detailed Reptile Mitigation Strategy has been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the agreed mitigation strategy.

The document should include, but not be limited to:

- a) A map showing the results of the reptile surveys
- b) Precautionary method of works
- c) Map showing the location of receptor sites
- d) Carrying capacity assessment of receptor site.

Reason: To safeguard protected species. It is considered necessary for this to be a pre-commencement condition to assess the mitigation for protected species prior to works commencing on site, this goes to the heart of the planning permission.

20. No development shall commence until an appropriately detailed Construction Environmental Management Plan (CEMP) has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented only in accordance with the agreed CEMP.

The CEMP should include, but not be limited to:

- a) Map showing the location of all of the ecological features
- b) Risk assessment of the potentially damaging construction activities
- c) Practical measures to avoid and reduce impacts during construction
- d) Responsible persons and lines of communication
- e) Use of protected fences, exclusion barriers and warning signs

The approved details shall be implemented as approved for the course of the construction works.

Reason: To ensure the adequate protection of protected species and habitats. It is considered necessary for this to be a pre-commencement condition to assess the mitigation for the environment and habitats prior to works commencing on site, this goes to the heart of the planning permission.

21. Prior to first occupation, details shall be submitted to and approved in writing by the Local Planning Authority to show that the bin collection area shown on drawing number SL.02 rev D would accommodate 6 wheelie bins (waste/recycling and garden waste) and 3 food caddies. The development shall be implemented in accordance with the approved details and thereafter maintained.

Reason: To provide satisfactory servicing of the development.

22. No development shall commence until an appropriately detailed Landscape and Ecological Management Plan (LEMP) has been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented only in accordance with the agreed LEMP.

The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the Aspect Ecology report. It should provide the Local Planning Authority with the assurance that the project would provide net gains for biodiversity. It should include, but not be limited to following:

- a) Description and evaluation of features to be managed
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions, together with a plan of management compartments
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period)
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan would be secured by the applicant with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action would be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.
- k) Sensitive Lighting Strategy.

The development shall be implemented in accordance with the approved details and thereafter maintained. It is considered necessary for this to be a pre-commencement condition to assess the mitigation for the environment and habitats prior to works commencing on site, this goes to the heart of the planning permission.

Reason: To ensure the adequate protection of protected species and habitats.

Informatives:

1. If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk
2. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:
 - Offering a pre application advice service
 - Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
 - Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

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

In this case pre-application advice was not sought prior to submission. Minor alterations were required to overcome concerns, these were sought and the applicant agreed to the changes.

3. Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests that the applicant / developer follows the Asset Protection informatives attached to the consultation response from Network Rail received by the LPA on 21 December 2022 which are issued to all proposals within close proximity to the railway. Should you wish to discuss any of the informatives, please contact our Asset Protection team via AssetProtectionWessex@NetworkRail.co.uk.

4. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-cross-overs-or-dropped-kerbs.
5. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.
6. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.

9. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment – this will be at the developer's own cost.

10. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

Officer's Report

Site description.

The site is located within the identified settlement of Chilworth, which is inset from the Green Belt. The site is within 5km to 7km of the Thames Basin Heaths Special Protection Area.

The site is formed of the northern part of the 'L Shaped' garden of no. 174 and the northern end of the long garden to no. 176. The L-shaped garden extends behind the rear gardens of 172 to 164 New Road. The land is enclosed with existing planting at the boundaries. There are a number of existing outbuildings on the site. The trees are not afforded protection as the site is not in a conservation area and they are not served with a Tree Preservation Order (TPO). The site is mainly laid to grass. The site is bounded to the north by the railway line. To the south of the site are residential dwellings fronting New Road.

There is existing residential development at St Thomas's Close to the east which also sits behind the rear gardens of properties fronting New Road. Beyond the railway to the north the land is designated as an Area of Outstanding Natural Beauty (AONB) and an Area of Great Landscape Value (AGLV), with the land rising up towards St Martha's Church.

A new vehicular access is proposed from New Road, running between the existing dwellings at 174 and 176 New Road. The land slopes down gently from New Road towards the northern part of the application site, adjacent to the railway line.

Proposal.

Erection of 3 no. two storey 3 bedroom dwellings with associated parking and landscaping together with formation of vehicular access.

Parking: 6 spaces (2 per dwelling)

Amended plans (received 3 February 2023 and 6 April 2023):

- show increased soft landscaping / planting proposed within the site
- show a bin collection point proposed at the entrance to the site, in close proximity to New Road
- additional plan and swept path analysis drawings to show proposed access in relation to accesses to adjacent dwellings

Relevant planning history.

Reference:	Description:	Decision Summary:	Appeal:
21/P/02528	Erection of 5 no. two storey dwellings with associated parking and landscaping together with formation of vehicular access.	Refuse 05/05/2022	N/A
21/P/01761	Erection of 5 no. two storey dwellings with associated parking and landscaping together with formation of vehicular access.	Non Determination 21/10/2022	DISM 17/08/2022

The above applications were for identical proposals. The reasons for refusal for both applications were the same, as follows:

1) The proposed development, due to the number of dwellings, proposed layout and small plot sizes, narrow access and expansive areas of hardstanding, with no space available for meaningful soft landscaping, would result in an overly cramped and stark form of development that will be out of keeping with the character of the area and will have a detrimental impact on the rural context and character of the surroundings. Furthermore, significant areas of existing trees, hedging and planting will be lost as a result of the proposed development with very limited soft landscaping proposed to replace it. This will result in harm to the visual amenity these trees and vegetation currently provide. The proposal is therefore contrary to Policy D1 of the 2019 Local Plan, Policies G5 and NE5 of the Guildford Borough Local Plan 2003 (As saved by CLG Direction on 24.09.17) and Para 130 of the NPPF and the National Design Guide.

2) The proposed floor space of 'bedroom 2' in each of the proposed dwellings does not meet the Nationally Described Space Standards. The proposal is therefore contrary to Policies H1 and D1 of the 2019 Local Plan.

3) The proposed development, due to the position of the proposed access road and its proximity immediately adjacent to the rear gardens of neighbouring properties 174 and 176 New Road, would result in the introduction of a significant number of vehicle movements and comings and goings along the boundaries with these properties. This would result in an unacceptable noise and disturbance to the occupants of these neighbouring dwellings and a subsequent detrimental impact on the amenities they currently enjoy. The proposal is therefore contrary to Policy G1(3) of the Guildford Borough Local Plan 2003 (as saved by CLG Direction on 24/09/07).

Consultations.

Statutory consultees

County Highway Authority:

- Vegetation should be regularly maintained at the site access to ensure maximum visibility splays are achievable at all times.
- Refuse collections would be carried out within the development site and the swept path analysis that has been provided is satisfactory. [*Officer note: Amended plans received 6 April 2023 show a bin collection point proposed close to the entrance to the site. As a result it is proposed that refuse vehicles will not need to enter the site for refuse collections*]
- It is not considered that the proposed development would result in a significant increase in vehicular trips on the surrounding highway network.
- The Highway Authority considers that the proposal would not have a material impact on highway safety.

Thames Water:

- No comments

Network Rail:

- Due to the close proximity of the proposed development to Network Rail's land and the operational railway, Network Rail requests that the applicant / developer follows the Asset Protection informatives attached to the consultation response from Network Rail received by the LPA on 21 December 2022 which are issued to all proposals within close proximity to the railway.

Internal consultees

Head of Environmental Health and Licensing:

- No objection, subject to recommended condition.

Operational Services:

- Further to receipt of amended plan showing proposed bin presentation point at the entrance to site, adjacent to New Road, no objection.

Non-statutory consultees

Surrey Wildlife Trust

- advise that a Reptile Mitigation Strategy, Construction Environmental Management Plan and Landscape and Ecological Management Plan are secured through planning conditions, if the application is approved.

Shalford Parish Council

Objects, with the following concerns:

- access to the site shows no drainage arrangements, no footpath and an extremely limited splay where it joins New Road
- access is too narrow for suitable access in and out as there is not sufficient space for two vehicles to pass
- not clear from the drawings how access and egress from existing houses and any new development can safely co-exist
- visibility at access
- safety of access for service vehicles
- this site has not been identified in the current GBC Land Availability Assessment (LAA)
- impact on AGLV and AONB
- flooding concerns

Third party comments:

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

- does not address the original reasons for rejecting the development
- highway safety concerns
- insufficient access, danger to road users and pedestrians
- consistently a row of parked cars opposite to the proposed new access road
- impact on wildlife corridor, including protected grass snakes, slow worms and bats
- flooding and drainage
- light pollution
- not in keeping with the area
- site too small for a development of this size
- proximity to railway line
- access is narrower than other developments in Chilworth and would set a precedent
- no boundary details for the access road such as landscaping / fencing
- traffic generation and congestion, particularly at school pick up and drop off times
- noise and disturbance from proposed use
- pollution
- infrastructure capacity
- no visitor parking, resulting in additional cars parked on the main road (New Road)
- no provision for pedestrian access to the new development
- concerns re disabled access
- reduced space for parking to the front 174 New Road
- removal of greenery and trees

- loss of biodiversity
- overdevelopment of the site
- Brookwood Lane has been left off the map [Officer note: the lane opposite the site is visible on the site location plan]
- where are the utility services coming from?

Planning policies.

National Planning Policy Framework (NPPF):

Chapter 2: Achieving sustainable development

Chapter 5: Delivering a sufficient supply of homes

Chapter 8: Promoting healthy and safe communities

Chapter 9: Promoting sustainable transport

Chapter 11: Making effective use of land

Chapter 12: Achieving well-designed places

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

Chapter 15 Conserving and enhancing the natural environment

Planning Policy Guidance (PPG)

National Design Guide (NDG)

Guildford Borough Local Plan: Strategy and sites 2015-2034 (LPSS)

The Guildford borough Local Plan: strategy and sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan. The Local Plan 2003 policies that are not superseded are retained and continue to form part of the development plan (see Appendix 8 of the Local Plan: strategy and sites for superseded Local Plan 2003 policies).

The Council is able to demonstrate a five year housing land supply with an appropriate buffer. This supply is assessed as being 6.46 years based on most recent evidence as reflected in the GBC LAA (2022). In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2021 measurement is 144%. For the purposes of NPPF footnote 8, this is therefore greater than the threshold set out in paragraph 222 (75%). Therefore, the Plan and its policies are regarded as up-to-date in terms of paragraph 11 of the NPPF.

The following policies are relevant:

S1: Presumption in favour of sustainable development

H1: Homes for all

P4: Flooding, flood risk and groundwater protection zones

P5: Thames Basin Heaths Special Protection Area

D1: Place shaping

D2: Climate change, sustainable design, construction and energy

ID1: Infrastructure and delivery

ID3: Sustainable transport for new developments

ID4: Green and Blue infrastructure

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

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

Policy P6: Protecting Important Habitats and Species
Policy P7: Biodiversity in New Developments
Policy P11: 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 D6: External Servicing Features and Stores
Policy D8: Residential Infill Development Proposals
Policy D10: Noise Impacts
Policy D14: Sustainable and Low Impact Development
Policy D15: Climate Change Adaptation
Policy D16: Carbon Emissions from Buildings
Policy ID10: Parking Standards

Supplementary planning documents:

Climate Change, Sustainable Design, Construction and Energy SPD 2020
Planning Contributions SPD 2017
Thames Basin Heaths Special Protection Area Avoidance Strategy 2017
Residential Design SPG 2004
Parking Standards for New Development SPD (March 2023)

Other guidance:

Surrey County Council Vehicular and Cycle Parking Guidance 2023

Planning considerations.

The main planning considerations in this case are:

- appeal decision on 21/P/01761 (appeal decision is appended to the agenda)
- changes from previous schemes
- the principle of development
- housing mix
- design and character
- impact on AONB / AGLV
- living environment for future occupiers
- the impact on neighbouring amenity
- the impact on highway safety and the level of parking
- the impact on trees and vegetation
- sustainable design and construction
- the impact on ecology, biodiversity and protected species
- flooding and land drainage
- contaminated land

Appeal decision on 21/P/01761:

As noted above, two previous applications for five new dwellings on the application site were refused and the subsequent appeal relating to 21/P/01761 was dismissed. The appeal decision is a material consideration in the assessment of this revised application. The key conclusions of the Inspector in the appeal decision are summarised as follows:

Character and appearance:

- The appeal site lies within an established residential area typically characterised by dwellings with clearly defined frontages to the street, and set within long but relatively narrow plots.
- The detailed design of the properties and spacing between buildings, together with the established landscaping, give the area a pleasant feel.
- Infill developments have also become an important aspect of the character and appearance of this area, and have generally been carried out in a comprehensive manner.
- The proposal would represent a significant intensification of development on the site, not only in respect of the number of dwellings relative to the size of the plot, but also the footprint of the buildings and hardstanding areas required for the provision of access and parking.
- By reason of the restricted depth of the site and its overly complicated layout, some of the dwellings would sit tightly against at least one of their side boundaries. The dwellings would not benefit from front gardens and would have little defensible space.
- These various elements are symptomatic of a proposal which would lead to the creation of a cramped and congested form of development and cause significant harm to the surrounding area.
- The piecemeal approach of the scheme would also be evident, in that it would fail to have regard to the alignment and pattern created by other infill schemes which have been completed in the locality.
- The harm would be exacerbated by the loss of vegetation required as part of the development, not only for the construction of the houses but also the creation of the vehicular access. The proposed built forms and hardstanding would leave limited scope for the provision of meaningful landscaping to soften the visual impact of the development.
- It is for instance regrettable that the main view from the driveway would be onto the side boundary of plot 5, which would also be surrounded by hardstanding.

Living conditions - Intended occupiers of the development:

- Further to amended plans submitted by the appellant during the course of the appeal, satisfied that the proposed houses would provide a satisfactory living environment for future occupiers,

Living conditions - Neighbouring residents

- The proposed driveway would be adjacent to the side boundaries of nos 174 and 176 New Road and run along the entire length of their rear gardens. However, these neighbouring properties front a busy thoroughfare and their rear boundary is adjacent to the railway line. In this context and having regard to the available evidence, which includes a Noise Review, the additional vehicular movements generated by five additional dwellings would be limited. Noise levels associated with car movements would in all likelihood remain acceptable and relatively brief.

- It is also reasonable to expect that some form of boundary treatment would be installed along the side boundaries of these neighbouring properties, which would to some extent soften noise levels. Overall, the appeal scheme would not therefore cause significant harm to the living conditions of the occupiers of nos 174 and 176 New Road, or affect the enjoyment of their rear garden, having regard to noise and disturbance.

It is also noted that the Inspector raised no objections in relation to highway safety or landscape character.

Changes from previous schemes (21/P/01761 and 21/P/02528)

- Reduction in number of dwellings / density from 5 to 3 and re-orientation of the dwellings to have regard to the alignment and pattern created by the pattern of existing infill development to the west.
- Reduction in hardstanding and provision of meaningful soft landscaping through the development.
- Increase in garden sizes and clear defensible space.
- Provision of a more attractive view along the proposed access towards the articulated front elevation of the easternmost house (Plot 3) along with frontage landscaping.

The principle of development

The site is within the settlement boundary of Chilworth and inset from the Green Belt.

The principle of 3 dwellings on this site is therefore acceptable, subject to compliance with the detailed requirements of the above policies.

Housing mix

Policy H1 states that new development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location. When considering the immediate locality, it is characterized by family housing, with mainly 3 to 4 bedroom detached and semi-detached properties.

Supporting paragraphs in the local plan (4.2.3, 4.2.4) identify a general need for market homes providing 10% one bedroom, 30% two bedroom, 40% three bedroom and 20% four bedroom accommodation. This proposal is for 100% two bedroom dwellings.

Policy H1(1) of the LPSS is not intended to be applied in a prescriptive manner. It is a broad assessment of need over the plan period and all development. Further in applying the mix as set out in the latest Strategic Housing Market Assessment (SHMA) consideration needs to be given to site specific matters, which together would shape the appropriate mix on particular sites.

Given the small scale of the site, it is considered unlikely that larger scale dwellings would be suitable on this site and given the character of the surroundings, it is considered that one bedroom dwellings could integrate even less successfully. The small scale of the development here, and sites like this one, can contribute to the goals of policy H1(1), without compromising its wider goal. On balance it is considered that the proposed housing mix is acceptable in this instance and does not conflict with the local plan.

Design and character

Having regard to the NPPF at paragraph 124 it is necessary, in the context of making effective use of land to consider, inter alia, the desirability of maintaining the prevailing character and setting of the area or of promoting regeneration and change. Paragraph 130 sets out how development should achieve well-designed places. The National Design Guide (NDG) is also a material consideration. The NDG uses ten different characteristics to illustrate the Government's priorities for well-designed places. These characteristics include understanding and responding to site's context and its identity or character.

Local Plan Policy D1 requires new development to achieve high quality design that responds to the distinctive local character (including landscape character) of the area in which it is set.

Policies D4 and D8 of the LPDMP are also relevant. Policy D8 has requirements that should be taken into account for 'Residential Infill Development Proposals' and the scheme shall be assessed against these.

The area is predominantly residential with this part of New Road characterised by two storey detached and semi-detached dwellings with long rear gardens stretching down towards the railway line. 174 New Road and 176 New Road each form one of a pair of semi-detached dwellings, currently separated by hedging and vegetation along the shared boundary. There is mature hedging and vegetation on all boundaries of the site which make a positive contribution to the character of the area.

The proposal includes the provision of a new access road running between these two dwellings to provide access to the proposed dwellings to be positioned on the existing garden land which then runs westwards behind the existing rear gardens of 174 to 164 New Road.

The proposed development would subsequently result in backland development. As noted by the Inspector in the appeal decision for 21/P/01761, '...infill developments have also become an important aspect of the character and appearance of this area, and have generally been carried out in a comprehensive manner.'

There are several recent examples of new backland developments on plots to the rear of dwellings along the northern side of New Road.

This revised application shows a reduction in the number of dwellings proposed compared to the previous refused schemes (21/P/01761 and 21/P/02258), together with the re-orientation of the dwellings to front towards the ends of the rear gardens of the existing dwellings fronting New Road, reflecting the established pattern of backland development on similar adjacent sites on this side of New Road, for example St Thomas's Close to the west. The reduction in the number of dwellings has resulted in the provision of a more spacious layout, with more generous spacing between the proposed dwellings and to the site boundaries which would also allow space for meaningful replacement soft landscaping including new tree planting. Amended plans (received 3 February 2023), show additional areas of soft landscaping incorporated within the site. Full details of proposed planting can be secured by condition. The extent of hardsurfacing has also been reduced and the proposed layout with the front of the proposed dwellings on Plots 2 and 3 facing towards the access road, would result in an active frontage as you enter the development. The proposed plot sizes are relatively small, but would be similar to those on adjacent infill developments.

The proposed dwellings would be of a traditional design, incorporating pitched roofs, measuring to a maximum ridge height of approximately 8 metres. The scale, height, design, materials and detailing of the proposed dwellings would be in keeping with the surroundings.

The width of the access road is narrow, restricted by the position of the existing flank elevations of the existing dwellings of 174 and 176 New Road. The maximum width of the access is approximately 5.4m at the entrance to the site, reducing to approximately 4.1 metres between the two existing dwellings, then increasing to approximately 4.9 metres beyond the dwellings. However, the Inspector in the appeal decision for 21/P/01761 did not raise a specific objection to the proposed access layout, however did note the loss of existing hedging and planting that currently exists on the boundary between 174 and 176 New Road.

This would still be the case for the revised proposal. However, the revised layout now proposed, would allow greater space for replacement planting adjacent to the proposed new dwellings which would ensure the visual impact of the proposed development would be softened. As a result, it is considered that the loss of the existing vegetation along the access road can be adequately mitigated. Replacement planting can be secured by condition.

A condition would also be required to ensure full details of the proposed boundary treatment along the access road (providing the new boundaries along the side of 174 and 176 New Road) is submitted by condition, to ensure the boundary treatment is sympathetic to the character of the surroundings, including towards the front of the site where the access road meets New Road.

Subject to the recommended conditions, it is considered that the revised proposal accords with Para 130 of the NPPF, Policy D1 of the LPSS and Policies D4 and D8 of the LPDMP, with regard to the character considerations. The other considerations set out in Policy D8, including the proposed access arrangements, impact on highway safety and impact on neighbouring amenity are considered in the report below.

Impact on AONB / AGLV

The site is not within the designated AONB or AGLV, the boundary to which lies to the north. In any longer distance views from the AONB/AGLV to the north, the dwellings would be seen against the backdrop of development in this part of the village, much of which extends up to the railway line which provides a definitive visual stop to development in the western half of Chilworth. It is subsequently concluded that no material harm would result to the landscape character of the AONB/AGLV or views both to or from these designations.

Living environment for future occupiers

Policies H1 and D1 of the 2019 Local Plan require all new residential development to conform to the Nationally Described Space Standards (NDSS) as set out by the Ministry of Housing, Communities and Local Government (MHCLG) 2015.

The application proposes 3 x 3 bedroom dwellings. The proposed floor plans for the dwellings on Plots 2 and 3 show 2 bedrooms plus a study at first floor level for each of the dwellings. The study would meet the space standards (NDSS) for a single bedroom and is therefore to be treated as a bedroom when calculating the overall floorspace of the dwellings.

An accommodation schedule has been submitted with the application. This together with the submitted floor plans sets out that the overall floorspace for each dwelling would comply with the NDSS.

The proposal therefore accords with Policies H1 and D1 of the 2019 Local Plan.

Although the proposed garden sizes are small, it is considered that they would provide an adequate amount of outdoor amenity space for the size of dwellings proposed, to provide a space for drying clothes and play area.

The proposal for the bin collection point (BCP) to be located adjacent to the entrance to the site, will result in a longer carry distance for future occupants, (approximately 80 metres from Plot 3). It is acknowledged that this is not ideal for those occupants with mobility issues. However, given the constraints of the site access and concerns raised by the Operational Services Team with regard to positioning the BCP further into the site, it is considered acceptable in this instance.

The application site is immediately adjacent to a railway line. The Environmental Health Officer has been consulted and has no objection subject to a condition to ensure adequate noise mitigation measures are provided and maintained for the new homes.

Impact on neighbouring amenity

The proposed dwellings would sit at the ends of the long rear gardens of 164 to 172 New Road. The dwellings would be positioned facing towards the ends of the long rear gardens of these neighbouring dwellings which front New Road. Each of the proposed dwellings would have 2 bedroom windows and a bathroom window on their front elevations. However, there would be a minimum separation distance of between approximately 5 and 6 metres between the front elevation of Plot 1 and the rear boundary of properties fronting New Road. There is then a further minimum separation distance of approximately 30 metres to the nearest rear elevations of 170, 172 and 174 New Road. There is also some existing screening on the boundaries of the neighbouring properties including small trees and hedging.

As a result of the separation distances, it is considered there would not be a detrimental impact in terms of loss of light, any overbearing impact or an unacceptable loss of privacy to the occupants of the neighbouring dwellings in New Road.

There would be a minimum separation distance of between approximately 4 and 5 metres between the flank elevation of the proposed dwelling on Plot 1 and the western boundary of the site. Adjoining the western boundary of the site there is currently a piece of land which sits at the end of a recently developed residential cul-de-sac St Thomas's Close, which also runs behind the ends of rear gardens of properties fronting New Road. There is currently a separation distance of approximately 17m between the western boundary of the application site and the nearest residential dwelling in St Thomas's Close. However, it is noted that there is a current planning application for a new dwelling, which would, if approved, would back on to the application site. Based on the current situation, there are no concerns regarding the impact of the proposal on properties in St Thomas's Close. If the adjacent site to the west is developed for a dwelling in the future, there are no proposed windows on the flank elevation of Plot 1 and therefore no concerns regarding overlooking towards the plot to the west. The proposed separation distance to the western boundary would ensure there would be no adverse overbearing or loss of light impacts.

As noted above, the proposal includes the provision of an access road between the existing dwellings at 174 New Road and 176 New Road. This access road would run along the length of their rear gardens. Under the previous refused applications, concern was raised by the Council regarding the impact of the proposed access road on neighbouring amenity, in terms of noise and disturbance from vehicles using the access. However, in the subsequent appeal decision for 21/P/01761, the Inspector did not uphold the Council's concerns and stated that the appeal scheme would not cause significant harm to the living conditions of the occupiers of nos 174 and 176 New Road, or affect the enjoyment of their rear garden, having regard to noise and disturbance. This revised proposal is for less dwellings than the appeal scheme and would therefore result in less vehicle movements. As such, it is concluded that a reason for refusal on the grounds of an adverse impact on neighbouring amenity resulting from the access road, could not be sustained.

It is therefore concluded that the proposal accords with Policies D5 and D8 of the LPDMP and Para 130(f) of the NPPF.

Impact on highway safety and the level of parking

The proposal includes the provision of a new vehicular access to be positioned between 174 and 176 New Road.

The new access would incorporate a small piece of land to the front these properties to achieve the required visibility splays.

The CHA has assessed the proposals and concluded that the proposed new access is acceptable and accords with their requirements in terms of the visibility requirements. The CHA has advised that vegetation should be regularly maintained at the site access to ensure maximum visibility splays are achievable at all times.

Following concerns raised by the Council's Operational Services Team with regard to the suitability of the access for refuse vehicles entering the site, a bin collection point is now proposed at the entrance to the site, in close proximity to New Road. Operational Services has confirmed this arrangement is acceptable. A condition to ensure that this could accommodate the required number of bins shall be required.

It is not considered that the proposed development for three dwellings would result in a significant increase in vehicular trips on the surrounding highway network. The Highway Authority considers that the proposal would not have a material impact on highway safety.

Two parking spaces are proposed for each of the new dwellings. This meets the requirement for the number of spaces required per 3 bedroom dwelling in the Council's recently adopted Parking Standards for New Developments SPD 2023. This SPD also states that where parking spaces are allocated, there would be a requirement for 0.2 visitor parking spaces per dwelling. For the three proposed dwellings this would equate to 0.6 spaces which is rounded up to 1 space.

No visitor parking is proposed. However, there is sufficient space within the proposed layout which would enable delivery vehicles to park and manoeuvre. Furthermore, there is space available for parking along New Road. Therefore, whilst there is the potential for overspill parking resulting from the development, due to the small scale of development proposed, any overspill parking is likely to be limited. It is not considered that this would have a detrimental impact on parking in the locality.

It is therefore concluded that the proposal accords with Policy ID4 of the adopted Local Plan.

Impact on trees and vegetation

As noted above, there would be a loss of small trees and vegetation on the site as a result of the proposed development. However, replacement planting is proposed and details of this can be secured by condition. The Council's Tree Officer has no objection to the application subject to a condition to ensure the development is carried out in accordance with the submitted Arboricultural Method Statement and Tree Protection Plan.

Sustainable design and construction

The NPPF emphasises the need to support the transition to a low carbon future in a changing climate and new developments are required to meet the requirements of paragraph 154 through suitable adaptation measures, including through the planning of green infrastructure and reduce greenhouse gas emissions. Paragraph 157 then states new development should comply with local requirements for decentralised energy supply and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Policy D2 of the LPSS requires new development to take sustainable design and construction principles into account, including by adapting to climate change, and reducing carbon emissions and Policies D2(3) and (11) requires sustainability and energy statements to be submitted. The Council has adopted the Climate Change, Sustainable Design, Construction and Energy SPD in December 2020.

Policies D14, D15 and D16 of the LPDMP carry full weight and build on policy D2. In the context of the Council declaring a climate emergency in July 2019 and the UK having a legally binding target of reducing all greenhouse gas emissions to net zero by 2050 with an interim target of 78% reduction against 1990 levels by 2035.

Following adoption of the LPDMP D16: Carbon Emissions from Buildings (1), (2), (3), (4), would supersede D2: Climate Change, Sustainable Design, Construction and Energy (5), (6), (7), (9).

A fabric first approach is required under Policy D14(1) in accordance with the energy hierarchy. Through the use of low energy design and energy efficient fabric. Then Policy D2(1), (5), (9) of the LPSS and Policy D16 of the LPDMP require measures for low and zero carbon and decentralised energy.

With regard to sustainable design and lifestyles Policy D2(1)(c), (e) of the LPSS seeks to ensure that there are sustainability measures to offer choices.

The applicant has submitted an Energy Statement which includes a completed Sustainability and Climate Change Questionnaire. This sets out several sustainability measures which are proposed to be incorporated in the development including:

- fabric design to improve air tightness 38% beyond building regs
- ASHP fitted to each dwelling resulting in 36% reduction in carbon emissions
- provision of water butts / rainwater harvesting
- provisions for EV charging

- use of water efficient devices
- where practical materials would be sourced locally
- design of the houses includes passive cooling methods.
- design of the houses provides for cross ventilation and large window openings
- there would be no rainwater runoff off site and it is proposed to install soakaways to collect all rainwater and allow it's slow release back into the ground
- external paving would be permeable to minimise runoff from hard surfaces
- the houses are within an existing developed residential area and are close to community, retail and leisure facilities. The houses are also close to existing public transport routes

Subject to conditions to secure these measures, the proposal is in accordance with Policy D2 of the LPSS, Policies D14, D15 and D16 of the LPDMP and the Climate Change, Sustainable Design, Construction and Energy SPD 2020.

Impact on ecology, biodiversity and protected species

The NPPF states that the planning system should contribute to and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

Paragraph 175 of the NPPF also requires that "*opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity*".

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

Policy P6 of the LPDMP relates to 'Protecting Important Habitats and Species' and Policy P7 of the LPDMP relates to 'Biodiversity in New Developments'.

The presence of protected species is also a material planning consideration, which needs to be addressed prior to any permission being granted.

An Ecology Report by Aspect Ecology (2021) has been submitted with the application. Surrey Wildlife Trust has been consulted and advise that the submitted report is suitable and still sufficiently up to date to support the application.

The Ecology Report recommends a precautionary approach to great crested newt and SWT recommend conditions to ensure this approach is implemented if the development is carried out.

Following reports of slow worms being present on site a detailed slow worm survey was also carried out. This found evidence of a small number of slow worms being present on the site. As a result, a mitigation strategy for reptiles including slow worms is proposed and this can be secured by the recommended conditions.

Conditions are also recommended requiring the submission of a Construction Environment Management Plan (CEMP) and Landscape Ecological Management Plan (LEMP) by condition prior to the commencement of development.

There would be a loss of trees and vegetation across the site resulting from the development. However, new replacement planting is proposed and this can be secured by condition.

The submitted Ecology Report states that biodiversity net gain can be achieved on the site through the implementation of recommended Ecological Enhancements. A condition would need to be included to ensure that full details on proposed ecological enhancements and biodiversity improvements for the site are submitted to the LPA for approval prior to the commencement of development, in order to ensure the proposal complies with Policy ID4 of the LPSS and Policies P6 and P7 of the LPDMP.

Flooding and land drainage

An indicative drainage strategy is included in the Flood Risk and Drainage Statement by Glanville. The report concludes that: '... the development is not at risk of flooding and the site can be developed safely without increasing flood risk elsewhere, and therefore the development proposals comply with relevant planning policy concerning flood risk.'

The report states that shallow infiltration techniques are feasible and would be the most appropriate solution to mimic the natural drainage of the undeveloped site. A single shallow grate soakaway is proposed within the proposed permeable internal road to the south-eastern side of Plot 3. Porous paving is proposed to the access road and car parking area.

Several concerns have been raised in the third party representations regarding the risk of surface water flooding in the area. The Flood Risk and Drainage Statement states that Environment Agency mapping indicates that the site is largely at 'very low' risk of surface water flooding, with an annual probability of flooding of less than 1:1,000. The northern side of the site, adjacent to the railway embankment, is located at 'low risk' of surface water flooding (between 1:100 and 1:1,000 annual probability). According to EA data, in the 'low risk' scenario surface water flood depths are up to 0.3m with flood velocities ranging between 0.25m/s and 0.5m/s. Most of the area within the site potentially at risk of surface water flooding is considered to be 'Very Low Hazard' (Hazard Rating less than 0.75), with small areas of 'Danger for Some' (Hazard Rating between 0.75-1.25). Subsequently, the report confirms that building floor levels would be raised above the relevant surface water flood level, and external ground levels would be designed to fall away from the buildings.

Furthermore, the proposed drainage strategy will offer protection against surface water flooding by providing a positive drainage system, which will intercept overland flows from off-site and run-off generated within the development. The drainage system will be designed to ensure that no flooding takes place up to and including the design rainfall event (1 in 100 year return period), with additional capacity provided within the system to allow for the potential future effects of climate change. No positive drainage system currently exists to control and dispose of surface water run-off or overland flow across a large part of the site, which is why areas at risk of surface water flooding have been identified. Therefore, after applying these mitigation measures in conjunction with the proposed surface water drainage strategy, surface water flooding is not considered to be an issue that would prevent the development of the site for its intended end use.

Subject to a condition to ensure that these flood risk mitigation measures are implemented, it is concluded that the proposal would not have an adverse impact on flood risk within the site or increase the flood risk in the surroundings.

Conclusion:

The proposal for residential development is acceptable in principle and would deliver three new 3 bedroom dwellings in a sustainable location close to village amenities.

The revised proposal has addressed the concerns raised under the previous application with regard to the impact on the character of the area. It is concluded that the proposed development would not harmfully affect the character or appearance of the surrounding area.

Taking into account the appeal decision relating to 21/P/01761, it is concluded that there would not be an unacceptable impact on neighbouring amenity and the proposed development would comply with the Nationally Described Space Standards.

The application has satisfactorily addressed concerns regarding surface water drainage and impacts on ecology would be mitigated and biodiversity enhancements can be secured by condition. The development would not give rise to conditions prejudicial to highway safety. For these reasons it is concluded that planning permission should be granted subject to conditions.