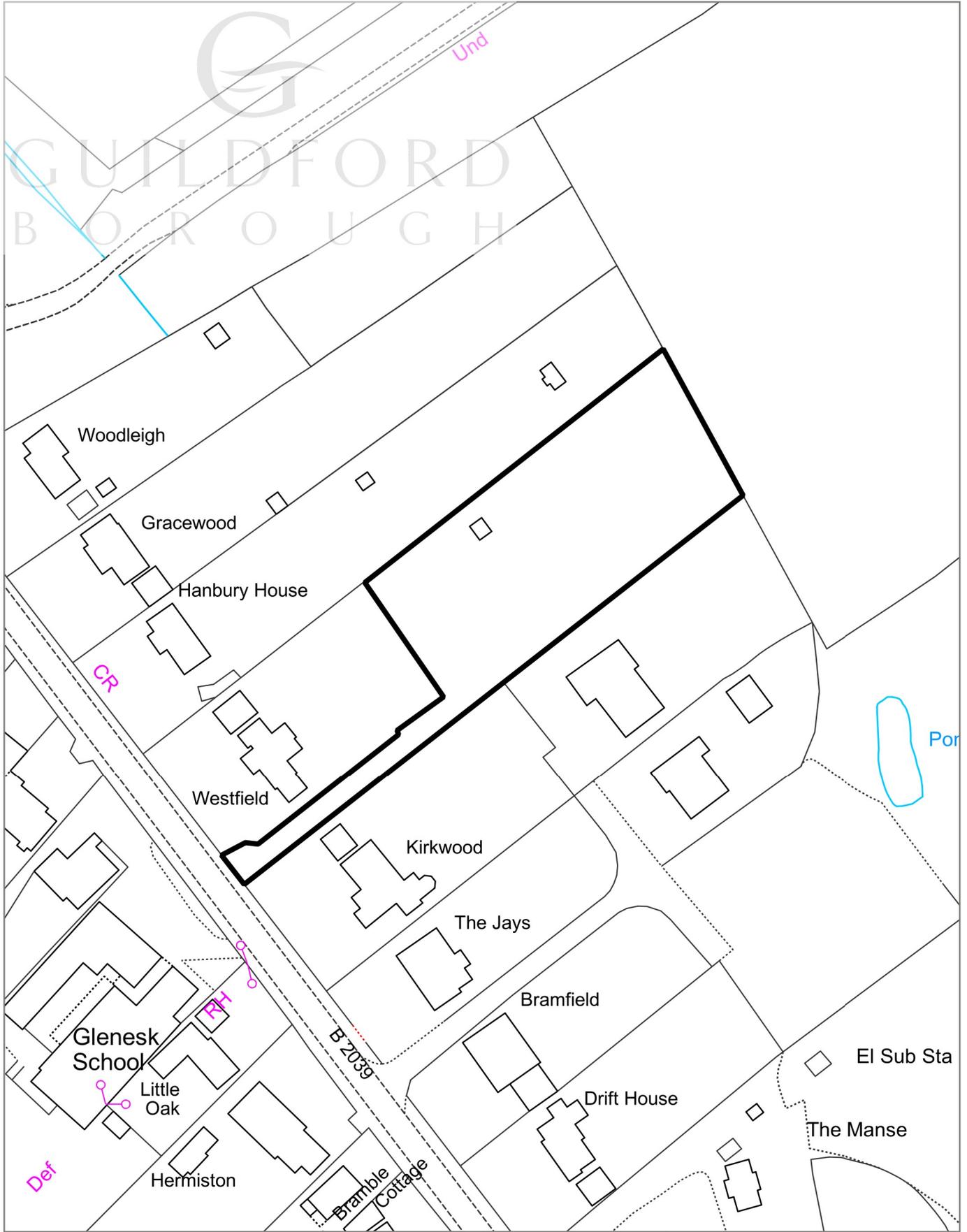


22/P/01846 - Westfield, Ockham Road North, East Horsley, Leatherhead



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Print Date: 07/03/2024



Not to Scale



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**22/P/01846 – Westfield, Ockham Road North, East Horsley
Leatherhead, KT24 6NU**



Not to scale

App No: 22/P/01846

8 Wk 06/03/2024

Deadline:

Appn Type: Full Application

Case Officer: Morgan Laird

Parish: East Horsley

Ward: Clandon & Horsley

Agent : Mr Andy Wells
Union4Planning Ltd

Applicant: Pende Fields Ltd
C/o Agent
Union4Planning Ltd

Location: Westfield, Ockham Road North, East Horsley, Leatherhead,
KT24 6NU

Proposal: Erection of a pair of semi-detached dwellinghouses, new
access, landscaping and parking.

Executive Summary

Reason for referral

This application has been referred to the Planning Committee because the application was called in by a Ward Councillor under the historic 7-day notification process.

Key information

The proposal is for the construction of a pair of semi-detached two-storey, four bedroom dwellinghouses to the rear of the existing dwelling at Westfield.

The proposed dwellings would be situated centrally on the plots with car parking, turning area and proposed car barns at the front of the site. Access would be via the south-west side of Westfield from Ockham Road North.

The proposed dwellings would have the following dimensions:

- 9.54 metres in width.
- 15.97 metres in depth.
- 8.37 metres in height.

The dwellings would have hipped roofs with a small crown and pitched roof dormers at the front. Proposed materials would include bricks and tile hanging with a slate/tile roof.

The proposed car barns would measure:

- 6 metres in depth.
- 6.6 metres in width.
- 4.850 metres in height.

Total footprint of each proposed residential unit = 129 sqm

The application site is located within Flood Zones 1, 2 and 3. The proposed dwellings would be situated outside Flood Zones 2 and 3. The site adjoins an area of Ancient Woodland and Site of Nature Conservation Importance (SNCI).

The proposal is supported by the following information and technical reports:

- Design and Access Statement.
- Flood Risk Assessment.
- Climate change, energy and sustainable development questionnaire.
- SAP reports.
- Tree survey, Arboricultural Impact Assessment and Arboricultural Method Statement.
- Preliminary Roost Assessment.
- Preliminary Ecological Appraisal.
- Biodiversity Net Gain Report.
- Precautionary Working Method Statement.
- Proposed Plans.
- Emergency Flood Escape Route Plan.

Summary of considerations and constraints

The proposed development would result in the net gain of two residential units in a sustainable location. The proposed design of the dwellings would be of high quality

that positively responds to the character and context of the locality and would not result in an unacceptable impact on neighbouring amenity.

The proposed development would not give rise to unacceptable impacts on highway safety and would provide for acceptable living conditions to occupants.

The dwellings would be situated outside of Flood Zones 2 and 3 and a safe means of escape would be provided as demonstrated by the provided Emergency Flood Escape Route Plan. This, as well as the flood risk assessment demonstrate that the proposal would comply with the NPPF, Policy P4 of the LPSS and with the Environment Agency standing advice.

Subject to the imposition of conditions, the proposal would not result in harm to the SNCI, ancient woodland or on priority and protected species and habitats. Biodiversity net gain would be assured, subject to the submission of an enhancement scheme.

Subject to a s106 agreement to secure the necessary SANG and SAMM contributions, the development would not impact on the Thames Basin Heaths Special Protection Area.

Therefore, subject to the conditions and the completion of a s106 Agreement to secure the necessary SANG and SAMM contributions, the application is deemed to be acceptable and the application is recommended for approval.

RECOMMENDATION:

That delegated authority be granted to the Executive Head of Planning Development to approve planning permission subject to a Unilateral Undertaking securing SANG and SAMM for Thames Basin Heath Special Protection Area and the following conditions:

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: HA/2111/1 received on 31 October 2022, HA/2111/3 Rev 2C, HA/2111/4 Rev 2C and HA/2111/5 Rev 2C received on 18 January 2023, HA/2111/6 Rev 2C and HA/2111/2 Rev 2c received on 19 May 2023 and the Emergency Flood Escape Route Plan entitled "Westfield Development Emergency Flood Escape Route Plan", drawing no. Westfield FRA Plan 001 received on 15 February 2024.

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 any work commencing on site, a 'Construction Environmental Management Plan' (CEMP) shall be both submitted and approved in writing by the Local Planning Authority. The CEMP shall include all the following details:

- Development contacts, roles, and responsibilities.
- Public communication strategy, including a complaints' procedure.
- Dust suppression, mitigation, and avoidance measures.
- Noise reduction measures, including the use of both acoustic screens and enclosures, the type of equipment to be used and their hours of operation.
- Use of both fences and barriers to protect adjacent land, properties, footpaths, and highways.
- Details of both parking and traffic management measures.
- Avoidance of both light spill and glare from any floodlighting and security lighting installed.
- Pest control.
- Amphibian and stage beetle mitigation strategies.

The development shall proceed in accordance with the approved CEMP.

Reason: To ensure that all demolition and construction work in relation to the application does not cause materially harmful effects on nearby land, properties, and businesses.

4. Prior to the commencement of any development above slab level works, a written schedule with details of the source/ manufacturer, colour and finish, OR samples on request, of all external facing and roof materials shall be provided. This must include the details of embodied carbon/ energy (environmental credentials) of all external materials. These shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out using only those detailed.

Reason: To ensure that a satisfactory external appearance of the development is achieved and to ensure materials that are lower in carbon are chosen.

5. Prior to commencement of any development above slab level works, hard and soft landscaping details shall be submitted to and approved in writing by the Local Planning Authority including full details of:
 - a) hardstanding surfaces;
 - b) boundary treatments;
 - c) Retention of existing plants and hedgerows, with reference to drawing no. HA/2111/3 Rev 2c; and
 - c) height, density and native species of new planting.

The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented in accordance with the approved plans.

Any trees or plants whether new or retained which within a period of five years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species in the same place.

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

6. A landscape management plan covering a period of no less than 10 years, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development or any completed phase of the development, whichever is the sooner.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features of communal, public, nature conservation or historical significance.

7. Prior to the commencement of any development above slab level, a biodiversity enhancement scheme for the site has been submitted to and agreed in writing by the local planning authority. The scheme shall be in accordance with 'Scenario A' and the recommendations of the Biodiversity Net Gain Report prepared by Tetra Tech Ltd, dated May 2023 and include a stage beetle habitat enhancement strategy. The scheme shall be implemented in full prior to the occupation of the development hereby approved.

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

8. 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 Supplementary Planning Guidance "Climate Change, Sustainable Design, Construction and Energy SPD (2020)"

9. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Ockham Road North hereby approved has been constructed and provided with a passing space and visibility zones in accordance with the approved plans, HA / 211 / 4 Rev 2c, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: This condition is 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.

10. 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: This condition is 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 2023.

11. The approved Arboricultural Report, which included an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), prepared by Challice Consulting Ltd dated 19th

August 2022, must be adhered to in full, and may only be modified by written agreement from the LPA. No development shall commence 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 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.

12. The development, hereby approved, shall be carried out in accordance with all the mitigation measures and recommendations as detailed within the following:

- Preliminary Ecological Appraisal prepared by Thomson Environmental Consultants dated August 2023.
- Preliminary Roost Assessment prepared by Thomson Environmental Consultants dated April 2023.
- Precautionary Working Method Statement prepared by Thomson Environmental Consultants dated November 2023.

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

13. The first floor windows in the right side elevation of the dwelling on Plot 1 of the development hereby approved shall be glazed

with obscure glass and permanently fixed shut, unless the parts of the window/s which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall thereafter be permanently retained as such.

Reason: In the interests of residential amenity and privacy.

14. No external lighting shall be installed on the site or affixed to any buildings on the site unless the local planning authority has first approved in writing details of the position, height, design, measures to control light spillage and intensity of illumination. Only the approved details shall be installed.

Reason: In the interest of the protection of priority and protected species.

15. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order revoking or re-enacting or amending those Orders with or without modification), no development within Part 1, Classes A, D and E shall be carried out within the 15 metres buffer zone as indicated on approved plan HA/2111/3 Rev 2C.

Reason: To maintain an adequate separation between development and the ancient woodland, to ensure its ongoing preservation and protection.

16. The mitigation measures detailed in the approved Flood Risk Assessment (FRA) prepared by TA Tompson LLP Consulting Engineers dated July 2022 shall be implemented and retained perpetuity.

Reason: In the interests of flood prevention and protection.

Informatives:

1. If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk

2. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:
 - Offering a pre-application advice service in certain circumstances
 - Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
 - Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

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

In this case pre-application advice was sought and provided which addressed potential issues, the application has been submitted in accordance with that advice and no further issues have arisen.

3. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see <https://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs>

4. The permission hereby granted shall not be construed as authority to

carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.

5. The applicant is 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.
6. The Applicant shall be aware that the Building Regulations require the installation of EV car charging points for each new dwelling.
7. 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 application site is situated in the Ward of Clandon and Horsley, and within the East Horsley Neighbourhood Plan Area. The site consists of a detached two storey dwellinghouse located at the front of the site with access from Ockham Road North.

The application site consists of a spacious plot with a garden, rectangular garden. The site is bordered by a dense hedgerow along the north-western boundary, and along the south-eastern boundary. The rear of the property is bordered by mature trees, classified as ancient woodland.

The topography of the site varies with a shallow undulations present on the site. However, there is not a substantial change in elevation over the site.

The site is situated opposite the Glenesk School with residential development adjoining both side boundaries and in the immediate area. A recent development of four dwellings in the rear garden of Kirkwood has been completed.

The site is located within the 400 m - 5 km Thames Basin Heaths Special Protection Area buffer, and adjoins a Site of Nature Conservation Importance and Ancient Woodland to the rear.

The application site is partially located within Flood Zones 1, 2 and 3 with the

proposed dwelling located within Flood Zone 1.

Proposal.

The application proposes the erection of a pair of semi-detached dwellinghouses, new access, landscaping and parking.

The proposed dwellings would have the following dimensions:

- 9.54 metres in width.
- 15.97 metres in depth.
- 8.37 metres in height.

The dwellings would be situated to the rear of the plot with car parking, including the proposed car barns situated at the front of the site. Access would be via the south-west side of Westfield from Ockham Road North. The access would have two passing bays, one at the start and one at the end to allow two-way passing of vehicles.

The proposed car barns would measure:

- 6 metres in depth.
- 6.6 metres in width.
- 4.850 metres in height.

The proposal is supported by the following information and technical reports:

- Design and Access Statement.
- Flood Risk Assessment.
- Climate change, energy and sustainable development questionnaire.
- SAP reports.
- Tree survey, Arboricultural Impact Assessment and Arboricultural Method Statement.
- Preliminary Roost Assessment.
- Preliminary Ecological Appraisal.
- Biodiversity Net Gain Report.
- Precautionary Working Method Statement.
- Proposed Plans.
- Emergency Flood Escape Route Plan.

Relevant planning history.

Reference:	Description:	Decision Summary:	Appeal:
06/P/0116 2	Single storey rear extension, replacement conservatory to the side and double detached car port following demolition of existing sheds. (Revision to 04/P/01698 dated 25/08/04 - Amendment to side conservatory)	Approve 07/07/2006	N/A
04/P/0169 8	Single storey rear extension, replacement conservatory to the side and double detached car port following demolition of existing sheds.	Approve 25/08/2004	N/A
21/A/0022 5	Erection of up to four dwelling houses on land to the rear of Westfield including new access	N/A	N/A

Consultations.

Statutory consultees

County Highway Authority: Initial concerns were raised by the Highway Authority about tracking for refuse vehicles and visibility along Ockham Road North. In response the Applicant's Agent submitted a site visibility plan and swept path analysis demonstrating refuse vehicle could turn on site and exit in forward gear. On review, the Highway Authority concluded these to be acceptable and no objection was raised subject to the imposition of conditions.

Thames Water: no comments to make.

Surrey Wildlife Trust: Initial concerns were raised around the roost assessment, great crested newts, reptile mitigation strategy, impact on the adjacent SNCI and biodiversity net gain. Over the duration of the application a number of reports were submitted and communication had with the Surrey Wildlife Trust. Upon

submission of the final preliminary roost assessment, preliminary ecological appraisal and reptile precautionary method statement no further information was deemed necessary prior to determination. Consequently, subject to the imposition of conditions, no objection was raised.

Internal consultees

Head of Environmental Health and Licensing: no comments to make.

Operational Services: it was advised that standard bin allocation would be required, although additional recycle bins may be necessary. Bins should be presented for collection at the edge of the development, where its accessway meets Ockham Road North. No objection was raised to the application.

East Horsley Parish Council: Objections are raised for the following reasons:

- Flood risk - flood waters would not follow precise lines shown on the plans.
- The need for an emergency flood escape route suggests dwellings should not be permitted.
- Biodiversity impact due to proximity to SNCI and Ancient Woodland.
- No biodiversity net gain proposed.
- Proposed fencing would restrict wildlife movements.
- Traffic safety and conflict with proximity to Glenesk Primary School.
- Cumulative build-up of traffic.
- Noise disturbance from vehicle movements and use of property.
- Loss of privacy from overlooking.
- Semi-detached properties would be out of character.

Third party comments:

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

- Overlooking and loss of privacy.
- Too near settlement boundary (The Forest).
- Not in line or consistent with other houses.
- Not in accordance with policy as the dwelling would be greater in size than surrounding properties.
- Semi-detached dwellings no in keeping with character.
- Positioning of the garages to the front of the house would be inconsistent with policy.
- Flood concerns.

- Traffic and access impact.
- Construction impacts.

Planning policies.

National Planning Policy Framework (NPPF):

Chapter 2: Achieving sustainable development

Chapter 5. Delivering a sufficient supply of homes

Chapter 9: Promoting sustainable transport

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

The Guildford Borough Council Local Plan: Strategy and Sites 2015 - 2034

Policy H1: Homes for All

Policy P4: Flooding, flood risk and groundwater protection zones

Policy P5: Thames Basin Heaths Special Protection Area

Policy D1: Place Shaping

Policy D2: Climate Change, Sustainable Design, Construction and Energy

Policy 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 D4: Achieving High Quality Design and Respecting Local Distinctiveness

Policy D5: Protection of Amenity and Provision of Amenity Space

Policy D8: Residential Infill Development

Policy D12: Light Impacts and Dark Skies

Policy D14: Sustainable and Low Impact development

Policy D15: Climate Change Adaptation

Policy D16: Carbon Emissions from Buildings

Policy ID10: Parking Standards for New Development

East Horsley Neighbourhood Plan 2017 - 2033

Policy EH-S1:	Spatial development in East Horsley
Policy EH-EN2:	Trees & Hedges
Policy EH-EN4:	Biodiversity
Policy EH-EN5:	Flooding
Policy EH-H7:	East Horsley Design Code
Policy EH-H8:	Residential Infilling

Supplementary planning documents:

Parking Standards for New Development SPD 2022

Climate Change, Sustainable Design, Construction and Energy SPD 2020

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

Residential Design Guide SPG July 2004

Green Belt SPD November 2023

Planning considerations.

The main planning considerations in this case are:

- the principle of development
- design and appearance
- living conditions
- impact on neighbouring amenity
- highway / parking considerations
- sustainability
- impact on biodiversity and ecology
- Thames Basin Heaths Special Protection Area
- legal agreement requirements

The principle of development

The site is located within the designated Inset boundary of East Horsley, having been removed from Green Belt following the adoption of the Local Plan. As the site is not within the Green Belt there is no requirement to assess the proposal against

the restrictive Green Belt policies.

The site is located within the identified settlement boundary of East Horsley and within an established residential setting. As such, the principle of residential development on the site would be acceptable.

Design and appearance

Policy D1 of the LPSS requires all new development to achieve high quality design that responds to distinctive local character (including landscape character) of the area. Policy D4 of the LPDMP requires development to respond to the surrounding urban grain, plot sizes, building patterns, the scale, detailing and design buildings and spaces. Development proposals are expected to make efficient use of land where increased densities can be appropriate where there would not be a detrimental impact on an area's prevailing character and setting.

Policy D8 of the LPDMP requires residential infill development to integrate well with surrounding development and to respond positively to the existing character and identity of the local area. Backland development are requires to create a positive 'street' entrance, provide safe pedestrian and cycle access and suitable access for emergency and refuse vehicles, and to avoid long, narrow and isolated access points. The proposal is required to demonstrate that relationships with both existing neighbouring development and buildings/gardens within the site are acceptable, taking into account back to back or back to front distances.

With respect to the East Horsley Design Code (Policy EH-H7(a) of the East Horsley Neighbourhood Plan), which requires development to be in keeping with the established character of East Horsley and with the style of properties surrounding the development and to enhance the 'leafy' character of East Horsley. Dwellings should be no more than two stories in height, with adequate boundary clearances to the side of properties to allow wheelchair access, adequate refuse and recycle storage with minimum visual impact with garages positioning to the side of dwellings. Policy EH-H8 of the East Horsley Neighbourhood Plan supports residential infilling development where the site is substantially surrounded by existing development and the size and massing of new residential development is no greater than that of surrounding property.

Westfield is a spacious property situated within the village of East Horsley. The rear

boundary adjoins 'The Forest' which is a Site of Nature Conservation Importance and Ancient Woodland. The site adjoins residential development on both side boundaries and to the front, including Kirkwood to the south-east which was recently developed with four detached dwellinghouses. Plot sizes vary, with those along the eastern side of Ockham Road North larger with typically large detached dwellinghouses. Development to the west and south along Ockham Road North is denser with smaller plot sizes with predominantly detached dwellinghouses. Along Weston Lea to the west and Nightingale Avenue to the north-west there are a number of semi-detached dwellinghouses, being approximately 105 - 120 metres from the application site. The nearest semi-detached property would be Cheriton approximately 100 metres to the north-west, on the corner of East Lane and Ockham Road North.

The proposed semi-detached dwellings would be situated centrally on the plot, with open carports/car barns situated at the front of the plots. Access would be via a new access track to the side of Westfield. The dwellings would be two storeys with four bedrooms, measuring 8.37 metres in height, 19.08 metres in width (9.54 metres per dwelling) and 15.97 metres in depth. The dwellings would feature a north-west - south-east orientated hipped roof at the front, with a south-west - north-east facing crown roof to the rear with two single storey elements at the rear. Both dwellings would have a hipped roof porch on the front elevation with clear pathway connecting the dwellings to the parking area at the front of the plot.

The proposed car barns would measure 6 metres in depth, 6.6 metres in width and 4.850 metres in height with hipped roofs. Each car barn would include parking for two vehicles.

Both dwellings would have spacious privacy gardens to the rear, with adequate open space to the sides and towards the front. A permeable surface driveway and car parking area would be located to the front, with enclose bin stores for each plot. The proposed plans include a preliminary landscape design with hedge planting proposed between the plots, new tree/shrub planting along the proposed access and around the car parking area. A 2 metre close boarded fence would be erected along the emergency flood escape route.

The proposal has demonstrated that emergency vehicles would be able to access the site and enter and leave in forward gear.

The proposed development is considered to respond appropriately to the prevailing character of the area and would retain a spacious plot with ample open space around the dwellings. While semi-detached dwellings are not the predominant built form, it is clear that dwellings of this typology are present in the area. Both proposed plots, and the existing plot around Westfield would be in keeping with densities in the surrounding area, most notably the recently developed Kirkwood to the south-east. While the plots would be long and narrow, the width of the plots would not appear discernibly greater than those of the adjoining Hanbury House noting that the existing site has a wider plot to begin with.

It is accepted that the proposal would have a long access way, which would not be directly in accordance with Policy D8 of the LPDMP. However, the design of the access is such that it would be wider at the entrance to allow vehicles to pass each other, with further passing place to the rear of the access. The boundaries of the access would be planted with hedging and the existing hedging to the south-east boundary would be retained. The length of the access would be similar to that constructed to access the four detached dwellings to the rear of Kirkwood. In this case, the proposed access would appropriately integrate with the street scene and would be in keeping with the character of the area.

The proposed dwellings would be greater in height than 1 Woods End which is situated to the rear of Kirkwood. However, the height difference would be negligible given the separation between properties. With respect to 1 Woods End, the difference would be approximately 0.2 metres, which would not be discernible as evidence in the proposed site sections. The dwellings would be two stories in height only, which would be in accordance with the East Horsley Design Code. The width of the proposed dwellings at 19.08 metres, would be less than the adjoining dwelling at 1 Woods End, despite this being a detached dwelling. While the depth of the dwellings would be greater than the directly adjoining properties, it would not be significantly greater in overall scale, given the varied scale of development in the surrounding area.

The use of hipped and pitched roofs would be in keeping with the character of the area. While the proposal would include a small crown roof, this is limited and would not be visible from the street scene. The use of bricks and tiles would be in keeping with the materiality of buildings in the surrounding area.

The proposed dwellings would be situated centrally on the plot, but towards the rear. While the dwellings would not be in line with other backland development adjoining the site, the positioning was determined to avoid locating vulnerable land uses within flood zones 2 or 3. It is also not a policy requirement for buildings to maintain this linear line where development is situated to the rear, noting that the development would have no impact on the front building line of development along the street scene.

The proposed development, including the plot size, building design and scale and site layout would respond positively to the character and context of the surrounding locality and would be in keeping with the character and design of surrounding development. The proposed landscaping measures would ensure the 'leafy' character of East Horsley would be maintained. The development would provide for safe and secure access for emergency vehicles and refuse and recycling storage. Subject to the imposition of conditions requiring a detailed landscape plan and the materiality of the dwellings, the proposed development would comply with Policy D1 of the LPSS, Policies D4 and D8 of the LPDMP and Policies EH-H7(a) and Policy EH-H8 of the East Horsley Neighbourhood Plan.

Living conditions

Paragraph 130(f) of the NPPF 2021 states that planning policies and decisions should ensure that developments create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users.

Policy D1(4) of the Guildford Borough Local Plan: Strategies and Sites 2015 - 2034 states that all new development is expected to have regard to and perform positively against the recommendations set out in the latest Building for Life guidance and conform to the nationally described space standards (NDSS).

The proposed development includes the construction of two, four bedroom semi-detached dwellinghouses with an occupancy of seven persons. Each dwelling would have a gross internal floor area of 216 sqm, which exceeds the minimum required under the NDSS.

Three bedrooms in each dwelling would be double occupancy with one single bedroom per dwelling. All bedrooms would comply with the minimum area and

width standards. Adequate storage would be provided within the dwellings with all bedrooms provided with wardrobes and additional storage included throughout the dwellings.

Both proposed dwellings would have private gardens located to the rear with boundary treatments proposed to ensure privacy is maintained. The gardens would be regular in shape and would facilitate their effective and practical use.

All habitable rooms would be include adequate windows to provide natural light and sunlight. In the case of bedrooms 2, 3 and 4, this would include one large window and in the case of bedroom 1, three windows. The dining and living areas on the ground floor would be open place with large spacious windows and bi-fold doors.

Overall, it is considered that both dwellings would have acceptable living conditions through provision of private outdoor amenity space, NDSS compliance and access to natural light. The proposed development would therefore comply with Policy D1 of the LPSS and Policy D5 of the LPDMP.

Impact no neighbouring amenity

The adjoining properties most impacted by the proposed development would be 1 Woods End, Kirkwood, Hanbury House and Westfield.

1 Woods End

1 Woods End adjoins the proposed plots on the south-eastern boundary. The dwelling on this property was recently constructed as development in the rear garden of Kirkwood. It is a two storey detached dwellinghouse separated approximately 8.7 metres from the shared boundary and a further 10.9 metres from the proposed dwelling on Plot 1. Due to the positioning of the proposed dwellings to the rear of the plot and separation distance, there would not be an unacceptable loss of light, or overshadowing. The proposed boundary treatments and retention of the existing hedging would ensure that the gardens of both Woods End and the proposed dwellings would be private. The boundary treatments would also screen the ground floor of the proposed dwelling, which would reduce the potential overlooking from ground floor windows and break up the bulk of the buildings. It is therefore considered that the proposed dwellings would not appear

as an overbearing feature to the occupants of Woods End.

The proposed dwelling on Plot 2 would have no impact on the amenity of Woods End due to its positioning. The Plot 1 dwelling would include two first floor windows which would serve bedroom 1 of this dwelling. These windows would look towards the garden of Woods End, and not towards the dwelling. The windows would be large with the potential to create an adverse impact at least from perceived overlooking. It would therefore be considered necessary for these to be obscurely glazed and non-opening below 1.7 metres in height from floor level. Given the bedroom is also served by two other windows facing the garden, obscured glazing would not result in unacceptable living conditions to the occupants of this bedroom.

Subject to the imposition of a condition requiring the side facing windows serving bedroom 1 of the dwelling on Plot 2 to be obscurely glazed and fixed shut below 1.7 metres in height, the proposal would not result in an unacceptable impact on the amenity of the occupants of 1 Woods End.

Kirkwood

Kirkwood is situated adjacent to Westfield. The proposed driveway would separate these buildings, with limited visibility of the proposed dwellings. The main change for the occupants of this property would be an increase in vehicle movements and the potential disruption associated with this. Given the separation distance and likely limited increase in vehicle movements, it is unlikely that there would be a discernible increase in noise from vehicles accessing the proposed dwellings. Additionally, the existing boundary vegetation would be retained to maintain the visual amenity from Kirkwood. It is therefore considered that there would not be an unacceptable impact on the amenity of the occupants of Kirkwood.

Hanbury House

Hanbury House is situated adjacent to Westfield to the north-west. The garden of Hanbury House extends along the entire plot of Westfield, and of proposed Plot 1. Due to the separation distance from the proposed dwellings and Hanbury House, there would not be an overbearing impact, nor would there be an unacceptable loss of light or overshadowing. While the dwelling on proposed Plot 2 would have two side facing windows that would serve bedroom 1, the windows would only

overlook the rear portion of the garden, leaving a large area of the garden un-impacted. This combined with the distance from the shared boundary and garden would mean there would not be an unacceptable impact from overlooking. It would therefore not be reasonable to impose a condition for these windows to be obscure glazed and fixed shut.

Boundary treatments would mitigate any overlooking or impact on privacy from ground floor windows.

The proposed development would therefore not result in an unacceptable impact on the amenity of the occupants of 1 Hanbury House.

Westfield

Westfield would be situated to the front of the proposed dwellings with the garden separating the dwelling from the proposed dwellings. The car barns on Plots 1 and 2 would be situated against the shared boundary with an approximate separation of 1 metre. New hedge and tree planting is proposed between the shared boundaries, which would at least partially screen the car barns from Westfield and provide privacy to occupants. Similarly, new hedge planting would be proposed along the proposed access to mitigate the noise from vehicles accessing the proposed dwellings, and to improve visual amenity. While the proposed dwellings would include a number of first floor windows facing Westfield, due to the distance and intervening built form and vegetation, there would not be an unacceptable impact from overlooking. Subject to a condition requiring the submission of a detailed landscaping plan for the approval of LPA, there would not be acceptable impact on the occupants of Westfield.

Highway/parking considerations

The application site is accessed from Ockham Road North. The proposal would include a new driveway to access the proposed dwellings, which includes two passing bays. The passing bays would be located at the start and end of the driveway, which given the straight approach would allow adequate visibility for vehicles along the access.

The County Highway Authority reviewed the proposal and initially requested information on tracking for refuse vehicles and visibility along Ockham Road North.

Through the submission of amended plans and visibility zones, the concerns of the Highway Authority were satisfied. Subject to the imposition of conditions, the Highway Authority did not raise an objection and concluded that the proposed development would not have a material impact on highway safety.

The proposed development would include two internal parking spaces in each car barn with the ability for two cars to be parked to the front of the car barns. The Parking Standards for New Development SPD sets out that for a four bedroom dwelling in a village, 2.5 spaces would be expected. Given the proposed development could provide up to four car parking spaces per dwelling, the proposal would comply with these standards. The East Horsley Neighbourhood Plan does not set out specific car parking standards, only that sufficient off-street parking should be provided for all dwellings, dependent upon the size and type of housing. In this case, compliance with the Parking SPD concluded that adequate car parking would be provided for the development. The proposed development would therefore comply with Policy ID10 of the LPDMP and Policy EH-H7(a) of the East Horsley Neighbourhood Plan.

The proposed plans include bin and cycle storage in an enclosed building towards the front of the site. The floor plan of this structure indicates that space for four cycles would be provided per dwelling. This would be compliant with the Parking SPD which requires one space per bedroom. This storage would be enclosed, secure and lockable, in compliance with Policy ID10 and the Parking SPD.

While the County Highway Authority have requested that a condition be imposed requiring EV vehicle charging points be provided for each dwelling, these would be required under Building Regulations. It would therefore not be reasonable or necessary to impose a condition requiring these. However, an informative will be added to make the Applicant aware of this requirement.

Subject to the imposition of conditions, the proposed development would comply with Policy ID3 of the LPSS, Policy ID10 of the LPDMP and the Parking SPD.

Sustainability

The NPPF emphasises the need to plan proactively for climate change and new developments are required to meet the requirements of paragraph 154 through climate change adaptation, provision of green infrastructure and reduction of

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 is the Council's policy to require new development to take sustainable design and construction principles into account, including by adapting to climate change, and reducing carbon emissions and is supported by the Climate Change, Sustainable Design, Construction and Energy SPD 2020. Policies D14 - D16 of the LPDMP set out a number of sustainable development requirements, including how a 'fabric first' approach would be taken, how embodied carbon emissions would be reduced, what energy efficiencies would be used, what water efficiencies would be used and how the building would respond to climate change and overheating. The Applicant has submitted SAP calculations and a completed Climate Change, Energy and Sustainable Development Questionnaire. The questionnaire sets out the following proposed measures:

- Recycled materials to be used where available/appropriate.
- Excess material will be recycled by waste carrier.
- Materials will be sourced via local manufacturers/suppliers and builders merchants.
- Compliance with Building Regulations Part L.
- Low energy lighting and appliances incorporated.
- Design of the scheme optimises solar gain and natural light.
- Passive stack ventilation/cooling via central stairwell venting through Velux's over landing.
- Water efficiency of 110 litres per person per day.
- Low volume taps and showers.
- SUDS drainage design.
- Proposed scheme to be constructed from highly efficient pre-insulated timber frame panels, to exceed Building Regulation requirements.
- SAP calculations to exceed baseline specification.
- Air source heat pump linked to solar panels.
- Solar thermal panels.
- LED light fittings.

The climate change questionnaire outlines a number of measures that would positively contribute to greater sustainability of the development. In order to

achieve the purpose of Policies D2 of the LPSS and Policies D14 - D16, conditions would be imposed (should permission be granted) requiring a minimum water efficiency standard of 110 litres per occupant per day and the installation of an EV charging point. It is considered acceptable to not impose a condition requiring a minimum TER reduction as the Building Regulations are currently more onerous than Local Plan standards. Imposing a condition requiring this would therefore not be efficient or necessary. While the proposal does include details of the proposed materiality of the buildings, no details have been provided on their carbon efficiency. To ensure materials are locally sourced, a condition would be imposed requiring the embodied carbon details of the proposed materials. Subject to the imposition of these conditions, the proposal would comply with Policy D2 of the LPSS and Policies D14 - D16 of the LPDMP.

Flood Risk

The application site is located with Flood Zones 1, 2 and 3. The proposed dwellings would be located in Flood Zone 1, while the access and car barns would be located within Flood Zones 2 and 3. The application is supported by a full flood risk assessment, which is a requirement under the NPPF and under Policy P4 of the LPSS. Policy P4 notes that development in areas at medium or high risk of flooding will be permitted provided that:

- The vulnerability of the proposed use is appropriate for the level of flood risk on the site.
- The proposal passes the sequential and exception test (where required) as outlined in the NPPF and Government guidance.
- A site-specific flood risk assessment demonstrates that the development, including the access and egress will be safe for its lifetime, taking into account climate change, without increasing flooding elsewhere, and where possible, will reduce flood risk overall.
- The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.
- When relevant, appropriate flood warning and evacuation plans are in place and approved.
- Site drainage systems are appropriately designed, taking account of storm events and flood risk of up to 1 in 100 year chance with an appropriate allowance for climate change.

The proposed drainage design would be in accordance with the Surrey County Council Sustainable Drainage System Guidance.

Given the proposed dwellings would be located inside Flood Zone 1, the vulnerability of the proposed use would be appropriate for the level of flood risk. The proposed floor levels for the dwelling would be set at 54.80 AoD which would be 300 mm above 1:100 year event with a 35% climate change allowance. The proposed drainage design would be in accordance with the Surrey County Council Sustainable Drainage System Guidance. This accords with the Environment Agency's standing advice.

While the proposed car barns would be situated within Flood Zone 3, these would be open sided and would not be considered to be vulnerable development. Similarly, the proposed bin and cycle storage would not be considered vulnerable development.

As the dwelling would be situated in Flood Zone 1, and the proposed car barns and bin/cycle storage structures would be considered 'minor development' and not vulnerable development, it was not considered necessary to consult the Environment Agency, which is in accordance with the standing advice.

Sequential and Exception Tests

As the proposed dwellings would be located within Flood Zone 1 and the car barns and cycle/bin storage structures would be minor development, it is not considered necessary to apply the sequential or exception tests.

Safe means of escape

The vehicular access to the site is located within Flood Zones 2 and 3 and would not be considered a safe means of escape for occupants of the proposed dwellinghouse. Accordingly, the proposal includes an emergency flood escape route which extends from the southern side boundary of Plot 1 towards the Ancient Woodland to the rear. A suitable surface would be provided, which would make it clear to occupants of the dwelling where to go in the event of a flood. There is an existing gate at the rear of the property to access the woodland, which would be relocated to be in line with the flood escape route. The path connects to

a well worn sign posted footpath link within the North Wood. The path would be followed to The Highlands road eastwards to connect to the highway network. The footpath and link are located within Flood Zone 1 and would provide connection to the highway network to ensure occupants can be met by emergency services if required.

In addition, future occupants would be provided with the information necessary to sign up to the Environment Agency Floodline which would enable them to receive flood warnings. Occupants would also complete and submit to the Environment Agency a personal flood plan.

It is therefore considered that the proposed development would comply with the Environment Agency Standing Advice, Policy P4 of the LPSS and the NPPF.

Impact on ancient woodland, biodiversity and ecology

The application site is located adjacent to the Drift Golf Club and The Forest which is identified as a Site of Nature Conservation Importance (SNCI) and therefore has County Importance for nature conservation. Policy ID4 of the LPSS, requires the LPA to maintain, conserve and enhance biodiversity and will seek opportunities for habitat restoration and creation. Policy ID4 further states that permission will not be granted for proposals that are likely to materially harm the nature conservation interests of local sites unless clear justification is provided that the need for development clearly outweighs the impact on biodiversity. Where this test is met, every effort must be made to reduce the harm to the site through avoidance and mitigation measures.

Policy P6 of the LPDMP requires development proposals for sites that contain or are adjacent to irreplaceable habitats, priority habitats, habitats hosting priority species, sites designated for their biodiversity value and all aquatic habitats are required to preserve the relevant ecological features through the application of the mitigation hierarchy, and to deliver enhancements to the ecological features in line with Policy P7. Where a development would result in the loss, damage or deterioration of irreplaceable habitats, the application will be refused unless there are wholly exceptional reasons and the exceptional benefits of the development proposal outweigh the loss of the habitats.

The documents identified the following with respect to protected and priority

species:

- Likely absence of active badger sets within and adjacent to the development sites.
- Likely presence of bats within buildings to be demolished.
- Likely absence of hazel dormouse.
- Likely presence of great crested newts.
- Presence of reptiles.

Throughout the application a number of iterations of the Preliminary Ecological Appraisal, Preliminary Roost Assessment and Precautionary Reptile Method Statement were submitted in response to concerns raised by Surrey Wildlife Trust. Upon review of the final versions of these, the documents were considered acceptable by Surrey Wildlife Trust and subject to the imposition of the recommended conditions, no other concerns were raised. The requested conditions included:

- Sensitive Light Management Plan.
- Retention of 15m buffer of semi-natural habitat between the ancient woodland and the development.
- Protection measures for the on-site native Habitat of Principal Importance (HPI) hedgerow should be included within the Arboricultural Impact Assessment, Method Statement, and Tree Protection Plan, and included within a CEMP.
- Ecological enhancement scheme to follow the recommendations in 'Scenario A' of the Biodiversity Net Gain Assessment.
- Construction Environmental Management Plan.

It is therefore considered that the proposed development would not result in harm to the SNCI, or to priority and protected species and habitats, subject to the imposition of conditions.

The application site adjoins an area of ancient woodland. Policy P6 of the LPDMP requires the submission of a tree survey, an appropriate buffer between new development and the ancient woodland, with a minimum of 15m, a clear separation between the woodland and the rest of the development and delineated by a physical feature such as a wildlife permeable barrier, cycle lane, path or lightly trafficked road. The proposal includes a 15m buffer at the rear of the development site. The Council's Tree Officer has reviewed the proposal and noted that the provided buffer will form part of the garden of the two properties but was always

part of the garden of the original dwelling and therefore the use is not changing. No objection was raised but the Tree Officer did request that permitted development rights be removed to ensure that no structures are constructed within the 15m buffer. It was also requested that a condition be imposed requiring the development to proceed in accordance with the approved Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP). In addition to the Tree Officer's comments, Surrey Wildlife Trust also recommended the 15m buffer be retained. They also noted that the AMS and TPP should include protection measures for the on-site native hedgerow. Subject to appropriate conditions, the proposed development would comply with Policy P6 with respect to the ancient woodland.

Policy ID4 of the LPSS and Policy P7 of the LPDMP require a net gain in biodiversity to be achieved in connection with any new development. The proposed development is supported by a Biodiversity Net Gain Report. Through the implementation of 'Scenario A' as set out in this report, the proposed development would result in a biodiversity net gain of 5.91%. A condition would be required to ensure that a biodiversity enhancement scheme is submitted to the LPA for approval, which should be in accordance with 'Scenario A', as noted by Surrey Wildlife Trust. Subject to this condition, the proposal would comply with Policy ID4 of the LPSS and Policy P7 of the LPDMP.

Overall, it is considered that the proposed development would, subject to the imposition of conditions, comply with Policy ID4 of the LPSS, Policies P6 and P7 of the LPDMP and the NPPF.

Thames Basin Heaths Special Protection Area

The proposed development may adversely impact the Thames Basin Heaths Special Protection Area (TBHSPA) due to the net increase in residential units at the site. The Council's adopted TBHSPA Avoidance Strategy 2017 requires a SANG contribution and an Access Management (SAMM) contribution to avoid any adverse impact in line with the tariff within the annual updating of off-site contributions document.

In line with standing advice from Natural England, as part of the application process the Council has undertaken an Appropriate Assessment (AA), which concluded that the development would not affect the integrity of the European site either alone or

in combination with other plans and projects in relation to additional impact pathways subject to the application meeting the mitigation measures set out in the TBHSPA Avoidance Strategy.

legal agreement requirements

The three tests as set out in Regulation 122 require S106 agreements to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

As the application would result in the net gain of 2 new residential units, in order for the development to be acceptable in planning terms, a S106 agreement is required as part of any subsequent planning approval to secure a financial contribution towards a SANG and SAMM, in line with the Guildford Borough Council TBHSPA Avoidance Strategy 2017. This strategy has been formally adopted by the Council. In line with this strategy and the requirements of Regulation 63 of the Habitats Regulations 2017, a S106 agreement is required to ensure that the additional residential units proposed by this development would not have any likely significant effect on the TBHSPA. The contributions are required to improve existing SANGS and ensure they are maintained in perpetuity; the SANGS is existing infrastructure which is to be improved to ensure that they have suitable capacity to mitigate the impact of the residential development. In conclusion, the Council is of the opinion that the legal agreement would meet the three tests set out above. The Applicant has agreed to enter into this agreement, and will be secured should the application be approved.

Conclusion.

The proposed development would result in the net gain of two residential units in a sustainable location. The proposed design of the dwellings would be of high quality that positively responds to the character and context of the locality, and would not result in an unacceptable impact on neighbouring amenity.

The proposed development would not give rise to unacceptable impacts on highway safety and would provide for acceptable living conditions to occupants.

A flood risk assessment has been submitted with the application that demonstrates the proposal would comply with the NPPF, Policy P4 of the LPSS and with the Environment Agency standing advice.

Subject to the imposition of conditions, the proposal would not result in harm to the SNCI, ancient woodland or on priority and protected species and habitats. Biodiversity net gain would be assured, subject to the submission of an enhancement scheme.

Subject to a s106 agreement to secure the necessary SANG and SAMM contributions, the development would not impact on the Thames Basin Heaths Special Protection Area.

Therefore, subject to the conditions and the completion of a s106 Agreement to secure the necessary SANG and SAMM contributions, the application is deemed to be acceptable and the application is recommended for approval.