

Planning Committee

11 September 2024

Update/Amendment/Correction List

24/P/00701 – (Page 95) Land bounded by the Friary Centre Bus Station, North Street, Leapdale Road, Guildford, GU1

Amendments / corrections 24/P/00701 North Street

Changes to conditions:

The following changes are proposed to the suggested conditions. The changes reflect the conditions as agreed by members in determination of planning permission 23/P/01211. The amended conditions below can be compared to the original conditions on pages 114-124 of the agenda.

14. The development hereby approved shall be based upon the principles of Secured by Design (physical security) or the Building Regulations equivalent, and the scheme shall be implemented in accordance with those principles.

Reason: To ensure that the development is acceptable in terms of crime and safety.

30. Except for site clearance and enabling works, no other operations shall be commenced until a Transport Infrastructure Delivery Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail the programming, sequencing, timing and delivery of the required transport infrastructure listed at paragraphs (a) to (h) below:
- a) the reconfigured bus station, including a strategy for the provision of temporary bus station facilities within the application site and/or, on adjacent highway network to maintain the uninterrupted provision of bus services during construction.
 - b) the construction of the proposed vehicular access to Leapdale Road including visibility zones in general accordance with drawing number 23-T032_402 C. Once constructed the

- vehicular and pedestrian visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
- c) the proposed alterations to the highways of North Street, Woodbridge Road, Leapale Road, and Commercial Road to include any de-commissioning and stopping up of the existing highways where relevant, in general accordance with drawing 23-T032 801 F and the associated Traffic Regulation Orders as broadly illustrated on the Hierarchy Plans 23-T032_704 A, 23-T032_703 A and plan no 23-T032_501 E
 - d) the installation of the proposed physical barriers on North Street and ancillary works to prevent vehicular access during restricted hours. Such details to include the exact design of the barriers and a proposed North Street Barriers Operational Management Strategy which once approved shall be implemented and operated in accordance with the approved details.
 - e) the widening and alteration of the existing bus lane on Woodbridge Road at both the bus station exit and at its junction with Onslow Street, in general accordance with drawings 23-T032 801 F and 23-T032_105
 - f) the revised traffic signal junction serving the bus station on Woodbridge Road which shall accommodate the movement of buses into and out of the bus station where required, all in general accordance with drawings 23-T032 801 F and 23-T032_104.1 C
 - g) the proposed works in North Street and Commercial Road to include:
 - i. the retention of the existing southern vehicular access for buses only from North Street through Commercial Road to the remodelled bus station as per drawing 23-T032_501 E
 - ii. details to provide for the safe and efficient movement of cyclists through the pedestrianised area.
 - iii. high quality materials, street furniture, wayfinding signage as may be required by the County Highway Authority, to an adoptable highway standard.
 - h) the provision of two westbound and two eastbound bus stops at the eastern end of North Street adjacent to the library in general accordance with drawings 23-T032_301C and 23-T032_802 to include:

- i. accessible height kerbing
- ii. shelters
- iii. real time passenger timetabling information

The development shall be constructed in accordance with the Transport Infrastructure Delivery Plan including the agreed programming, sequencing, timing and delivery.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to ensure that the agreed highways and public realm works are completed to a high standard. To ensure the continued and effective operation of bus services and that the highway network is able to operate in a safe and efficient manner during and following construction.

33. Except for site clearance and enabling works, no other operations shall be commenced unless and until a Cycle and Cycle Parking Occupation Strategy Plan has been submitted to and approved in writing by the Local Planning Authority

The strategy shall include details for the provision and programme for phased delivery of:

- a) the secure parking of a minimum of 810 bicycles within the residential development site,
- b) the secure parking of a minimum of 473 e-bike charging points within the residential development site,
- c) the secure parking of a minimum of 109 bicycles for non-residential land uses within the development site.
- d) 20% of the e-bike charging points shall be provided within secure lockers which have internal electrical sockets for the charging of removable e-bike batteries,
- e) 5% of available cycle parking provided in communal cycle storage shall be provided as disabled spaces,
- f) space to be provided for the parking of adaptive cycles in communal cycle storage,

g) proposals for facilities within the Class E floorspace in the development site for cyclists to change into and out of cyclist equipment / shower, and facilities for the storage of cycles and equipment.

Thereafter the facilities shall be provided in accordance with the approved details, permanently retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to travel by means other than private motor vehicles.

38. The approved Bus Station works shall not commence until the following details have been submitted to and approved in writing by the Local Planning Authority

- i. raised kerbing (to a height of 140mm) to ensure level access onto / off buses for those with mobility issues,
- ii. new high quality bus shelters serving stops 14,15, 16 and 17,
- iii. Real Time Passenger Information for every bus stop,
- iv. High quality arrival/departure boards that have a Content Management System installed.
- v. Bus Station Operational, Maintenance and Management Plan
- vi. staff and customer facilities to include customer waiting areas, customer WCs, bus operator offices, breakout areas and staff WCs as per drawing 19602-SBR-ZZ-01-DR-A-20105 C and 19602-SBR-ZZ-00-DR-A-20100 C
- vii. details of seating, lighting, wayfinding information and ancillary infrastructure in broad accordance with drawings 19602-SBR-ZZ-01-DR-A-20105 C and 19602-SBR-ZZ-00-DR-A-20100 C
- viii. details of measures and associated infrastructure to manage the safe movement of pedestrians within the bus station, bus stands and concourse area.

The bus station shall be constructed in accordance with the agreed details and shall be operational for use by users and service providers in accordance with the programme and timescales agreed in the Transport Infrastructure Delivery Plan (Condition 30).

Reason: To encourage travel by means other than private motor vehicles.

24/P/01035 – (Page 389)- Park Barn Centre, Park Barn Drive, Guildford, GU2 8EN

Amended condition due to amended drawings submitted removing inconsistency regarding the measurements of the outbuilding.

Condition 2 The development hereby permitted shall be carried out in accordance with the following approved plans: TH/CA/002 REV B received on the 10th of September 2024.

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

Amended dimensions in the report due to an inconsistency in the original plans.

Changed from...

Key information

The site consists of a single-storey building complex current used as a community centre (The Hive), with car parking areas to the front and rear. The application proposes the erection of a timber cabin that would measure 5.2 metres by 5.6 metres, the proposed cabin would feature a maximum height of 3.3 metres. The building will be used to sell recycled clothes and non-electrical home items to the public

Changed to...

Key information

The site consists of a single-storey building complex current used as a community centre (The Hive), with car parking areas to the front and rear. The application proposes the erection of a timber cabin that would measure **4.8 metres by 5.2 metres**, the proposed cabin would feature a maximum height of 3.3 metres. The building will be used to sell recycled clothes and non-electrical home items to the public.

Changed from...

Proposal.

The application proposes the erection of a timber cabin that would measure 5.2 metres in width and 5.6 metres in depth the proposed cabin would feature a maximum height of 3.3 metres but with an eaves height of as low as 2.3 metres in places.

Changed to...

Proposal.

The application proposes the erection of a timber cabin that would **measure 4.8 metres in width and 5.2 metres in depth** the proposed cabin would feature a maximum height of 3.3 metres but with an eaves height of as low as 2.3 metres in places.

Amendment to the following paragraph removing reference to the main dwelling replacing it with reference to the main building.

Change from...

Conclusion

The proposed outbuilding would be a subservient to the main dwelling and not result in a visually prominent structure which would adversely harm the visual amenities of the street scene or the character of the area.

Changed to...

Conclusion

The proposed outbuilding would be a subservient to the **main building** and not result in a visually prominent structure which would adversely harm the visual amenities of the street scene or the character of the area.