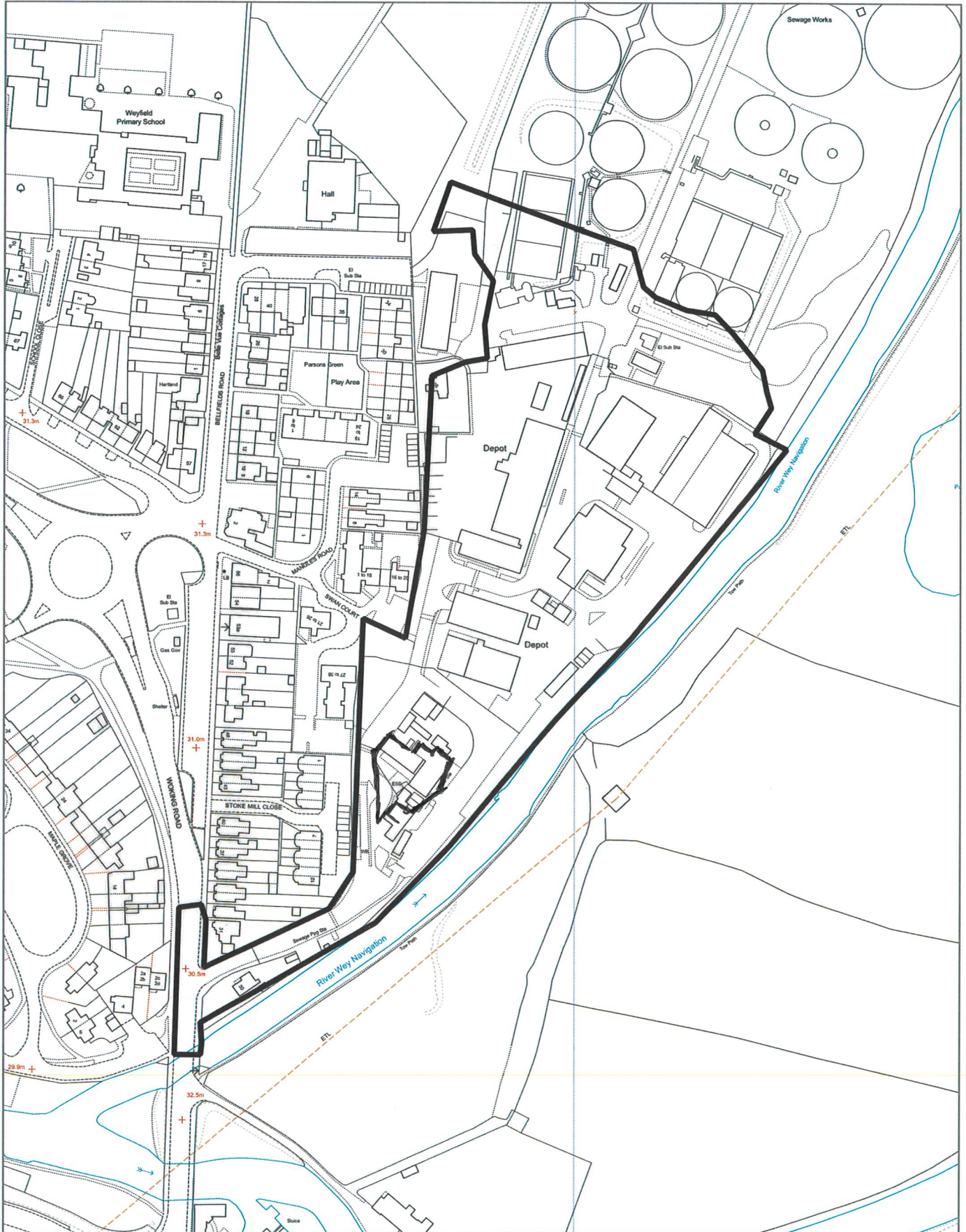


24/P/00779 - Weyside Urban Village (slyfield Regeneration Programme), Slyfield Green, Guildford



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Print Date: 28/10/2024

Not to Scale

**24/P/00779 – Weyside Urban Village (Slyfield regeneration programme)
Slyfield green, Guildford**



Not to scale

App No: 24/P/00779
Appn Type: Reserved Matters Application
Case Officer: Joanna Chambers

8 Wk Deadline: 29/08/2024

Parish: Bellfields & Slyfield **Ward:** Bellfields & Slyfield
Agent: Mr Woolf **Applicant:** Guildford Borough Council
Savills
Mountbatten House
1 Grosvenor Square
Southampton
SO15 2BZ

Location: Weyside Urban Village (Slyfield regeneration Programme), Slyfield Green, Guildford, GU1

Proposal: Reserved Matters Approval pursuant to outline consent 20/P/02155 (siting, design and external appearance, access and landscaping) for the erection of 187 dwellings and associated infrastructure, parking and landscaping on the southern part (Phase 3) of Weyside Urban Village (Slyfield regeneration Programme), Slyfield Green, Guildford, GU1 with access from Woking Road

Executive Summary

Reason for Referral

This application has been referred to the Planning Committee because it constitutes a major application, and the applicant is Guildford Borough Council. The application is of major strategic importance as it relates to one of the largest strategic sites in the Local Plan and the Council's main regeneration project at Weyside Urban Village (Slyfield Area Regeneration Programme) which is identified as a strategic site (Ref: A24) in the Guildford Local Plan.

Key Information

The application has been submitted on behalf of Guildford Borough Council ('the Applicant') acting in its capacity as landowner in support of the Slyfield Area Regeneration Project (SARP). A hybrid planning consent (Ref: 20/P/02155) was granted in March 2022 for a sustainable, mixed-use riverside community to be called Weyside Urban Village (WUV). The WUV masterplan incorporates new homes integrated alongside landscaped open spaces, associated community, and retail facilities, with associated infrastructure including highways and green spaces. The site has the capacity to deliver approximately 1,500 new homes alongside community and employment uses. It also makes provision for the relocation of the existing Woking Road Council Depot and Sewage Treatment Works (STW) to facilitate the regeneration and development of the site in accordance with the adopted Local Plan allocation (Policy A24).

The hybrid consent is subject to 91 planning conditions in respect of the development that will come forward through Reserved Matters Approval. The development must comply with the approved Regulatory and Parameter Plans and design guidance for the development which has been established through the approved Design Code.

Reserved Matters approval has previously been granted for Phase 1 (81 homes and associated landscaping) and Phase 6 (new GBC Depot). This application is a Reserved Matters Application (RMA) pursuant to the hybrid planning permission which seeks consent for appearance, means of access, landscaping, layout and scale for the Phase 3 development

comprising the erection of 187 new homes of which 75 (40%) will be affordable together with associated infrastructure (including a section of the Strategic Movement Corridor) parking and landscaping (including a section of the riverside walk along the River Wey).

Summary of Considerations and Constraints

The site forms part of Site Allocation A24 (Slyfield Area Regeneration Project) in the adopted Local Plan: Strategy and Sites (April 2019) which allocates the site for mixed-use redevelopment for approximately 1,500 residential units along with employment and community uses.

The phase 3 site occupies a prominent gateway location within the wider WUV development and acts as a bridge between the existing Guildford context, the retained Pump House and the new urban village. The principle of the proposed development has been established under the Hybrid planning consent (Ref: 20/P/02155). The principal considerations therefore relate to the compliance of the application with the parameters established in the outline consent and details of appearance, means of access, landscaping, layout and scale. The approval of other matters relating to the development will require the discharge of a range of conditions attached to the parent consent.

An application under s96a of the Town and Country Planning Act 1990 (Reference: 23/N/0003) has been submitted for amendments to the approved Parameter Plans and the proposed development is in accordance with the revised Parameter Plans. A planning application has also been submitted to revise the Design Code in accordance with the requirements of Condition 7 (Reference: 24/D/00063/30) and the proposed development is in accordance with the revised Design Code.

The proposed development complies with the principles set out in the Design Code and makes good use of a previously developed site in accordance with policy objectives. It will deliver a range of housing including 40% affordable and a range of infrastructure and new public open spaces including part of the new Sustainable Movement Corridor and the River Wey Riverside Park which will serve the whole of the WUV development. It has been designed to reflect the industrial waterfront character of the area including the retained Pump House and will create a distinctive new neighbourhood and high-quality housing at this prominent gateway to WUV.

The density of development is at the top end of the indicative density in the approved Design and Access Statement and this has led to a higher proportion of the development being four storeys than envisaged in the illustrative masterplan and approved Design Code. This has been assessed to have a less than substantial impact on heritage assets and any impacts will be outweighed by the public benefits delivered by the scheme in terms of a range of housing including 40% affordable, the redevelopment of an underutilised brown field site, and the delivery of new public spaces and infrastructure.

The Car Parking Management Plan has demonstrated that the proposed level of parking is appropriate, based on the evidence presented as part of the hybrid application. As a result, no parking overspill is anticipated from the proposed development. Parking reviews are required by the S106 agreement once the threshold of 300 constructed dwellings is reached, to assess whether there is any occurrence of overspill parking on nearby residential streets. If parking surveys indicate overspill, potential future measures could include the introduction of a Controlled Parking Zone (CPZ) and the provision of additional parking in subsequent phases of the development. Parking surveys have been approved by SCC to satisfy the requirements of the S106 for this stage of the development.

The proposed development will deliver a high level of sustainability benefits and the applicant is targeting to achieve the above accreditations on Phase 1 to provide an exemplar development and future-proofed homes that incorporate occupant health and wellbeing, minimising their impact on the climate and set a precedent for future phases of WUV. With the incorporation of Air Source Heat Pumps and Solar Photovoltaic Panels, the proposed energy strategy for the Site would result in calculated site-wide regulated carbon savings above the GBC Policy D2 20% requirement.

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

RECOMMENDATION:

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

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

Drawing/ Document No.	Drawing/Document Title	Revision
01715G-JTP-MP-XX-DR-A-00100	Site Location Plan	P2
01715G-JTP-MP-XX-DR-A-00101	Existing Site Plan	P2
01715G-JTP-MP-XX-DR-A-00102	Proposed Ground Floor Plan	P3
01715G-JTP-MP-XX-DR-A-00103	Proposed Roof Plan	P3
01715G-JTP-MP-XX-DR-A-00104	Proposed Parking Strategy	P3
01715G-JTP-MP-XX-DR-A-00105	Proposed Refuse Strategy	P3
01715G-JTP-MP-XX-DR-A-00106	Proposed Housing Mix Plan	P3
01715G-JTP-MP-XX-DR-A-00107	Proposed Tenure Plan	P3
01715G-JTP-MP-XX-DR-A-00108	Proposed Cycle Strategy	P2
01715G_JTP_FB_A_01	Block A Floor Plans	P3
01715G_JTP_FB_A_02	Block A Elevations	P3
01715G_JTP_FB_A_03	Block A Sections	P2
01715G_JTP_FB_B_01	Block B Floor Plans	P4
01715G_JTP_FB_B_02	Block B Elevations	P3
01715G_JTP_FB_B_03	Block B Sections	P2
01715G_JTP_FB_C_01	Block C Floor Plans	P4
01715G_JTP_FB_C_02	Block C Elevations	P3
01715G_JTP_FB_C_03	Block C Sections	P2
01715G_JTP_FB_D_01	Block D Floor Plans	P4

01715G_JTP_FB_D_02	Block D Elevations	P4
01715G_JTP_FB_D_03	Block D Sections	P2
01715G_JTP_FB_E_01	Block E Floor Plans	P4
01715G_JTP_FB_E_02	Block E Elevations	P3
01715G_JTP_FB_E_03	Block E Sections	P2
01715G_JTP_FB_F_01	Block F Floor Plans	P3
01715G_JTP_FB_F_02	Block F Elevations	P2
01715G_JTP_FB_F_03	Block F Sections	P2
01715G-JTP-ZZ-EL-DR-A-XX-00200	Proposed Street Elevations A, B, C	P2
01715G-JTP-ZZ-EL-DR-A-XX-00201	Proposed Street Elevations D, E, F, G	P2
01715G-JTP-ZZ-EL-DR-A-XX-00202	Proposed Street Elevations H, i, J	P2
01715G_JTP_TR_01	Terrace A Floor Plans	P4
01715G_JTP_TR_02	Terrace A Elevations	P3
01715G_JTP_TR_03	Terrace B Floor Plans	P4
01715G_JTP_TR_04	Terrace B Elevations	P3
01715G_JTP_TR_05	Terrace C Floor Plans	P3
01715G_JTP_TR_06	Terrace C Elevations	P3
01715G_JTP_TR_07	Terrace D Floor Plans	P3
01715G_JTP_TR_08	Terrace D Elevations	P3
01715G_JTP_TR_09	Terrace E Floor Plans	P4
01715G_JTP_TR_10	Terrace E Elevations	P3
01715G_JTP_TR_11	Terrace F Floor Plans	P3
01715G_JTP_TR_12	Terrace F Elevations	P3
01715G_JTP_TR_13	Terrace G Floor Plans	P3
01715G_JTP_TR_14	Terrace G Elevations	P3
01715G_JTP_TR_15	Terrace H Floor Plans	P3
01715G_JTP_TR_16	Terrace H Elevations	P3
01715G_JTP_TR_17	Terrace i Floor Plans	P4
01715G_JTP_TR_18	Terrace i Elevations	P3
01715G_JTP_AB_01	Block C Bike Store	P2
01715G_JTP_AB_02	Block D Bike Store	P3
01715G_JTP_AB_03	Block F Bike Store	P2
01715G_JTP_AB_04	Terrace E Bin Store	P2
01715G_JTP_AB_05	HT201 Bike Store	P1
0715G_JTP_AB_06	HT301, HT302 Bike Store	P1
0715G	Apartment Entrances	P1
BMD.21.0040_L02.DR.P130	Illustrative Masterplan	C

BMD.21.0040_L02.DR.P131	Overall Landscape General Arrangement Plan	B
BMD.21.0040_L02.DR.P132	Landscape General Arrangement Plan (1 of 7)	B
BMD.21.0040_L02.DR.P133	Landscape General Arrangement Plan (2 of 7)	B
BMD.21.0040_L02.DR.P134	Landscape General Arrangement Plan (3 of 7)	

BMD.21.0040_L02.DR.P135	Landscape General Arrangement Plan (4 of 7)	B
BMD.21.0040_L02.DR.P136	Landscape General Arrangement Plan (5 of 7)	B
BMD.21.0040_L02.DR.P137	Landscape General Arrangement Plan (6 of 7)	B
BMD.21.0040_L02.DR.P138	Landscape General Arrangement Plan (7 of 7)	B
BMD.21.0040_L02.DR.P139	Podium Garden General Arrangement Plan	A
BMD.21.0040_L02.DR.P231	Landscape Detailed Section (1 of 4)	
BMD.21.0040_L02.DR.P232	Landscape Detailed Section (2 of 4)	
BMD.21.0040_L02.DR.P233	Landscape Detailed Section (3 of 4)	A
BMD.21.0040_L02.DR.P234	Landscape Detailed Section (4 of 4)	
BMD.21.0040_L02.DR.P235	Western Boundary Section AA BB (1 of 2)	
BMD.21.0040_L02.DR.P236	Western Boundary Section CC DD EE (2 of 2)	
BMD.21.0040_L02.DR.P331	Landscape Planting Plan (1 of 8)	C
BMD.21.0040_L02.DR.P332	Landscape Planting Plan (2 of 8)	C
BMD.21.0040_L02.DR.P333	Landscape Planting Plan (3 of 8)	C
BMD.21.0040_L02.DR.P334	Landscape Planting Plan (4 of 8)	C
BMD.21.0040_L02.DR.P335	Landscape Planting Plan (5 of 8)	C
BMD.21.0040_L02.DR.P336	Landscape Planting Plan (6 of 8)	C
BMD.21.0040_L02.DR.P337	Landscape Planting Plan (7 of 8)	C
BMD.21.0040_L02.DR.P338	Landscape Planting Plan (8 of 8)	B
BMD.21.0040_L02.DR.P431	Typical Tree Pit Details Sheet 1	
BMD.21.0040_L02.DR.P432	Typical Tree Pit Details Sheet 2	
BMD.21.0040_L02.DR.P433	Typical Tree Pit Details Sheet 3	
BMD.21.0040_L02.DR.P434	Typical Tree Pit Details Sheet 4	
BMD.21.0040_L02.DR.P435	Typical Tree Pit Details Sheet 5	
BMD.21.0040_L02.DR.P436	Typical Tree Pit Details Sheet 6	
BMD.21.0040_L02.DR.P437	Typical Tree Pit Details Sheet 7	
BMD.21.0040_L02.DR.P438	Typical Tree Pit Details Sheet 8	
BMD.21.0040_L02.DR.P439	Typical Tree Pit Details Sheet 9	
BMD.21.0040_L02.DR.P533	Street Furniture Bin	

BMD.21.0040_L02.DR.P534	Street Furniture Bench with Backrest	
BMD.21.0040_L02.SP.P031	Planting Schedule (document)	C
BMD.21.0040_L02.SP.P032	Landscape Maintenance and Management Plan (document)	
BMD.21.0040_L02.SP.P033	Ecological Buffer Design and Management	
WUV1-ACM-PH3-XX-DR-CE-010002	Phase 3 Site Constraints Plan	
WUV1-ACM-PH3-ZZ-DR-DR-051001	Phase 3 Surface Water Drainage General Arrangement Sheet 1	P02
WUV1-ACM-PH3-ZZ-DR-DR-051002	Phase 3 Surface Water Drainage General Arrangement Sheet 2	P02
WUV1-ACM-PH3-ZZ-DR-DR-051003	Phase 3 Surface Water Drainage General Arrangement Sheet 3	P02
WUV1-ACM-PH3-ZZ-DR-DR-051004	Phase 3 Surface Water Drainage General Arrangement Sheet 4	P02
WUV1-ACM-PH3-ZZ-DR-DR-051005	Phase 3 Surface Water Drainage General Arrangement Sheet 5	P02
WUV1-ACM-PH3-ZZ-DR-DR-051006	Phase 3 Surface Water Drainage General Arrangement Sheet 6	P02
WUV1-ACM-PH3-ZZ-DR-DR-051007	Phase 3 Surface Water Drainage General Arrangement Sheet 7	P01
WUV1-ACM-PH3-ZZ-DR-DR-051010	Phase 3 Exceedance Storm Event Overland Flow Routes	P01
WUV1-ACM-PH3-ZZ-DR-DR-051011	Phase 3 Surface Water Drainage Catchment Areas	P01
WUV1-ACM-PH3-ZZ-DR-DR-052001	Phase 3 Foul Water Drainage General Arrangement Sheet 1	P01
WUV1-ACM-PH3-ZZ-DR-DR-052002	Phase 3 Foul Water Drainage General Arrangement Sheet 2	P02
WUV1-ACM-PH3-ZZ-DR-DR-052003	Phase 3 Foul Water Drainage General Arrangement Sheet 3	P02
WUV1-ACM-PH3-ZZ-DR-DR-052004	Phase 3 Foul Water Drainage General Arrangement Sheet 4	P02
WUV1-ACM-PH3-ZZ-DR-DR-052005	Phase 3 Foul Water Drainage General Arrangement Sheet 5	P02
WUV1-ACM-PH3-ZZ-DR-DR-052006	Phase 3 Foul Water Drainage General Arrangement Sheet 6	P01
WUV1-ACM-PH3-XX-SK-CE-000001	Phase 3 SMC Above Ground Infrastructure Plan	P02
WUV1-ACM-PH3-XX-SK-CE-055201	Phase 3 Utilities Indicative Routeing Plan	P01
WUV1-ACM-PH3-XX-SK-CE-055202	Phase 3 Utilities Indicative Cross Sections	P03
WUV1-ACM-PH3-XX-SK-CE-060002	Phase 3 Proposed Contour Plan	P03
WUV1-ACM-PH3-XX-SK-CE-060003	Phase 3 Proposed Earthworks Isopachyte Plan	P03
WUV1-ACM-PH3-XX-SK-CE-260101	Phase 3 Vehicle Tracking Refuse Vehicle Sheet 1	P02

WUV1-ACM-PH3-XX-SK-CE-260102	Phase 3 Vehicle Tracking Refuse Vehicle Sheet 2	P02
WUV1-ACM-PH3-XX-SK-CE-260111	Phase 3 Vehicle Tracking Fire Appliance Sheet 1	P02
WUV1-ACM-PH3-XX-SK-CE-260112	Phase 3 Vehicle Tracking Fire Appliance Sheet 2	P02
WUV1-ACM-PH3-XX-SK-CE-260121	Phase 3 Vehicle Tracking Large Car Sheet 1	P02
WUV1-ACM-PH3-XX-SK-CE-260122	Phase 3 Vehicle Tracking Large Car Sheet 2	P02
WUV1-ACM-PH3-XX-SK-CE-260131	Phase 3 Vehicle Tracking HIAB Tracking Sheet 1	P02
WUV1-ACM-XXX-XX-SK-CE-120001	Sitewide Proposed Bus Stop Location Plan	P01
WUV1-ACM-PH3-XX-SK-LE-130001	Phase 3 Lighting Layout Sheet 1	P03
WUV1-ACM-PH3-XX-SK-LE-130002	Phase 3 Lighting Layout Sheet 2	P03
WUV1-ACM-PH3-XX-SK-LE-130003	Phase 3 Lighting Contours Sheet 1	P03
WUV1-ACM-PH3-XX-SK-LE-130004	Phase 3 Lighting Contours Sheet 2	P03
WUV1-ACM-PH3-XX-SK-LE-130005	Phase 3 Lighting Results Sheet 1	P03
WUV1-ACM-PH3-XX-SK-LE-130006	Phase 3 Lighting Results Sheet 2	P03
WUV1-ACM-PH3-XX-RP-UT-000001	Phase 3 Utility and Infrastructure Report	P01
WUV1-ACM-PH3-ZZ-RP-DR-000001	Phase 3 Drainage Strategy	P02
	Accommodation Schedule	P1
	Statement of Community Engagement	P1
	Design and Access Statement	P1
	Design Code Addendum	P2
60651339	Energy Statement	P03
231213	Sustainability Statement	P02
3000.100	EIA Compliance Note	
	Flood Risk Assessment and Surface Water Drainage Review	

Wuv1-acm-ph3-xx-rp-ut-000001	Phase 3 Utility and Infrastructure Report	
	Transport Assessment	
23268-MA-XX-C-TP01C	Residential Travel Plan	C
	Car Parking Management Plan	
Wuv1-acm-ph3-xx-rp-gt-000002	Ground Investigation Report	P01
WUV1-ACM-P3-XX-RP-GE-060002	Contamination Statement	P01
	Lighting Technical Note	
Pn3350 hs4/p3	Heritage Statement	
332610273wuv phase 3 bmep 200324	Biodiversity Mitigation and Enhancement Plan	
	Drainage Strategy	
	Planning Statement	
	Waste Storage and Servicing Statement	
	VVM Pack	

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

2. Prior to the commencement of any development above slab level works, details of all materials shall be provided including details of the source/ manufacturer, colour and finish and samples on request. 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 the approved materials.

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

3. The proposed access roads, bus stops (with shelters, RTPI displays, flags and poles, and accessible kerbing) and footway and cycleway links within this land parcel shall be constructed in accordance with the approved plans, Drawing No. BMD.21.0040_L02.DR.P130 Rev A, and thereafter remain open and available for public use at all times, free of any obstruction to their intended uses, all to the satisfaction of the Local Planning Authority .

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

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

5. The development hereby approved shall not be first occupied unless and until facilities for high quality, secure, lit (excluding private single on plot cycle stores) and covered parking of bicycles, including the provision of charging points with timers for e-bikes have been provided within the development site in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

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

6. No new dwelling shall be occupied unless and until a hard paved, step-free surface has been provided from the respective cycle store or cycle parking location for each property, to the nearest publicly accessible road/cycle route. Once provided such paved route shall be permanently retained to the satisfaction of the local planning authority. Details of the cycle stores to be provided to dwellings with private gardens shall be submitted to and approved by the Local Planning Authority and shall include suitable materials and provision for outdoor electric sockets to allow the charging of e-bikes in accordance with the approved drawings and condition number 5 above. Once provided such facilities shall be permanently retained for their intended purpose to the satisfaction of the local planning authority.

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

7. The details within the approved Travel Plan, dated 6th September 2024, shall be implemented upon first occupation of the development and thereafter shall be maintained and developed to the satisfaction of the Local Planning Authority. Prior to the commencement of any development above slab level works, an updated car parking management plan incorporating full details of EV charging point provision shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

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

8. The development hereby approved shall not be first occupied unless and until the site has been provided with wayfinding fingerpost signage in accordance with Surrey County Council's Healthy Streets for Surrey Design Code, and a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter these shall be retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in

accordance with the requirements of the National Planning Policy Framework 2021 and Guildford Local Plan (2019) Policy ID3.

9. The development hereby approved shall not be first occupied unless and until site wide street materials are provided in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority. Such details shall include the use of conservation style kerbing, highway quality paving materials and landscaping. Once agreed, such materials shall be used as approved and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

10. No part of the development shall be first occupied unless and until the proposed internal vehicular accesses have been provided with visibility splays in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

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

11. Prior to the occupation of the 50th dwelling the applicant shall undertake a survey of any on- street parking on site and the immediate surrounding area caused by this land parcel in accordance with details to be agreed with the County Highway Authority. Upon review by the County Highway Authority, if it deems that any indiscriminate or dangerous parking taking place is caused by this land parcel, the applicant shall fund or implement as may be agreed with the County Highway Authority, the installation of waiting restrictions, subject to consultation, and all associated costs at the site.

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

12. The development hereby approved shall not be first occupied unless and until a Car Club electric vehicle and a Car Club parking space with charging provision for said vehicle has been provided in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

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

13. The development hereby approved shall not be first occupied unless and until signage and details of the management of the proposed Living Street has been provided in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority

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

14. The development hereby approved shall not be first occupied unless and until land for the provision of a Bikeshare hub, to secure the provision of a bikeshare docking facility with e-bikes within the site has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

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

Reason: To safeguard protected species in accordance and existing natural features.

16. Details of the biodiversity enhancement features including a plan showing the location of integral roost/nest boxes for bats and birds and if appropriate hedgehog highways shall be submitted to and approved in writing by the local planning authority prior to the commencement of above ground works. The approved features shall be implemented as approved prior to first occupation of the development and thereafter maintained in accordance with the approved scheme.

Reason: To protect and ensure enhanced biodiversity across the site

17. A pre-works survey shall be conducted prior to the demolition of buildings and felling of trees, due to the highly mobile nature of bats.

Reason: To safeguard protected species in accordance with GMP Policy P6: Protecting Important Habitats and species.

18. Prior to the first occupation of Block B, details of the layout, landscaping and management of the podium garden at Block B shall be submitted to and approved in writing by the Local Planning Authority and shall be implemented in accordance with the approved plans.

Reason: To ensure a satisfactory appearance and to protect amenity.

19. Prior to the commencement of any development above slab level works on any of Blocks A-F, details of the planting schedule and management/ maintenance of the biodiverse roofs to be provided on that Block and associated cycle sheds shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure the proposed biodiverse roofs are provided and maintained in a satisfactory manner and to ensure enhanced biodiversity.

20. Prior to the first occupation of the development, a Lighting Strategy/Management Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. The Lighting Strategy/Management Plan shall set out details of the proposed street lighting to ensure consistent and uninterrupted illumination to allow year-round use on foot and by cycle and how lighting on the site has been designed to minimise any potential light spill and impacts on bat foraging and commuting and public amenity. The development shall be implemented in accordance with the approved details and retained in perpetuity.

Reason: To ensure a satisfactory appearance and consistent illumination to allow year-round use on foot and cycle and to protect amenity and safeguard protected species.

21. Prior to the commencement of any development above slab level works on any of Blocks A-F, details of the deck access for that Block including balustrades, materials and planting shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure a satisfactory appearance and to protect amenity.

22. Prior to the commencement of any development above slab level works on any of Blocks A-F, details of plant rooms (including space requirements) at ground and roof level shall be submitted to and approved by the Local Planning Authority.

Reason: To ensure a satisfactory appearance and to protect amenity.

23. The development hereby approved shall not be first occupied unless and until facilities for waste storage and recycling for the relevant plots are provided in accordance with the approved drawings prior to the first occupation of the development and shall be maintained and managed for the life of the development.

Reason: To ensure that the collection of refuse can be adequately managed and to ensure that adequate waste and recycling storage and access is provided in the Phase 3 development.

24. Waste generated during the construction, demolition and excavation phase of the development should be limited to the minimum quantity necessary and opportunities for re-use and recycling of construction, demolition and excavation residues and waste should be maximised. A site Waste Management Plan will be required to be submitted and approved by the Local Planning Authority in accordance with Condition 25 of planning permission Ref: 20/P/02155 prior to the commencement of development.

Reason: To ensure the development takes the waste hierarchy into account to manage and minimise waste.

25. The sustainability commitments detailed in the Sustainability Statement shall be delivered in full. A detailed Sustainability Statement shall be submitted to and approved by the Local Planning Authority in accordance with the requirements of Condition 22 of planning permission Ref: 20/P/02155 prior to the commencement of development.

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

INFORMATIVES

1. The applicant is advised that all conditions of the parent consent (ref 20/P/02155) are relevant to this approval and may require separate written consent from the Local Planning Authority.
2. The applicants should be aware of the requirement for a site wide archaeological strategy when future applications are submitted for areas where there is potential for archaeological remains to be impacted.
3. The applicants should be aware of the requirement for a revised site wide energy strategy to be submitted and approved by the Local Planning Authority prior to the commencement of development in accordance with Condition 3 of the parent consent (ref 20/P/02155).
4. The applicants should be aware that the detailed design of the surface water drainage for this site will be determined under a separate discharge of planning conditions application. Consideration should be given to maximising permeable surfacing during detailed design. With regards to the highway drainage design, it the 'Healthy Streets for Surrey' design code should be reviewed.
5. The applicant is advised that prior to the commencement of development, an Arboricultural Impact Assessment and Arboricultural Method Statement and a Tree Protection Plan shall be submitted to and approved in writing by the local planning authority in accordance with Condition 23 of the parent consent (Ref: 20/P/02155).
6. The applicant is advised that prior to the first occupation of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved by the local planning authority in accordance with Condition 60 of the parent consent (Ref: 20/P/02155).
7. The applicant is advised that prior to the commencement of development, a sustainability statement for this phase of development shall be submitted to and approved in writing by the local planning authority in accordance with Condition 2 of the parent consent (Ref: 20/P/02155).
8. The applicant is advised to consult with the Strategic Director for Housing, Communities and Environment regarding the tenure mix of affordable housing provision in future phases of development to ensure these are aligned with housing need taking into account the overall development of WUV.
9. 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, 48, 149).
10. The applicant is expected to ensure the safe operation of all construction traffic 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. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm. 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.
11. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in

height above ground level shall be erected within the area of such splays. 4. 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.

12. It is recommended that Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2024. 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.
13. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premise. In a non-domestic building, the premises should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-1 of the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings. 6. Condition No 3 has been recommended because Surrey County Council's Electric Vehicle charging requirements for the development proposed, exceeds those as defined within Building Regulations. The County Highway consider it is necessary for the condition to be imposed on any consent granted, in accordance with the requirements of the NPPF (2023) at paragraph 116 (e) and Surrey County Council's LTP4 policy on improving emissions intensity and energy efficiency of vehicles and operational efficiency of roads through technology improvements.
14. The applicant is advised that any alterations to existing highway infrastructure should be designed so there is no adverse effect on surface water flow routes and should not increase flood risk on or off site. It is possible to check the long-term flood risk on the following Government website:
15. Check the long-term flood risk for an area in England - GOV.UK (www.gov.uk) For further information please contact the Flood Risk, Planning and Consenting Team: suds@surreycc.gov.uk
16. Where cycle parking (and bin stores) are located beyond any integral garaging or building, and in compliance with conditions 4 and 9 above, cycle stores shall be provided that are of durable long life metal construction and the route from any cycle or bin store to the nearest available paved route should be properly surfaced to allow for ease of access at all times of the year.
17. The applicant is informed that a consistent ethos of the Weyside Urban Village development from its conception at the Local Plan stage is to ensure that non-car modes are properly and fully catered for, in order to maximise sustainable transport options. Planning conditions have been recommended above to ensure that high quality cycle parking is available, including facilities to charge e-bikes and EVs. Conditions to secure high-quality pedestrian and cycle connectivity to the wider road network are also recommended, with information being made available to disseminate all of these details via a Travel Plan Welcome Pack.

18. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
19. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
20. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
21. 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. Negotiation continued throughout the application process, resulting in the submission of a variety of amended plans and additional material. The application is now acceptable.

Officer's Report

Site Description

The wider Weyside Urban Village (WUV) site comprises a circa 30-hectare (ha) site occupied by a number of existing uses on the western side of the River Wey, approximately 2km north from Guildford Town Centre. The existing uses comprise the existing GBC depot, part of the existing Bellfields Allotments and Agricultural Club, the existing Thames Water Wastewater Treatment Works and the existing Surrey County Council (SCC) Recycling Centre. The remainder of the site comprises former sludge lagoons and a former landfill site.

The Phase 3 site is located on the southern part of the wider WUV site on the area of the existing GBC depot and part of the Thames Water land, where access is currently provided from Woking Road. The site is bounded to the west by the existing residential area of Parsons Green, Bellfields Road, Mangles Road and Swan Court and Stoke Mill Close, which are also accessed from Woking Road. The site contains a number of single storey buildings of varying condition which are currently utilised as part of the existing Depot.

The Phase 3 proposals have been appropriately phased to take account of the programmed decommissioning of existing uses to enable WUV to come forward as expediently as possible. The relocation of the GBC depot will enable the redevelopment of the Phase 3 site for residential development ahead of any part of the site that includes retained Sewage Treatment Works (STW) infrastructure, including the pumphouse. The part of the site in STW use, including the pumphouse, will only come forward following the relocation of the STW. As a

result, the proposed development would not prejudice the reservation, implementation or operation of the STW in accordance with condition 16 of the hybrid consent.

The site boundary has been amended to exclude the former Pump House which is acknowledged as a non-designated heritage asset and has been identified for retention from the inception of the WUV project. The Pump House remains in operational use and is not programmed to be de-commissioned by Thames Water until 2027. The Pump House is allocated for community use, but details have not been defined at this stage. It is not therefore possible to include details of the Pump House as part of this RMA. Details of the Pump House including future community uses and the adjoining public square (identified in the illustrative master plan and Design Code as Pump House Square) will be submitted for approval by the Council under Condition 20 of the Parent Consent. The pumphouse has however influenced the design of surrounding part of the Phase 3 site through consideration of its external openings.

The northwest part of the Phase 3 site includes an area reserved for temporary drainage infrastructure that would be used by Phase 1 and part of Phase 3 until the permanent drainage infrastructure for both Phases has been provided as part of the infrastructure to be delivered for Phase 4. As a result, one of the proposed apartment blocks (building F), would not be delivered until such time that the Phase 4 infrastructure has been delivered and the temporary drainage infrastructure decommissioned. In this way,

The site of the temporary Aggie Club building is located to the west of the Phase 3 site and is outside the boundary of this application. The temporary Aggie Club site is surrounded on three sides by Phase 3 and is identified on the approved Regulatory Plan and Access and Movement Parameter Plan for the continuation of the footpath that would run along the western edge of Phase 3. An indicative drawing within the DAS shows how that site could be developed as part of the proposals for Phase 4, at which time the Aggie Club would be relocated into that Phase and the temporary building no longer required.

Proposal

Planning consent for WUV was granted on 30 March 2022 (Ref: 20/P/02155) following completion of the accompanying Section 106 Agreement. This application seeks Reserved Matters Approval in respect of appearance, means of access, landscaping, layout and scale relating to the provision of 187 dwellings. The hybrid consent allocates the Phase 3 site for residential use, mixed uses and landscape and open space, as detailed further in section 6 of this statement. The hybrid consent also provides the route of the Sustainable Movement Corridor (SMC) through Phase 3

The application also includes information which satisfies the following conditions which relate directly to the scope and content of the Reserved Matters Application:

Condition 37 (Biodiversity and Environmental Management Plan)

Condition 53 (Quantitative provision of open space)

Condition 54 (Design Code Check List)

Condition 69 (Details of waste storage and collection)

Condition 70 (Nationally Described Space Standards)

Condition 71 (Details of Housing Mix)

Condition 72 (Schedule of accommodation)

Condition 73 (Details of hard and soft landscaping)

Condition 75 (Details of cycle parking)

Condition 83 (Details of Utilities Strategy)

Condition 84 (Details of lighting)

A full Environmental Impact Assessment (EIA) was undertaken as part of the hybrid application. A comprehensive review of the parameters tested by the EIA has been carried out, the results of which are detailed in the submitted EIA Compliance Statement. The conclusions of this exercise are that the proposed reserved matters do not materially affect the findings of the EIA.

A detailed Statement of Community Involvement (SCI) has been submitted alongside this application, which details the applicant's engagement with local stakeholders.

Relevant planning history

20/P/02155

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

- A. Outline planning approval for the demolition of existing buildings and infrastructure and outline planning permission for up to 1550 dwellings; local centre comprising up to 1800 sqm of retail (inc. convenience store), healthcare, community, nursery and flexible employment uses (Use Class E); up to 500 sqm of flexible community facilities (Use Classes E/F1/F2); up to 6,600 sqm of flexible employment space (Use Classes E/B2/B8); up to 30,000 sqm for new Council Depot Site (Use Classes E/B8); 6 Gypsy and Traveller pitches (Use Class C3); and associated road infrastructure, landscaping (including Sustainable Drainage Systems) and amenity space.
- B. Full planning permission for the development of primary and secondary site accesses, internal access roads and associated landscaping.
- C. Full planning permission for engineering operations associated with remediation and infrastructure, including primary and secondary sub-stations; utilities and drainage (including Sustainable Drainage Systems).

Granted 30 March 2022

22/P/01050

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

Granted 9 March 2023

23/N/00031

Non-material amendment to planning application 20/P/02155 approved 30/03/22 to amend drawings within conditions 1,2,6,67 & 86 to regularise them with the retained allotments and wording of Condition 7.

Granted 27 June 2023

22/P/01786

Reserved Matters Application pursuant to the outline consent pursuant to outline permission 20/P/02155 (appearance, means of access, landscaping, layout and scale) for the Phase 1 residential development comprising the erection of 81 dwellings and associated infrastructure, parking and landscaping.

Granted 25 July 2023

24/P/00331

Reserved matters application pursuant to outline permission 20/P/02155 permitted on 30/03/2022, to consider appearance, means of access, landscaping, layout and scale in respect of the erection of a new GBC Depot, Multi-Storey Car Park, MOT Test Centre, storage buildings and workshops with associated external areas of hard and soft landscaping, parking and storage.

Granted 25/07/2023

24/D/00063/30

Partial discharge of conditions 7 (Design Code Addendum) & 9 (Master Phasing Plan) of planning application 20/P/02155 approved 30/03/2022.

Pending

24/N/00108

Non-Material Amendment to planning permission 20/P/02155 approved 18/03/2022 to amend the parameter plans of the outline consent.

Pending

Consultations

Two rounds of consultation have been undertaken. The applicant submitted revised proposals in September 2024 to address issues raised by the local planning authority and consultees. Full re-consultation has been undertaken on the revised proposals.

County Highway Authority: No objection subject to conditions.

Environment Agency: No comments received.

SCC Lead Local Flood Authority: The LLFA have reviewed the design progression for Phase 3 and advise that it is disappointing to note that there is a proposed increase in discharge off-site for the development, based on the approved l/s/ha greenfield rates calculated on the parent hybrid application; especially for the more frequent 1 in 1 year rainfall events. It is unclear how the conclusions reached in section 4.3.2 of the Drainage Strategy by AECOM that there is a reduction in discharge have been reached. Consideration for above ground storage should be given before the inclusion of below ground storage. There appears to be large areas of parking which do not include permeable surfacing. Consideration should be given to maximising permeable surfacing during detailed design. With regards to the highway drainage design, it is unclear whether the 'Healthy Streets for Surrey' design code has been reviewed. The detailed design of the surface water drainage for this site will be dealt with under a separate discharge of planning conditions application, therefore we have no further comments.

SCC Minerals and Waste: The application site is located within proximity of the Slyfield Community Recycling Centre (CRC), which is important waste management infrastructure and is safeguarded in accordance with Policy 7 of the Surrey Waste Local Plan 2020 (SWLP). Ongoing discussions are taking place between SCC and Guildford Borough Council (GBC) regarding the relocation of the existing CRC. However, the existing facility cannot be closed until a replacement site is provided and relocation takes place, GBC will need to ensure that the development does not prejudice the operation of the existing CRC, in accordance with Policy 7 of the SWLP and paragraph 193 of the NPPF. NO OBJECTION to the proposed development subject to:

1. Guildford Borough Council being satisfied that the development includes adequate facilities for waste storage and recycling of LACW once the development is occupied and operational, and that adequate controls exist to ensure that waste storage and recycling is maintained and managed for the life of the development.
2. Guildford Borough Council being satisfied that CD&E waste generated during the construction, demolition and excavation phase of the development is limited to the minimum quantity necessary; and that opportunities for re-use and recycling of CD&E residues and waste are maximised.
3. Guildford Borough Council being satisfied that the design of the proposed development gives sufficient consideration to and incorporates appropriate measures to ensure that it would not prejudice the operation of Slyfield Community Recycling Centre.

National Highways: No objection.

Thames Water: No comments.

Network Rail: No comments.

Historic England: No comments provided on the merits of the application.

SCC Archaeology: Recent investigations elsewhere close to the River Wey have revealed the potential for highly significant archaeological remains, particularly from the early prehistoric period. The application area is within a wider site which has been subject to an initial programme of archaeological desk based research and geo archaeological site investigations in order to determine the nature, extent and significance of any archaeological remains that may be present on the site so that an informed decision can be made regarding the need for any further archaeological evaluation and mitigation measures. The site investigations confirmed that the wider site has potential to contain undesignated heritage assets of archaeological interest, particularly from the prehistoric period, Roman and post medieval periods and so a condition (36) was attached to the Outline planning consent 20/P/02155 requiring a programme of archaeological works secured by a Written Scheme of Investigation submitted to and approved in writing by the Local Planning Authority in advance of any works below current ground level, by phase or for general site preparation works and site grading infrastructure. Therefore, in accordance with the condition a Written Scheme of Investigation setting out the scope of the required archaeological investigation works is now required specific to the Phase 3 works. This will need to be provided and the evaluation work set out therein completed in advance of any intrusive works within the Phase 3 area.

Internal consultees

Head of Environmental Health and Licensing: No comments received.

Head of Parks and Countryside: No comments received.

Environmental Health Officer: No further comments to add to those expressed as part of the main application.

GBC Independent Specialist Ecology Advisor Ecological Services: Main concern related to the number of non-native species included within the landscape planting. The amended plans have addressed this through an increase of native planting within the design, including within species rich hedgerows, native shrub planting with new trees, wildflower grassland, wetland meadows reference to the River Wey Biodiversity Opportunity Areas with the ecological buffer zone including wet woodland, meadows and hedgerows. The increase in native planting complies with Policy 7 (5) and Policy 7 (7) of the Guildford Borough Local Plan: Development Management Policies adopted 22 March 2023. Requirement for further details of planting schedules of biodiverse roofs to ensure opportunities for biodiversity enhancement are maximised. No objection subject to conditions.

GBC Independent Specialist Landscape Advisor HDA: The amended information submitted for this RMA of Weyside Urban Village Phase 3 is considered to be satisfactory for the application to be acceptable. Some elements of information relating to the podium garden and biodiverse roofs and ecological features need to be identified more clearly and additional requested information should be submitted at the next stage.

[Officer Note: Conditions are proposed to secure additional landscape and ecological details].

Housing Strategy and Enabling Officer: The size and tenure mix are not aligned to policy and identified needs. We would like to see a greater number of larger affordable homes on the scheme (3 and 4 beds). The affordable homes detailed in the plot-by-plot accommodation schedule are compliant with the required national space standards. The location of the affordable homes on the development is suitable. The affordable homes should be of similar design to the market homes in order to deliver a 'tenure blind' development. It is important for management purposes that affordable flats in blocks are located on single tenure cores. It would be preferred if a proportion of the rented homes could be delivered as social rent to allow for a mix of affordability levels for applicants. It is noted that 7 of the 2-bedroom 3 person flats will be delivered as M4(3). The Council maintains a list of Registered Providers of social housing that have expressed an interest in acquiring affordable housing in the borough and can supply these if needed.

Officer comment: It is appropriate when assessing the affordable housing delivery, that this should be assessed on a site wide basis and in the context of delivery across the different phases. The affordable housing mix will be balanced across the phases of development to comply with the overall mix required by Condition 71. It is to be noted that a considerable number of larger affordable houses were provided on Phase 1 (60% affordable housing comprises 3- and 4-bedroom houses) and Phase 3 includes 7x 4-bed houses within Block B which are allocated as Discount Market Sale (DMS).

Non-statutory consultees

Surrey Hills Area of Outstanding Natural Beauty Officer: the proposed development has no implications for the Surrey Hills National Landscape/AONB due to distance.

Forestry Commission: Consideration should be given to relevant policy and guidance relating to trees and the requirement for Biodiversity Net Gain. Existing trees should be retained wherever possible, and opportunities should be taken to incorporate trees into development.

Worplesdon Parish Council: Request that, in accordance with the Environment Act 2021, all planting associated with this development should be UK native, with no hybrid or double plants to improve the habitat for the benefit of all pollinators and other wildlife. Hedgehog highways should also be provided as should bird boxes, particularly swift bricks, bat boxes and insect boxes to increase Biodiversity Net Gain at this location.

[Officer Note: The amended proposals provide for an increase an increase of native planting within the design, including within species rich hedgerows, native shrub planting with new trees, wildflower grassland, wetland meadows reference to the River Wey Biodiversity Opportunity Areas with the ecological buffer zone including wet woodland, meadows and hedgerows. A condition is proposed requiring the details of the biodiversity enhancement features to be submitted and approved by the Local Planning Authority].

Third party comments:

The Council has received two comments from the public relating to the application.

1. The first comment relates to traffic. Whilst not against the development it is felt it needs some work to address traffic impacts. The biggest concern is the traffic heading into Guildford or the Northbound A3 slip road. There is already a massive build up traffic on the Woking Road and Old Woking Road, that causes a lot of congestion getting through the lights at the junction. Have not seen how this is addressed in the plans with the increased amount of cars the development will cause. Suggestion is to get rid of the bus lane so it is two lanes to help ease the congestion.
2. The second is a very detailed comment relating to technical matters including the Energy Statement, Biodiversity, Transport Assessment and parking.
 - Ventilation - It is essential that Buildings regulations Document F is referred to when doing these thermal calculations. No reference could be found;
 - Lighting contour - 8 metre(24ft) lighting standards could be reduced to 6,7 metres 18-21ft to reduce overall light spread within the complex. And street light intrusion into bedrooms needs to be assessed for all properties. Dark skies requirements need to be met.
 - Refuse collection - distances to refuse bins seem excessive and narrow alleys could become dumping grounds unless well managed and cleaned. Some of refuse vehicle tracking is very restricted and controls need to be put in place to ensure refuse vehicles can manoeuvre safely.
 - Biodiversity - questions why information redacted in Biodiversity Report. Runoff will be into the 'Wey Navigation' a man-made channel not the river Wey the natural course some 2 metres plus lower– meaning into effectively near static waters not flowing waters
 - Underground infrastructure - All ducts should be above foul water noting the gradient should be from the 'drop out point' into the main sewer, not from the property – to prevent flooding. This needs to be clarified as the main site moves onto other phases this will be of utmost importance due to the contaminated land and the potential need to be able to install and service these underground infrastructure items.
 - UKPN - UK Power Networks require 24-hour vehicular access to their substations. Consideration for this should be taken during the design stage of the development.
 - Drainage - Concern of flooding in adjacent estate. Stoke Mill Close and Swan Crescent. This concern was raised in both the main planning application and the Environmental Assessment preceding that main application. Insufficient details supplied to ensure these locations are not "damming" preventing rainwater escape via gravity drains. Totally unrealistic for a monthly removal of debris schedule – even six

months has proven too have been impossible to comply with. Further work required on drainage strategy.

- Geotechnical risk register - serious consideration should be given to use of land for 4 storey flatted accommodation unless piling is involved with subsequent problems to existing properties.
- Thames Water PLC - previously advised that no more than 49 homes can be connected- confirmation required that water supply is available to sustain site
- Transport Assessment - The existing bus services will be totally inadequate for 731 people going to work. Even 60 per bus means the need for 12 buses per hour in the rush hour. Unrealistic for transport assessment to state that 731 people will walk or cycle to hospital and shops- needs to be reassessed.
- Rail Service - Commentary is irrelevant if you cannot get a bus to the rail stations, noting there is no walking or cycling time to the stations.
- Car Park Management Plan - Approach to electrical charging needs should be reassessed. As it is irrational to fit charging stations on homes which cannot park their electric vehicles adjacent to them, it follows that all parking locations should be fully wired for electrical vehicle's because all or one could have electrical vehicles not 50%.
- Parking - A maximum of 245 would be required but only 170 are provided and this is inadequate in relation to both GBC and SCC parking assessment as there is no minimum in either standard 245 are required and no carparking spaces would comply with both standards as written. Cars will be unable to manoeuvre safely out of some parking spaces. Exit swept paths need to be provided. Parking outside the site is unacceptable. 5.5 m width on a two-way road is inadequate and will restrict access for delivery vehicles to Phase 3.

[Officer Note: These comments are addressed in the body of the report].

The Council has received one objection to the proposal. The objection raises concerns regarding the following issues:

- There will be an enormous increase in traffic and noise and disturbance along the canal which will impact on the nature reserve.
- There will be a loss of trees that naturally grow there.
- The designs look barrack like - worthy of East Germany under communism.
- Local traffic will increase massively aggravated by poor road access. GBC planning has made decisions that have done nothing to improve the appalling traffic situation and cannot be trusted to get this right either.
- Local, strategic, regional and national planning policies need to abandon building in the south-east.

[Officer Note: These objections are addressed in the body of the report].

Planning Policies

National Planning Policy Framework (NPPF):

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

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

Chapter 15. Conserving and enhancing the natural environment

Chapter 16. Conserving and enhancing the historic environment

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

Policy NRM6 Thames Basin Heath Special Protection Area Page 6

Guildford Borough Local Plan: Strategy and Sites (LPSS) 2019:

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.

Policy S1 Presumption in favour of sustainable development

Policy S2 Planning for the borough- our spatial strategy

Policy H1 Homes for all

Policy H2 Affordable homes

Policy P4 Flooding, flood risk and groundwater protection zones

Policy P5 Thames Basin Heaths Special Protection Area

Policy D1 Place shaping

Policy D2 Climate change, sustainable design, construction and energy

Policy D3 Historic environment

Policy ID1 Infrastructure and delivery

Policy ID3 Sustainable transport for new developments

ID4 Green and blue infrastructure

Site Allocation A24: Slyfield Area Regeneration project, Guildford

Guildford Borough Local Plan: 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 H7: First Homes

Policy P6: Protecting Important Habitats and Species

Policy P7: Biodiversity in new developments

Policy P8: Land affected by contamination

Policy P9: Air quality and Air Quality Management Areas Policy

Policy P10: Water quality, Waterbodies and Riparian Corridors

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 D7: Public Realm

Policy D11: Noise Impacts

Policy D12: Light Impacts and Dark Skies Policy

Policy D14: Sustainable and Low Impact Development Policy

Policy D15: Climate Change Adaptation

Policy D16: Carbon Emissions from Buildings

Policy D17: Renewable and Low Carbon Energy Generation and Storage

Policy ID6: Open Space in New Developments

Policy ID7: Community Facilities

Policy ID9: Achieving a Comprehensive Guildford Borough Cycle Network

Policy ID10: Parking Standards

Surrey Waste Local Plan (SWLP) 2019-2033

Policy 4 Sustainable Construction and Waste Management in New Development.

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

Supplementary planning documents:

Strategic Development Framework SPD (July 2020)

Parking Standards SPD (March 2023)

Climate Change, Sustainable Design, Construction and Energy SPD (2020)

Thames Basin Heaths Special Protection Area Avoidance Strategy (2021)

Surrey Design Guide (2002)

Residential Design Guide (2004)

Other guidance:

Healthy Streets for Surrey (2022)

National Design Guide (NDG) (2019)

National Model Design Code (2021)

Surrey County Council Vehicular and Cycle Parking Guidance 2018

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

Guildford Children's Play Strategy 2016-2021

National Trust Guidance on Developments Adjoining River Wey

Planning Considerations and Appraisal

1. Principle of Development

- 1.1 The Guildford Borough Local Plan identifies the site at Slyfield (Policy A24) (including the application site) as a location for strategic development, with capacity for approximately 1,500 dwellings, community facilities and approximately 6,500 sqm of light industrial (B1c) / trade counters (B8) uses over the plan period. The policy establishes the land uses for the site, which are aimed at providing a new urban residential quarter. Sustainable transport measures include the northernmost section of the SMC to deliver bus, pedestrian and cycle connections between the site, the town centre and the station.
- 1.2 The principle of the overall development has been established through the original hybrid planning permission consented in March 2022 (Ref: 20/P/02155). The Strategic Development Sites SPD is predicated on the basis that land at Slyfield should be used efficiently. The Phase 3 site is identified for residential development in the hybrid planning permission.
- 1.3 The principle of development is supported by the consented masterplan for the redevelopment of the wider WUV site for a residential-led, mixed use development. The concept is 'landscape led' and comprises of buildings and uses responding to a series of landscaped open spaces, and a sequence of 'green fingers' that provide functional open spaces. The landscape-led masterplan is driven by the site's riverside location and is divided into a number of character areas.
- 1.4 The site boundary of the RMA has been amended to exclude the Pump House and adjoining Pump House Square. The Pump House will remain operational until it is transferred to the Council by Thames Water in 2027. Details of the Pump House (including use) will be submitted under Condition 20 of the Parent Consent but the Phase 3 proposals have taken into account the Pump House and linkages to the public square.
- 1.5 The proposal is therefore considered to be acceptable in principle subject to consideration of the following matters:
 - Compliance with Regulatory Plan and Parameter Plans
 - Housing Tenure and Mix
 - Design
 - Residential amenity
 - Impact on Heritage Assets
 - Public open space
 - Landscaping
 - Access, Traffic and Parking
 - Minerals and Waste
 - Waste and Utilities
 - Lighting
 - Ecology and Biodiversity
 - Flooding and Drainage
 - Noise
 - Air Quality
 - Sustainability and Energy
 - EIA Conformity

2. Compliance with Parameter Plans

- 2.1 A set of parameter plans was approved under the outline application which establish the framework for this Reserved Matters application and for the phased development of the site with regards to the layout, scale, appearance, and landscaping of the proposed development. Condition 2 of the hybrid planning consent for WUV (Ref:20/P/02155) states that development shall be carried out substantially in accordance with the vision, objectives and principles contained in the Design and Access Statement, as illustrated on the illustrative masterplan together with the mitigation requirements contained in the Environmental Statement and Environmental Statement addendum submitted in support of the outline planning application and in compliance with the development parameters plans, design code and regulatory plans.
- 2.2 The Parameter Plans have been updated to ensure consistency with the Phase 3 proposals and an application for non-material amendment of the outline consent has been submitted. The amendments include the following:
- Ensuring the pumphouse is clearly part of the mixed-use area. Note the pumphouse can provide all of the mixed-use floor area required by the approved DAS.
 - Land use plan updated to better reflect area of development that promotes an appropriate number of dwellings and permeability along the western edge of the site on high quality hard landscaping.
 - Access and movement plan updated to better reflect the pedestrian and cycle route on the west part of the site.
- 2.3 The changes to the Parameter Plans do not affect the outline consent and an application for a non-material amendment has been submitted.

Appraisal of scheme against revised Parameter Plans

- 2.4 The proposals comply with the parameters set by the revised Parameter Plans and the approved outline planning consent.
- 2.5 The Regulatory Plan and Land Use Parameter Plan identify the site for residential use with a mixed-use area incorporating the Pump House and the adjoining Special Building (Block A). The approved Design and Access Statement proposed that the Pump House and part of the ground floor of the Special Building would be used for community and associated commercial uses. At the detailed design stage, it has been determined that the pumphouse can provide all of the mixed-use floor area required by the approved DAS and that no mixed use floorspace is required in the Special Building. This is in accordance with the approved Regulatory Plan and Land Use Parameter Plan.
- 2.6 The proposed development would deliver residential use and mixed uses consistent with the requirements of the approved Regulatory Plan.
- 2.7 The approved Land Use Parameter Plan identifies the site for residential (including internal access, parking, incidental place spaces and associated infrastructure) and landscape and open space. The proposed development would deliver residential, landscape and open space, consistent with the requirements of the approved Land Use Parameter Plan.

- 2.8 The revised Green and Blue Infrastructure Parameter Plan identifies public open space, including part of the River Wey landscape buffer and the western buffer. The proposed development would deliver these features.
- 2.9 The approved Building Heights Parameter Plan allows for buildings of 3/4 storeys along the Strategic Movement Corridor (SMC) and buildings of up to 3 storeys on the remainder of the site. The proposed development would be consistent with the requirements of the approved Building Heights Parameter Plan.
- 2.10 The approved Access and Movement Parameter Plan identifies key cycle, pedestrian, vehicular and bus access routes across the WUV development. The proposed development would provide a vehicular entrance in the southwest corner to provide access from Bellfields Road. Additionally, the proposed development would provide footpaths/cycle paths, consistent with the requirements of the approved Access and Movement Parameter Plan.
- 2.11 The proposed development is allocated under Policy A24, benefits from outline planning consent and accords with the approved Parameter Plans. It is considered that the principle of development should be accepted.

3. Housing Mix and Tenure

- 3.1 Condition 71 of the outline consent requires each reserved matters application for a phase to include a housing mix that results in an overall mix for the whole development that shall accord with the following range:

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

- 3.2 The hybrid consent for the WUV development states the exact housing mix will come forward as part of future Reserved Matters applications and will respond to the scheme parameters and urban design considerations as well as external factors, including market demand as set out in the most up to date SHMA.
- 3.3 The proposed development would provide the housing mix outlined in Table 1 below. The proposed housing mix would be appropriate to the context of Phase 3 in being adjacent to the existing community and the requirements of the wider WUV scheme. Phase 1 provided a greater percentage of three-bedroom properties than shown in Condition 71. This overprovision is addressed in the Phase 3 proposals, which includes a greater number of two-bedroom properties. As a result, it is considered that the proposed development would accord with the requirements of Condition 71 in considering the overall mix to be delivered by WUV.

Table 1: Housing and Tenure Mix

Dwelling size	Total	Total %	Market	Market %	Affordable	Affordable %
1 bed	40	21%	21	19%	19	25%
2 bed	103	55%	65	58%	38	50%
3 bed	35	19%	24	21%	11	16%
4 bed	9	5%	2	2%	7	9%
	187	100%	112	60%	75	40%

- 3.4 The tenure mix comprises 40% affordable rent and 60% market housing in accordance with the hybrid consent and the requirements of Policy H2. The Housing Strategy and Enabling Officer has commented that the size and tenure mix are not aligned to policy and identified needs and that she would like to see a greater number of larger affordable homes on the scheme (3 and 4 beds). However, it is appropriate when assessing the affordable housing delivery, that this should be assessed on a site wide basis and in the context of delivery across the different phases. The affordable housing mix will be balanced across the phases of development to comply with the overall mix required by Condition 71. It is to be noted that a considerable number of larger affordable houses were provided on Phase 1 (60% affordable housing comprises 3- and 4-bedroom houses) and Phase 3 includes 7x 4-bed houses within Block B which are allocated as Discount Market Sale (DMS).
- 3.5 The applicant has sought to provide a broad mix of affordable housing which is tenure blind and spread across the site and the various tenures are however grouped which is required for management and maintenance purposes. With regard to the affordable apartments these have been designed as such to ensure single tenure cores. Phase 3 will deliver 85% affordable rented homes against a policy requirement of 70% which is a significant benefit.
- 3.6 In accordance with the requirements of Condition 72, the reserved matters application includes a schedule of accommodation and accompanying plans to demonstrate that:
- 5% of the units are designed to meet Building Regulations M4(3) 'wheelchair accessible dwelling' standards including storage space for the storage of mobility scooters/wheelchairs and associated charging points, where practicable;
 - 10% of the units are designed to meet the Building Regulations 'accessible and adaptable dwellings' M4(2).
- 3.7 The submitted scheme includes 4 units (5%) designed to meet M4(3) standards and the remaining 77 units (95%) are designed to M4(2) standards thereby exceeding the requirements of Condition 72. The development therefore provides a very flexible housing stock capable of meeting a wide range of housing needs.

4. Design

- 4.1 Policy A24 (SARP) of the Local Plan (April 2019) sets out the requirements that the development must accommodate. Policy D1 (Place Shaping) states that strategic allocation sites must create their own identity to ensure cohesive and vibrant neighbourhoods.
- 4.2 A range of building typologies and dwelling types are provided across Phase 3 from 1-, 2- and 3-bedroom apartments to 4-bedroom houses. Houses are 2 or 3 storeys with taller homes

typically acting to bookend terraces and provide a transition in height to the apartment buildings which are 3 - 4 storey. The bespoke house types have been specifically designed for the site and respond to their specific orientation in line with Passivhaus Principles. Buildings A and D form marker buildings on key corners whilst the other apartment buildings take on a more domestic architecture with gabled roofs and expressed plot width to give the reading of a series of townhouses with an industrial aesthetic. Apartment buildings utilise a deck access arrangement that promotes a high degree of residential quality with homes that benefit from good daylight, through ventilation and views to open space. All homes have private amenity space in the form of a balcony, terrace or garden.

Compliance with Design Code

- 4.3 The design for Phase 3 has been underpinned by the following documents and constraints:
- The approved Design Code
 - The revised Design Code
- 4.4 The site-specific design strategy has evolved through review of relevant local policy, guidance and design principles, including the aspirations to regenerate and make best use of this brownfield site for the development of a new mixed-use neighbourhood adjacent to the River Wey and existing residential neighbourhoods. The design responds to an assessment of the local context and surrounding development, as well as key site constraints and opportunities identified through detailed technical assessments. The Design Code is fundamental to delivering the vision for WUV along with the key land uses.
- 4.5 The DAS that supports the application sets out how the design and external appearance of the proposed development has been informed by and accords with the requirements and character areas of the approved Design Code and its addendum. Additionally, the DAS sets out how the proposed development would sensitively address the retained pumphouse and other heritage interests.
- 4.6 Phase 3 comprises the Heritage Quarter and the southern part of the Riverside Wharf Character Areas. The Heritage Quarter is defined as a medium density area of 1-4 storey buildings and provides the heritage core of WUV. The Riverside Wharf Character Area is defined as a high-density area of 2-6 storey buildings which forms the heart of WUV with a combination of mixed uses and a new public square, forming a local centre for the wider area. Principally composed of higher density podium blocks that provide strong frontages and surveillance along the Strategic Movement Corridor.
- 4.7 The Design Code has been revised for the Phase 3 development to reflect further design development, but the underlying principles set out in the approved Design Code remain unchanged. The principal change is to the description of development which states that 'this area is primarily composed of town houses set within a series of mews streets and *apartment buildings marking key corners and addressing green routes*'. This has been revised to state 'This area is primarily composed of a series of mews streets and *apartment buildings addressing the Strategic Movement Corridor (SMC)*'. This wording is considered to better reflect the approved Building Heights Parameter Plan which requires taller buildings of 3-4 storeys to the edge of the development parcel fronting the SMC. Whilst the proposed storey heights across WUV typically reduce in height closer to the river, Phase 3 represents an anomaly where building heights increase towards the river to provide a suitable scale for the

character of the street. The revised Design Code provides design guidance on community priorities for the future development of WUV, with a particular focus on the Phase 1 area and has been developed with representatives from a range of local organisations. The revised Design Code has been submitted alongside the Reserved Matters Application in accordance with the requirements of Condition 7.

4.8 The building adjacent to the Pump House building (Block A) has been identified as a Special Building and in accordance with the Design Code must be designed with particular reference to the industrial architecture and form of the retained building.

4.9 The Design Code sets a number of mandatory fixes and the proposed development generally complies with these:

- Buildings are required to front onto the green space, with habitable room windows facing it, ensuring 'eyes on the street'- the proposals have been amended to provide improved surveillance and more active frontages but the design approach has changed with amendments to the design of the Western Edge;
- Within the parcel, regular mews streets have been formed by terraced housing which take inspiration from the existing Victorian Pump House and the industrial worker's housing.
- Buildings have been designed and details to respond to the architecture of the retained Pump House, through the use of red and red-multi bricks as the primary facing material, and/or gable ended building forms.
- Built frontage include regular gaps to allow views out from the centre of the parcel towards Weyside Walk and the River Wey Navigation.
- No vehicular crossovers are provided to private drives along the SMC and parking is provided as on-street parallel bays.
- The special building has taken direct reference in its form and detailing from the Pump House

4.10 A Design Code Check List has been provided as part of the RMA submission in accordance with the requirements of Condition 54. The design changes have further enhanced the Heritage Quarter character by tightening hard surfaces and introducing more street trees and understorey planting and improving pedestrian and cycle connectivity to the wider area.

5. Appearance

5.1 Officers have worked closely with the applicants to develop the design proposals for Phase 3 to ensure the development is in keeping with the design principles established in the hybrid consent. The architecture and materiality of Phase 3 has been inspired by the several buildings in Guildford that either result from or are inspired by Guildford's waterfront industrial past, as intended through the Heritage Quarter Character Area. This is echoed in the roofscapes and material palettes within the site that evolve as the built form stretches from the retained pumphouse to the proposed buildings at the north of the Phase 3 site, which sit within the Riverside Wharf Character Area.

5.2 A key area for consideration has been the distribution of the 4-storey element across the scheme. Officers would have liked to see greater variation in height and an increase in height from 3-4 storeys along the SMC frontage from the Pump House and this was explored with the applicants. However, the proposed scheme with 4 storey apartment buildings (including the special building) is in compliance with the adopted Building Heights Parameter Plan and

following further assessment consideration of its impact on the setting of the Pump House and Conservation Area is considered acceptable.

- 5.3 The relationship between the Special Building (Block A) and the existing Pump House was a key focus throughout pre-application discussions and has required further refinement. The revised designs are considered to better reference the Pumphouse's form through treating Building A in three distinct masses, with particular attention paid to the southern most component which previously had a flat roof and is now proposed as a pitched roof to better align with the architecture of the Pump House.
- 5.4 Further consideration has also been given to the elevational treatment of the other apartment buildings and houses and the amendments made have been welcomed. The apartment buildings fronting the SMC have a simplified material palette and vertical emphasis which reflects the Waterfront industrial character of the area. The materiality of Block D has been revised to reflect the transition from the Heritage Quarter to the Riverside Wharf Quarter and to break up the massing of the building.
- 5.5 To bring interest at ground level, accent colours are used to provide visual interest as well as a unity across the new character area. Entrances are celebrated using accent materials depending on the location. Brick detailing has been introduced on some flank/ rear elevations to add visual interest where large windows are not appropriate due to either potential overlooking or energy performance reasons.
- 5.6 Whilst the benefits of creating dual aspect homes in the apartment buildings are acknowledged, the treatment of the deck accesses has been challenging. This is accentuated by Fire Regulations which require the use of solid balustrades. Further design development is required to ensure a high-quality appearance and attractive living environment and a condition is proposed to secure this.
- 5.7 It is considered that the proposed development meets the requirements of Policy D1 and objectives of the Design Code.

6. Layout and Scale

- 6.1 The layout and scale of the proposed development is in accordance with the principles set out in the revised Design Code.
- 6.2 The indicative housing mix and phasing within the approved DAS indicated that the Phase 3 site could accommodate 174 dwellings. The current proposals are for 187 dwellings which is only slightly in excess of the indicative number in the hybrid consent. This is considered acceptable given the policy emphasis placed on making the best use of previously developed land. It is also noted that the number of dwellings delivered in Phase 1 fell significantly below the indicative number in the hybrid consent.
- 6.3 The density of development is around 90 dwellings per hectare (dph) which complies with the illustrative density plan in the approved DAS which shows the site to have an indicative density of 65-100 dph.

7. Residential Amenity

- 7.1 Policy D5 (Protection of Amenity and Amenity Space) of the Local Plan (Development Management Policies, 2023) sets out that proposals will be permitted if “Development proposals are required to avoid having an unacceptable impact on the living environment of existing residential properties or resulting in unacceptable living conditions for new residential properties.
- 7.2 The submitted plans and DAS demonstrate that the incorporation of different building typologies would enable a good quality living environment across the development for future residents. In addition, the siting and scale of development has been considered so to maintain a good level of amenity for residents of the existing community adjacent to the site. This consideration includes the positioning and orientation of the proposed buildings to ensure good standards of outlook, access to natural light and levels of privacy.
- 7.3 In accordance with Policy H1 (Homes for All), Condition 70 of the hybrid consent requires reserved matters applications for residential buildings to meet National Described Space Standards (NDSS). In addition, Condition 72 requires at least 10% of dwellings to be designed to meet Building Regulations M4 (2) category and 5% Building Regulations M4 (3) category so that they are wheelchair accessible. The proposed housing typologies have been designed to ensure compliance with NDSS and accessibility standards and to allow for higher density solutions that respond to the specific criteria set out by the Design Code and Regulatory Plan. As such, the proposal is considered in accordance with Conditions 70 and 72, and Policies G1 and H1 of the Local Plan as well as the approved Design Code.

8. Impact on Heritage Assets

- 8.1 The hybrid consent was supported by an Environment Statement in which the Historic Environment chapter provides an overview of the heritage baseline of the site and a description of the effects of the WUV development. There are no designated heritage assets within the Phase 3 site. However, the site sits adjacent to the Wey and Godalming Navigations Conservation Area (WGNCA) and the Pump House is considered to be a non-designated heritage asset although it is not locally listed.
- 8.2 This application is supported by a Heritage Statement (Orion, March 2024). The Statement identifies that, overall, the proposed development would result in harm at the lower end of the scale of less than substantial harm to the setting of the WGNCA and pumphouse. The Statement also identifies that the proposed setting might be considered an improvement upon its existing context of heavy vehicle parking, hardstanding and industrial buildings, as it better responds to the significance of these assets. Policies D18, D20 and D23 are relevant in this situation and require consideration in line with NPPF Paragraphs 208 and 209.
- 8.3 A Visually Verified Montage pack of images has been provided that demonstrates how the proposed development would be most prominent within the conservation area. The VVM pack demonstrates that there would be limited glimpses of the proposed development from the conservation area.
- 8.4 NPPF Paragraph 208 requires weighing of the harm to the significance of a designated heritage asset against public benefits. NPPF Paragraph 209 requires a balanced judgement of the scale of harm and the significance of the non-designated heritage assets. As part of

WUV, the proposed development would make a significant contribution to meeting GBC's identified housing need in a sustainable location. In addition, the proposed development would provide public access to the identified heritage assets and would ensure the reuse of the Pump House once it is no longer required for use associated with the existing STW. Furthermore, the proposed development would result in the removal of uses that do not contribute positively to the setting of the heritage assets.

- 8.5 The siting, layout and architecture of the proposed development have taken into account the character of the heritage assets and would be of high quality in its form and detailing. It is considered that the public benefits of the proposed development would significantly outweigh the less than substantial harm identified in accordance with local and national policy. The impact on the Conservation Area would be mitigated by existing and proposed planting along the river. The design of the Special Building has responded positively to the Pump House and the industrial riverside character has been reflected in the development in accordance with the Design Code. The impacts would be outweighed by the public benefits of the proposed development in terms of the regeneration of a brownfield site, housing delivery (including 40% affordable), biodiversity enhancements and provision of public open spaces.

9. Open Space Provision

- 9.1 The layout takes a balanced approach to maintain open space provision, provide amenity value, enhance local biodiversity, incorporate sustainable drainage, offer a high-quality doorstep play and introduce orchards and productive or edible landscapes.
- 9.2 Phase 3 will cover the middle part of the Wey Walk Community Green Finger and southern part of the Weyside Walk Riverside Park. In addition, Phase 3 will deliver the key open space - Pump House Square (although details will be approved under a separate planning application under Condition 20 of the parent consent) as well as a green corridor along the Western Edge. Pump House Square will be designed to form part of the Heritage Arrival gateway into the development and serve as an outdoor hub for community uses. Within Wey Walk Community Green Finger, the doorstep play features and informal orchards will be delivered. The designated shared cycle and footpath will be proposed to offer a continuous and safe movement to Weyside Walk (riverside park). Weyside Walk riverside park is a very important component to the Weyside Urban Village green infrastructure framework to connect the river front with development and provide a continuous green route along the riverside.
- 9.3 The public open space provision has been calculated by using an average occupancy rate of 2.13 people per household. Phase 3 will generate a population of 399 people, which requires 1.04ha of open space. Phase 3 provides a total of 1.01 ha which is marginally below this requirement. The level of provision is considered acceptable given that this figure excludes Pump House Square and the Living Street which will be designed for use as a communal space by residents and taking into account the wider provision of open space within WUV. Phase 3 includes provision for four doorstep play spaces and all dwellings will be within the required 400m catchment of the Local Equipped Area of Play in Phase 1.

10. Landscaping

- 10.1 Phase 3 continues the nature-led approach that started on Phase 1. Landscape proposals have sought to build upon the Design Code, creating a vibrant network of green spaces that serves as a gathering hub for the existing and new communities. The landscape masterplan

has been underpinned by the vision of providing recreation interaction with the River Wey whilst emphasising and enhancing the existing historic assets to the site.

- 10.2 Details of hard and soft landscaping have been submitted as part of this RMA in accordance with the requirements of Condition 73. The proposals would provide a nature-led landscape for community cohesion and integration and would deliver high quality and multifunctional green spaces and streets for both existing and future residents. This would be achieved by creating a framework of green spaces, which are interlinked with attractive pedestrian focused routes, helping to integrate the scheme into the wider context and provide easy permeability. A detailed Landscape Maintenance and Management Plan has been submitted alongside this application to ensure that the proposed landscaping would be successfully managed. Condition 53 of the hybrid consent requires each RMA to demonstrate its contribution to the whole site open space quantitative provision.
- 10.3 Landscape proposals have sought to build upon the Design Code principles of securing a holistic approach to the integration of nature, landscape and wildlife across the site. This has been achieved by creating a framework of green spaces, which are interlinked with attractive pedestrian focused routes, helping to integrate the scheme into the wider context and provide easy permeability. The Western Edge will form a soft interface with Bellfields and an attractive setting for new development. Secondary and Tertiary Streets will add another layer of green infrastructure to the masterplan, offering a distinctive streetscape.
- 10.4 The site includes the 10 m ecological buffer along the Wey Navigation where retained vegetation and trees would be enhanced. This area would be opened up to public use, making the Wey Navigation significantly more accessible than it is currently and forms the first part of the Weyside Walk Riverside Park that will run through the length of WUV. As well as providing important links for wildlife, this green spine is a key component of the connectivity framework for the whole Site, providing an undisturbed pedestrian and cycle only route along the waterside. A range of viewing points and seating areas will be positioned along the pedestrian and cycle route to create access to the water frontage, enjoy the views to natural landscape and offer a moment of relaxation.
- 10.5 Access to the riverside will be aided through the provision of the Living Street at the centre of the Phase 3 site that would provide a direct route to access the Wey Navigation from Mangles Road and the existing dwellings to the west of the site. This has developed further from the permeable route as illustrated in the Design Code. The traffic -calmed street forms a safe, play friendly space lined by individual family homes. Houses actively engage with the streetscape, featuring front doors opening onto the common areas to foster neighbourly interaction. The Living Street is intended to provide a child friendly pedestrian priority area where vehicular traffic and parking will be limited. It will however be necessary to use the Living Street for refuse collection and deliveries to the fronting residential properties. A condition is therefore proposed to require the submission and approval of a management plan for the Living Street to ensure the safety of pedestrians, prevent unauthorised vehicular use and parking and maintain an attractive pedestrian priority area.
- 10.6 Officers have worked with the applicant to further develop the Landscape Masterplan. The design changes are underpinned by the principle of tightening the hard surface areas and creating additional soft landscape for informal activities. It is acknowledged however that the underground constraints of the site do not allow for more street tree planting. These amendments include:

- More extensive use of native species;
- Provision of species rich hedgerow, native shrub planting with new trees and flower meadows/ amenity grass along the Western Edge;
- Incorporation of permeable materials into car parking areas;
- Relocation of play area.

10.7 Further details are required of the layout and planting of the podium garden at Block B and the biodiverse roofs on the apartment buildings and cycle sheds. Appropriate conditions are proposed to secure these details.

10.8 The underground constraints of the site do not allow for more street trees along the SMC in the Phase 3 site. Oversized pipes conflict with trees – the location and sizing of the pipes is fixed. They serve the highway drainage network providing offline attenuation. They cannot be relocated into the carriageway as they would clash with the foul water drainage. The impact this has on tree planting has been minimised by localising this issue to a single area.

10.9 A landscape maintenance and management plan has been submitted with the RMA.

11. Ecology and Biodiversity

11.1 Paragraph 174 of the NPPF states that planning decisions should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and sites of biodiversity; recognise the wider benefits from natural capital; and minimise impacts on and provide net gains for biodiversity. Criterion (2) of Policy ID4 (Green and Blue Infrastructure) of the Local Plan (April 2019) sets out that new development should aim to deliver gains in biodiversity where appropriate. Biodiversity Net Gain.

11.2 The hybrid consent was supported by an Environment Statement which provides an overview of the ecological baseline of the site and a description of the effects of the WUV development. The application includes an EIA Compliance Note, detailing any changes that have resulted since the outline hybrid consent (20/P/02155). The application is also supported by a Biodiversity Assessment (Stantec, October 2022), which updates the ecological baseline conditions within the site and finds no significant changes or ecological issues to address.

11.3 Condition 3 of the hybrid consent requires implementation of the approved Outline Biodiversity Mitigation Plan. A Biodiversity Mitigation and Enhancement Plan (BMEP) has been submitted as part of this RMA in accordance with the requirements of Condition 37. This document expands on the original Outline Biodiversity Mitigation and Enhancement Plan which was approved as part of the hybrid application. Update surveys of the site were undertaken in 2023 in order to support the BMEP. The results indicated that very little had changed from the original surveys conducted to support the hybrid application. Habitats on site comprised primarily of hardstanding, industrial type buildings, managed grassland, line of trees, a species-rich hedgerow, and the River Wey located along the eastern boundary. Bat surveys were updated in 2023 of both buildings and trees. It was confirmed that a bat roost is present within building B18 (which now has a licence from Natural England to facilitate the works under the hybrid application), and Tree 1. No additional roosts were encountered, and it has been recommended that a pre-works inspection is undertaken prior to demolition. Update activity surveys were not undertaken however, since the conditions on site have not changed, and

there is existing excessive lighting around the site, along with poor foraging and limited roosting habitat, updated surveys were not considered necessary.

- 11.4 The BMEP addresses measures which are required during both construction and operation phases addressing habitats including the adjacent Slyfield Meadows and Riverside Park Site of Nature Conservation Interest (SNCI), the River Wey, trees and hedgerow, invasive species and protected and notable species in accordance with the mitigation hierarchy. It is noted that the BMEP is a live working document and will require reviews and updates following the production and submission of the pre-commencement and pre-occupation documents relevant to biodiversity (conditions 32, 38, 43, 60 and 91), including the detailed Demolition and Construction Environmental Management Plan (DCEMP) (condition 43) and Biodiversity Net Gain Plan (condition 38).
- 11.5 The Lighting Assessment Technical Note and associated contour plans provided illustrate the potential light spill onto the important ecological features. The report identifies that the lighting assessment will comply with the Bat Conservation Trust and IPL Guidance note 08/18. Since this guidance note, new guidance was issued in 2023. The BMEP states that the 2023 guidance note will be used and will be detailed within the Demolition and Construction Environmental Management Plan which will be submitted to discharge condition 43. The BMEP states that there will be avoidance and minimal light spill onto the River Wey, the ecological buffer zone and any bat and bird boxes. The lighting assessment therefore needs to comply with these requirements. Currently, the lighting contour plans illustrate areas of the buffer zone with some light spill greater than 3lux, although the use of warm lighting with 2700 Kelvin is proposed which is in accordance with the latest guidance note. It is expected that further details in accordance with the 2023 lighting guidance (as per the BMEP), are refined at the detailed design to further reduce light spill within the buffer zone.
- 11.6 The Design and Access Statement and Landscape details have been prepared to enhance the existing River Wey Biodiversity Opportunity Area which is in accordance with Policy 7 of the Guildford Borough Local Plan: Development Management Policies adopted 22 March 2023. The Council's Independent Specialist Ecology Advisor (LC Ecological Services) welcomed these proposals but raised concerns about the number of non-native species included within the landscape planting. The amended proposals have addressed this through an increase of native planting within the design, including within species rich hedgerows, native shrub planting with new trees, wildflower grassland, wetland meadows and aquatic marginal vegetation. The planting has been designed with reference to the River Wey Biodiversity Opportunity Areas with the ecological buffer zone including wet woodland, meadows and hedgerows. The increase in native planting complies with Policy 7 (5) and Policy 7 (7) of the Guildford Borough Local Plan: Development Management Policies adopted 22 March 2023.
- 11.7 The 5-year Landscape Maintenance and Management Plan, which should be implemented in full, provides details on the biodiverse green roofs, however, there are currently no details on the planting schedule. Green roofs have potential to provide considerable opportunities for biodiversity within the development, so it is important they are designed to achieve maximum biodiversity gain as 'biodiverse green roofs'. A condition is proposed to secure these details.
- 11.8 The BMEP also notes interactions of the BMEP with other Condition requirements and says "The contractor(s) responsible for the detailed design and delivery of Phase 1 of WUV are yet to be appointed. This BMEP will need to be kept under review and updated where necessary by the Design and Build Contractor, with reference to the detailed design'. The BMEP is a live

working document and will require reviews and updates following the production and submission of the pre-commencement and pre-occupation documents relevant to biodiversity (as required by Conditions 32, 38, 43, 60 and 91), including the detailed Demolition and Construction Environmental Management Plan (DCEMP). The BMEP has been prepared prior to an appointed contractor and therefore the document is a working document. As such once a contractor has appointed the BMEP should be refined and submitted for approval by the LPA.

11.9 The landscape plans provided as part of this RMA detail species and habitat areas which are to be created as detailed within paragraph 4.5.5 of the BMEP. Further details on these habitats and their conditions will be required within the BNG documents submitted to discharge condition 38 of the outline hybrid consent. The Illustrative Masterplan, and overall Landscape General Arrangement Plan identifies SuDs and landscaping with biodiversity value. These measures align with the design committed to within the ES and ES addendum. Although no Biodiversity Net Gain (BNG) report has been submitted with this RMA, due to it being a separate pre-commencement condition (Condition 38) of the outline consent, the design of this phase closely resembles that within the parameter plans submitted as part of the outline consent. BNG was not achievable within the wider SARP and therefore off-site measures were explored. The hybrid application stated that net gain would be achieved through delivery of an off-site off-set through the council owned land at Burpham Court Farm. In accordance with policy requirements, a 20% net gain in BNG will be achieved through the off-site off-set measures. A BNG report will be provided in writing to the Local Planning Authority (LPA), prior to commencement of works on site in order to discharge Condition 38 of the outline consent.

11.10 The BMEP has been prepared prior to an appointed contractor and therefore the document is a working document and will need to be reviewed and updated against the detailed design. As such once a contractor has appointed the BMEP should be refined and submitted for approval by the LPA. It is therefore recommended that conditions should be included relating to the Biodiversity Mitigation and Enhancement Plan and details of habitat enhancement features.

12. Access, transport and parking

12.1 The hybrid consent was supported by a Transport Assessment and Travel Plan which assessed the impact of the proposed development and provided mitigation measures. This application is supported by a Residential Travel Plan and updated transport information to supplement that of the hybrid consent. Policy ID3 (Sustainable transport for new development) sets out that new development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of sustainable transport. It also states that walking and cycling should be prioritised over vehicular traffic and a permeable layout should facilitate and encourage short distance trips.

12.2 The application is supported by a Transport Assessment Addendum to examine the transport impacts of Phase 3 and provide an update to the Transport Assessment submitted as part of the hybrid consent.

12.3 The site layout has been designed to prioritise sustainable travel modes and to provide legibility and easy navigation through the site for residents and visitors. Detailed consent was granted for the internal road layout including the Sustainable Movement Corridor (SMC) as part of the hybrid consent.

Vehicular Access

- 12.4 There are currently two vehicular access points into the site. The primary access point is the GBC Depot Access, extending from the southern end of the existing depot and intersecting with Woking Road. The second access point is a gated entrance located to the west of the site, connecting with Mangles Road.
- 12.5 The site is proposed to have two vehicular access points from Woking Road (the existing Depot Access) and from Bellfields Road through the consented Phase 1 development. These specified access arrangements align with those approved as part of the hybrid consent.
- 12.6 The existing GBC Depot Road will serve as an access point into the new site for buses and an egress only route for private vehicles. This access point will undergo enhancements in accordance with the agreed S278 improvements. It will facilitate right-turn movements exclusively for buses and is intended to maintain its status as a priority give-way junction. A ghost island will be introduced to allow right-turning buses to safely wait. Additionally, this access point will feature a 3.5m shared footway and cycleway on the southern side. A 2m wide footway will be established along the northern side of the access from the Pump House northwards, complemented by a pedestrian refuge island at the junction, complete with dropped kerbs and tactile paving to enhance pedestrian accessibility. A 20mph zone will be implemented from the southern end of the GBC Depot Road, covering the entire site.
- 12.7 Access to the WUV site from Bellfields Road was approved as part of the hybrid planning consent. Bellfields Road serves as the primary vehicular access point for Phase 1 and the design details for this access were approved as part of the Phase 1 RMA. Bellfields Road will provide a connection to the Sustainable Movement Corridor (SMC) once WUV is fully constructed. In the interim period, this access will serve phase 1 only until the SMC is constructed. Therefore, on a temporary basis, the GBC Depot access will provide two-way general traffic to enter and egress the site to serve the Phase 3 development until the SMC connection can be delivered in full (during Phase 4).
- 12.8 The site layout has been designed to prioritise sustainable travel modes and to provide legibility and easy navigation through the site for residents and visitors. The internal roads in Phase 3 are categorised into three types:
- SMC – Primary Sustainable Movement Corridor
 - Secondary Movement Corridor (Running between Bellfields Road to the SMC)
 - Tertiary Movement Corridors (Private residential streets)
- 12.9 The SMC serves as the central pathway for movement within the site, facilitating a direct north-south connection with dedicated features for both bus priority and cycle lanes. Designed to offer an efficient route to key locations in the wider development site, including the Pump House, local centre, and employment areas, the SMC is a crucial component of the WUV development. The SMC incorporates the following features:
- A 6.75m wide vehicle carriageway
 - A dedicated 3.5m wide bi-directional cycle route
 - 2m wide pedestrian footway on both sides of the road
 - Street trees
 - Various traffic calming measures, including raised tables and level crossing facilities that also serve as pedestrian priority crossing points.
- 12.10 The tertiary streets encompass a combination of conventional/segregated streets and shared surface streets. Conventional streets will feature either parking insets or

sections of landscaped areas. Dedicated footways along these streets will ensure a safe passage for vulnerable users. Shared surface areas are delineated using different materials to alert drivers to the change in priority. The speed limit through the tertiary streets is restricted to 20mph.

- 12.11 Visibility splays will be provided as part of the detailed design following planning once the detailed design of the highway is undertaken. A condition is proposed to secure this. Raised table crossing points intend to give the feel of 'shared' area where cyclists can continue cycling across the junction to/from SMC to/from minor road. Tactiles are primarily in place for the visually impaired but cyclists can also dismount and cross at these points if desired. For the avoidance of doubt, all roads will be subject to Road Safety Audits and any recommended measures to be taken arising from them will be implemented.

Pedestrian and Cycle Access

- 12.12 Segregated pedestrian and cycle access to the Phase 3 site would be provided along the Sustainable Movement Corridor (SMC) from Woking Road and from Bellfields Road through the approved Phase 1 site. The access from Woking Road is part of the approved full elements of the hybrid consent through drawing ref: 18179-ma-im-depo-dr-c-0100 rev p03 within conditions 86 and 88. Buses will be the only vehicles able to access the site from Woking Road. In the longer term, when WUV is fully built out, the SMC will provide segregated pedestrian and cycle access through the whole site as the main north to south access spine within WUV.
- 12.13 The River Wey Walk will start within Phase 3 and will provide an attractive, landscaped walking route alongside the River Wey and Navigation from the south of the site WUV site, through Phases 4, 2 and 5 to the north of the site. The north part of the Phase 3 site would provide the continuation of the Wey Walk Community green finger from the Phase 1 site to the river Wey Navigation, providing direct access to the river and a connection to the River Wey Walk from the existing community off Waterside Road. There would be additional nonvehicular access to the site from the existing community off Mangles Road. From this access, the Living Street would provide a direct route to the SMC and River Wey Walk. This route will have pedestrian priority but will be used by refuse vehicles and delivery vehicles to service the fronting dwellings. A condition is proposed requiring a management plan to be prepared for the Living Street to prevent unauthorised vehicular access and parking.
- 12.14 Enhancements are proposed to the pedestrian infrastructure on Mangles Road to help integrate the site into its surrounding and facilitate active travel. Current indicative proposals suggest introducing a pedestrian route at the northern end of Mangles Road into the site. This initiative aims to encourage active travel between the site and nearby neighbourhoods and provide access for the surrounding neighbourhoods to the River Wey. At the northern end of Mangles Road, a new 3m wide footway will be provided, continuing into the site. Indicative plans of Mangles Road are shown in subject to further consultation with GBC and SCC. To facilitate the updates to Mangles Road, indicative proposals suggest removing 12 perpendicular parking bays and re-providing 5 parallel parking bays. These proposals form part of the NMU works package which is being delivered as a separate workstream under the S106 obligations. These plans are being progressed and agreed outside the scope of this RMA. The implementation of the pedestrian link to Mangles Road has been agreed at the pre-occupation of Phase 4 with SCC as part of the NMU works phasing strategy required as part of the S106.
- 12.15 The Regulatory Plan show a shared pedestrian and cycle route through the western buffer. The width of the western buffer has been reduced and additional parking and vehicle circulation has been introduced at the detailed design stage and this has impacted on the character and

width of the cycle/pedestrian path. The width of the path through the western buffer, where not provided on a shared surface, has been increased in width to 3m. In the long term, it is anticipated that amended provision for the pedestrian route to the west of block F will be provided in the part of the WUV site currently occupied by the temporary Aggie Club building after that use is relocated permanently into Phase 4. Some concerns remain about the attractiveness of this route to pedestrians and cyclists given the limited number of dwellings that directly overlook it but it is acknowledged that with the changes made to the scheme design and increased surveillance from those properties fronting the western buffer, it would complement cycle provision on the SMC and provide a safe alternative route to the Pump House community uses and Woking Road.

12.16 The area around the Pump House is expected to provide a range of sustainable transport options in the form of a mobility hub. As part of the development's commitment to promoting sustainable travel, ongoing discussions are taking place with the Council to explore the opportunity of integrating Guildford's upcoming cycle hire scheme into the site. The proposed Pump House Square incorporates sufficient space to provide a virtual docking station for 10 bikes in the vicinity of the Pump House. This provides a strategic location to serve the community and residential uses, situated next to the SMC and the River Wey. Additionally, it is within 50m of the proposed bus stops and car club bay. A condition is proposed to secure the provision of the bike docking station.

Public Transport

12.17 The proposed site benefits from being located close to established bus routes that operate at good frequency levels and provide access to a range of destinations in Guildford and beyond. A total sum of £1,541,482 was agreed in the S106 agreement to cover the introduction of a new bus service linking the wider WUV site with the town centre and a bus service phasing strategy was submitted to SCC in November 2023, presenting the phasing of the proposed new bus service.

12.18 To ensure the site remains accessible via a bus service from the outset of its occupation, we have designed a phased bus route that takes into account the various development phases. This approach aims to encourage positive travel habits from the beginning of the site's occupancy. As required in the S106, the bus route will be interconnected with Guildford Railway Station throughout each phase. The initial bus services will cater to the phases that are operational at their respective time. The full service will be introduced when Phase 4 becomes operational, and the SMC opens to the public. It is expected that until the full service is operational, a minibus will be used to run the service. It is anticipated that the full bus service will be operational, providing a two-way connection to and from the Guildford Town Centre and Railway Station and also servicing the proposed GBC Depot and the Slyfield Industrial Estate on Moorfield Road. The final bus service will operate during the time prescribed in the S106 agreement which requires three services per hour between 6am and 11pm, Monday to Sunday excluding Bank Holidays.

12.19 Two out of the six new bus stops within the development will be located in Phase 3. There are also an additional three new bus stops provided to the west of the proposed GBC Depot and along Moorfield Road, to serve the Slyfield Industrial Estate. The submitted bus service phasing strategy is presently under consideration by SCC as part of the S106 agreement and the exact details will be agreed separately with SCC.

Parking

Car Parking

12.20 As part of the Outline Planning Application (OPA), a Design and Access Statement (DAS) was submitted, outlining the recommended parking ratios for each development phase. The residential parking provision has been determined based on the approved parking ratios. Parking provision is detailed in Table 3. The development will provide 170 parking spaces for residents aligning with the parking ratios which were approved as part of the hybrid consent.

Table 2: Parking Provision

	No. Spaces
Un-allocated residential parking	170 (including 9 disabled bays)
Visitor parking	9
Car club space	1
Pump House (future community use)	7
Total	187

12.21 The level of parking provision is lower than the maximum number of spaces which would be required by applying the maximum standards set out in Policy ID10 and the Guildford Parking Standards SPD (March 2023). However, it must be acknowledged that this figure is based on maximum standards and Policy ID10 encourages lower parking provision, Furthermore, on strategic sites, developers are allowed to provide lower levels of parking where this can be appropriately justified.

12.22 The proposed level of parking provision is in accordance with the parking strategy approved as part of the hybrid planning consent and a parking statement and evidence base was put forward to support this. Current adopted policy within GBC was reviewed, alongside emerging policy and Surrey County Council (SCC) guidance. Using car ownership data from the census for the whole of Guildford, an assessment was carried out on the likely future demand for this development, assuming that the initial car ownership demand would match that of the wider Guildford borough. The recommended ratios for Phase 1 match the outputs from the census data split by unit type and whether they are privately owned or affordable. These ratios have been used to determine the minimum requirement of unallocated parking for the units that do not have on-plot allocated parking.

12.23 The CPMP has demonstrated that the proposed level of parking is appropriate, based on the evidence presented as part of the hybrid application. As a result, no parking overspill is anticipated from the proposed development. Parking reviews are required by the S106 agreement once the threshold of 300 constructed dwellings is reached, to assess whether there is any occurrence of overspill parking on nearby residential streets. If parking surveys indicate overspill, potential future measures could include the introduction of a Controlled Parking Zone (CPZ) and the provision of additional parking in subsequent phases of the development. Parking surveys have been approved by SCC to satisfy the requirements of the S106 for this stage of the development.

12.24 Parking provision is well distributed across the site in a range of different ways to minimise the impact of cars on the street scene. On-street parking is a combination of parallel and perpendicular arrangements with spaces broken up by soft landscape and tree planting. The

apartment buildings have rear parking courts. Block B has covered parking beneath the podium garden.

12.25 Visitor parking in the longer term is intended to be accommodated through the publicly accessible parking areas around the WUV development including the local centre, community centre and industrial units parking. However, these are all to be delivered in a later phase and therefore 9 on-street visitor parking spaces are proposed.

12.26 The level of parking provision has been reviewed by the Highway Authority who advise that given the parking standards in Policy ID10 are maximum figures, the level of parking provision proposed is acceptable taking into account the wider development context and the sustainable transport objectives for Phase 1. It is necessary to encourage sustainable modes of travel which are alternative to the private motor vehicle and a higher level of parking may encourage an increased level of car ownership. With the provision of the car club space and the sustainable transport measures which will be delivered as part of the WUV development, it is considered that the level of parking proposed should be acceptable.

12.27 Condition 77 of the parent consent states that:

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

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

12.28 The applicant proposes that Electric Vehicle (EV) charging will be provided to 20% of unallocated parking spaces and that the remaining 80% of unallocated spaces will be provided with the necessary infrastructure for the EV charging to be activated in future as demand increases. The car club space is provided in a prominent location in Pump House Square and is provided with a fast-charging EV socket. Surrey County Council Highways has recommended that each of the dwellings, 50% of all visitor parking spaces and 50% of those associated with the community hub should be provided with a fast-charge EV charging point (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) and that the remaining spaces should be provided with cable routes for the future provision of charging points. Provision will be required to comply with Building Regulations Part S. Further consideration is required as part of the site wide strategy and a Condition is proposed requiring an updated car parking management plan for this phase of development (including full details of EV charging point provision) to be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

12.29 The S106 Agreement requires full details of the ongoing management, enforcement and funding of the on-site measures to ensure that the on-site measures are maintained, enforced and funded. Parking will be managed by an appropriate management company and residents' permits will be required for the unallocated spaces. The distribution of permits will be dependent on demand. Occupiers of the development will not be permitted to apply for a

parking permit within any controlled parking zone in the locality. Future parking reviews of the WUV development will take place in accordance with the requirements of the s106 agreement.

Cycle Parking

12.30 Details of cycle parking have been submitted as part of this RMA and secure and covered cycle parking accessible to or within the curtilage of each dwelling is provided in accordance with the requirements of Condition 75. Cycle parking will be provided in accordance with SCC's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (November 2021). The minimum cycle parking standards for residential dwellings require one cycle parking space for one and two-bedroom dwellings, and 2 spaces for three and four-bedroom dwellings, for flats/houses without a garden or garage.

12.31 Further details are required of parking storage including details of how step free, paved access to the highway is to be provided from every storage location. An appropriate condition is proposed to require the submission and approval of details of cycle parking and storage.

Travel Plan

12.32 In accordance with the national, regional and local planning policy guidance, the applicant is committed to encourage the use of more sustainable modes of transport. Hard measures represent elements of the scheme such as adequate cycle parking, well positioned bus stops and car club spaces, which are designed in from the outset. A number of 'hard' measures have been proposed to encourage sustainable travel, including following:

- Introduction of the Living Street linking the wider community to the River Wey and providing attractive infrastructure for active modes;
- A new active travel link into the site via Mangles Road, providing easy access to the Living Street and River Wey;
- Cycle parking in the form of dedicated cycle stores for every house or within communal cycle storage for apartment blocks;
- A 3.5m wide bi-directional cycle route and 2m wide pedestrian footways on both side of the road along the SMC;
- Pedestrian/cycle crossing facilities on the SMC;
- A 20mph zone and traffic calming measures to promote sustainable modes and pedestrian priority;
- The introduction of a new bus service providing a two-way connection to and from Guildford Town Centre and Railway Station and also servicing the proposed GBC Depot and the Slyfield Industrial Estate on Moorfield Road;
- Car club space;
- Creation of Pump House mobility hub to enable easy interchange between different modes of sustainable travel and reinforcing a clear message of the WUV sustainable goals to people visiting/leaving the site via the Woking Road entrance, and,
- Provision of space for integration with Guildford Council's Cycle Hire scheme.

12.33 Further to the above, the proposed development will provide access to the future hard measures proposed in the OPA including the following:

- Connections to later stages of the development through the SMC;
- Connection to the mobility hub proposed as part of Phase 4;
- Segregated cycle lanes on Woking Road and the introduction of three pedestrian crossings on Woking Road; and
- Access to the off-site walking and cycling improvements agreed in the S106 agreement.

12.34 Soft measures to be implemented through the Travel Plan broadly include marketing initiatives and campaigns to promote a shift away from the private car to other more sustainable modes.

13. Energy and Sustainability

13.1 The hybrid consent was supported by an Environment Statement in which the Climate Change chapter provides an overview of the climate change baseline of the site and a description of the effects of the WUV development. The intention for WUV as a whole is to provide an exemplar development within Guildford.

13.2 Energy and Sustainability Statements have been submitted in support of this Reserved Matters Application but details will be approved through the discharge of Conditions 3 and 22 of the parent consent. Condition 3 of the hybrid consent requires the submission of a revised site wide energy strategy prior the commencement of development and implementation of the approved Sustainability Statement and Energy Strategy. Condition 22 of the hybrid consent requires an Energy Statement to be submitted and approved for each phase and states that “Initially the strategy shall include for the first phase a carbon emission rate that is at least 31 percent lower than the building's Target Emission Rate (TER), assessed against Part L:2013.

13.3 Passivhaus is an accreditation system that aims to deliver net-zero-ready new and existing buildings optimised for a decarbonised grid. The Energy Statement indicates that all proposed dwellings in Phase 3 can target Passivhaus Classic standards. The proposed development would utilise energy efficient design and building fabric, Air Source Heat Pumps, Mechanical Ventilation with Heat Recovery and an array of photovoltaic panels that are equivalent to an area in excess of 40% of the building footprints. Providing a very efficient building fabric could increase the potential for the new homes to overheat. Mitigation measures in the form of window sizing and/or shading devices have therefore been provided.

13.4 At this stage of design, it has been assumed that houses will be provided with individual heat pumps and apartment blocks will be provided with communal system. Given the constraints presented by the existing underground pipework associated with the previous use of the site on the provision of a communal energy plant, each apartment building has its own plant room. The result of this is that the combined size of the individual plant rooms is greater than would have been with a single centralised system. The MEP design for the apartment buildings is at a preliminary stage suitable to provide a guide as to the potential size of plant rooms to serve the apartment buildings and space has been provided on the ground floor and rooftop of the apartment buildings. Additional space has been allocated on the ground floor in order to reduce the amount of roof top plant and potential visual impacts. During detailed design of the MEP plant elements, attempts will be made to reduce the plant room dimensions but this can't be confirmed at the preliminary design stage. A condition is therefore recommended regarding the submission of details of the plant rooms prior to the commencement of development.

13.5 The ambitious sustainability goals for all tenure types of the proposed development are considered to represent a significant public benefit. With the inclusion of a Passivhaus Building Fabric, ASHPs to provide heating and hot water, and PV panels the modelling showed:

- SAP 2012 (Part L1a Building Regulations 2013) Dwelling Emission Rate (DER) is **61.5%** below the Target Emission Rate (TER); and
- SAP 10 (Part L Building Regulations 2021) DER is **70.1%** below the TER.

This exceeds the requirements set out in adopted policy and within Condition 22.

13.6 The Overarching Sustainability Statement for the Weyside Urban Village included the Building for a Healthy Life (Homes England 2020) checklist. It states that The Building for Healthy Life Guidance influenced the decision-making design process.

14. Waste and Utilities

14.1 A Waste Storage and Servicing Statement has been included with the RMA submission in accordance with the requirements of Condition 69. This addresses bin provision, bin collection and refuse vehicle tracking and demonstrate that refuse can be adequately stored, managed and collected.

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

14.3 A utilities connection strategy has been provided as part of this reserved matters application in accordance with the requirements of Condition 83.

15. Lighting

15.1 Condition 84 of the hybrid consent requires lighting information to be submitted with any RMA that includes external illumination. This application is supported by a Lighting Strategy (Stantec, October 2022). A suite of lighting plans and diagrams have been submitted alongside this application.

The Lighting Strategy has been sensitively designed to promote safe and efficient movement around the site during night-time conditions. In addition, the Lighting Strategy has considered precautionary and sensitive measures where wildlife is present. Energy use has also been optimised through the proposed use of energy efficient measures, along with the desire to create an uncluttered landscape with a sensitive approach to the landscape character of Phase 3.

15.2 The Lighting Strategy has been sensitively designed to promote safe and efficient movement around the site during night-time conditions. In addition, the Lighting Strategy has considered precautionary and sensitive measures where wildlife is present. Energy use has also been optimised through the proposed use of energy efficient measures, along with the desire to create an uncluttered landscape with a sensitive approach to the landscape character of Phase 3.

16. Noise

- 16.1 The hybrid consent was supported by an Environment Statement in which the Noise and Vibration chapter provides an overview of the noise baseline of the site and a description of the effects of the WUV development. The EIA Compliance Note finds that no new or different likely effects have been identified.
- 16.2 Condition 44 of the hybrid consent requires a comprehensive scheme for protecting the proposed dwellings from noise. This application is supported by a Noise Impact Assessment (Stantec, October 2022). The Assessment sets out how modelling has been used to calculate the noise levels that would affect the proposed development. The Assessment concludes that based on the results of the assessments undertaken, internal and external ambient sound levels are likely to achieve the criteria during daytime and night-time periods to satisfy the requirements of Condition 44.

17. Air Quality

- 17.1 The hybrid consent was supported by an Environment Statement in which the Air Quality chapter provides an overview of the air quality baseline of the site and a description of the effects of the WUV development.
- 17.2 The site is not within an Air Quality Management Area and the proposed development does not include any development likely to generate air quality impacts. No new or different likely significant construction, operation or cumulative air quality effects have been identified in the EIA Compliance Note

18. Flooding and Drainage

- 18.1 Paragraph 166 of the NPPF state that where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again, (except in circumstances such as more recent information which have panned out not to apply here as more recent modelling has not shown flood sensitive uses being affected). WUV is allocated as a strategic development site under GBC's adopted Strategy and Sites Local Plan (April 2019), and so the sequential test does not need to be applied again.
- 18.2 Policy P4 (Flooding, flood risk and groundwater protection zones) of the Local Plan (April 2019) sets out that "all development proposals are required to demonstrate that land drainage will be adequate and that they will not result in an increase in surface water run-off. Proposals should have regard to appropriate mitigation measures identified in the Guildford Surface Water Management Plan or Ash Surface Water Study. Priority will be given to incorporating SuDs (Sustainable Drainage Systems) to manage surface water drainage, unless it can be demonstrated that they are not appropriate.
- 18.3 The hybrid consent was supported by an Environment Statement in which the Water Environment chapter provides an overview of the water environment baseline of the site and a description of the effects of the WUV development. No unacceptable constraints were identified. Condition 3 of the hybrid consent requires implementation of the approved Surface Water Drainage Strategy (SWDS) and Flood Risk Assessment. This application is supported by levels drawings, a Drainage Strategy (AECOM, December 2023) and a Flood Risk Assessment (Stantec, March 2024).
- 18.4 The submitted Flood Risk Assessment and Drainage Strategy demonstrate that the site is located mainly in Flood Zone 1, with areas of the site alongside the Wey Navigation being situated in Flood Zones 2 and 3. The Drainage Strategy has been designed to attenuate all surface water up to the 100-year plus 45% allowance for climate change. Through the implementation of SuDS, the Drainage Strategy demonstrates that the proposed development would discharge at brownfield runoff rates and would not increase surface water runoff. This would ensure no increase to flood risk within or outside the site. Most surface water discharge would outfall to the River Wey with a small catchment area of the site being pumped until a gravity connection is established in Phase 4 of the development. The use of the SuDS Manual Simple Index Approach demonstrates that the design is appropriate and water quality will be improved by the proposed SWDS in accordance with the hybrid consent condition requirements.

18.5 Details of the Drainage Strategy are not being approved as part of the Reserved Matters Application and will be subject to a separate planning application to discharge Condition 32. The applicant is encouraged to engage with Surrey County Council as the Lead Local Flood Authority and the National Trust in this process.

19. Utilities

19.1 Condition 83 of the hybrid consent requires a detailed Utilities Strategy to be submitted with each RMA. This application is supported by a Utilities and Infrastructure Strategy (AECOM, October 2022), which assesses the constraints of the site and provides utility routing details in accordance with Condition 83.

19.2 Key constraints have been assessed and design solutions to overcome the spatial restrictions imposed on the site have been developed in conjunction with the relevant statutory undertakers. The spacing and sizing of proposed utilities has been assumed based on experience and available guidance and will be refined through correspondence with the utility suppliers. This will be achieved through updating new connection applications when loading requirements have been established.

20. Ground Conditions and Contamination

20.1 The hybrid consent was supported by an Environment Statement in which the Ground Conditions chapter provides an overview of the ground conditions baseline of the site and a description of the effects of the WUV development. No unacceptable constraints were identified, and the EIA Compliance Note finds that the conditions of the Phase 3 site have not changed. 6.44. This application is supported by a Ground Investigation Report (AECOM, November 2023). The Ground Investigation Report sets out the investigations undertaken on the site. Full details of methods to address contaminated land would be supplied to resolve the relevant conditions to the hybrid consent.

21. EIA Conformity

21.1 An Environmental Statement (ES) was submitted with the original planning application (ref 20/P/02155) and an Environmental Statement Addendum (Stantec, 2021) was submitted in response to amendments made to the 2020 Proposed Development, following responses given by the GBC Design Review Panel and other Statutory Consultees. A formal request for an EIA Screening Opinion under Regulation 6(3) of the Environmental Impact Assessment (EIA) Regulations 2017 (as amended) was submitted by Stantec in May 2022 in respect of this RMA. An EIA Compliance Note has been prepared to document whether there are any new or different likely significant effects resulting from the Proposed Development for the RMA compared to those reported in the 2020 ES and 2021 ES addendum.

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

22. Conclusions

- 22.1 This application seeks Reserved Matters approval for Phase 3 of the WUV Development, which will comprise 187 dwellings.
- 22.2 The proposed development would deliver a highly sustainable and quality development to meet the objectives of the approved Design Code of the hybrid consent. The application and its supporting information demonstrate how the proposed development has been considered through a careful analysis of the conditions pursuant to the hybrid consent, the constraints and opportunities of the site and the overarching guidance supplied by the approved documentation of the hybrid consent.
- 22.3 The siting, layout and architecture of the proposed development have taken into account the character of the heritage assets and would be of high quality in its form and detailing. It is considered that the public benefits of the proposed development would significantly outweigh the less than substantial harm identified in accordance with local and national policy.
- 22.4 The proposed development would accord with local and national policy to deliver a development that would significantly exceed energy and sustainability targets and meet Passivhaus standards. In doing so, the proposed dwellings would deliver significant carbon and energy reductions through energy efficient fabric and heating technologies supplemented by solar panels to better current and future energy demand targets. In addition, the proposed development would provide high quality nature led landscaping and multifunctional open space including the first section of the River Wey Riverside Park and would provide pleasant living conditions for future occupants.
- 22.5 Parking provision is below the maximum standards set out in Policy ID10 but this is considered acceptable in the wider context of the WUV development and the objective of promoting sustainable transport modes. The Highway Authority have advised that the level of parking provision is acceptable. No parking overspill is anticipated from the proposed development. However, parking reviews are required by the S106 agreement once the threshold of 300 constructed dwellings is reached, to assess whether there is any occurrence of overspill parking on nearby residential streets. If parking surveys indicate overspill, potential future measures could include the introduction of a Controlled Parking Zone (CPZ) and the provision of additional parking in subsequent phases of the development. Parking surveys have been approved by SCC to satisfy the requirements of the S106 for this stage of the development.
- 22.6 Further work is required on the Drainage Strategy before this can be approved by the local planning authority and the applicant is encouraged to engage with Surrey County Council as Lead Local Flood Authority and the National Trust in this process.
- 22.7 For these reasons, and the reasons set out in the body of the report, the proposal is in accordance with the development plan. The material considerations do not indicate that a decision should be taken other than in accordance with the development plan (s. 38(6) Planning and Compulsory Purchase Act 2004).

Positive and Proactive Working

In determining this application, the local Planning Authority has worked with the Applicant in a positive and proactive manner based on seeking solutions to

problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the Applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirements of the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015