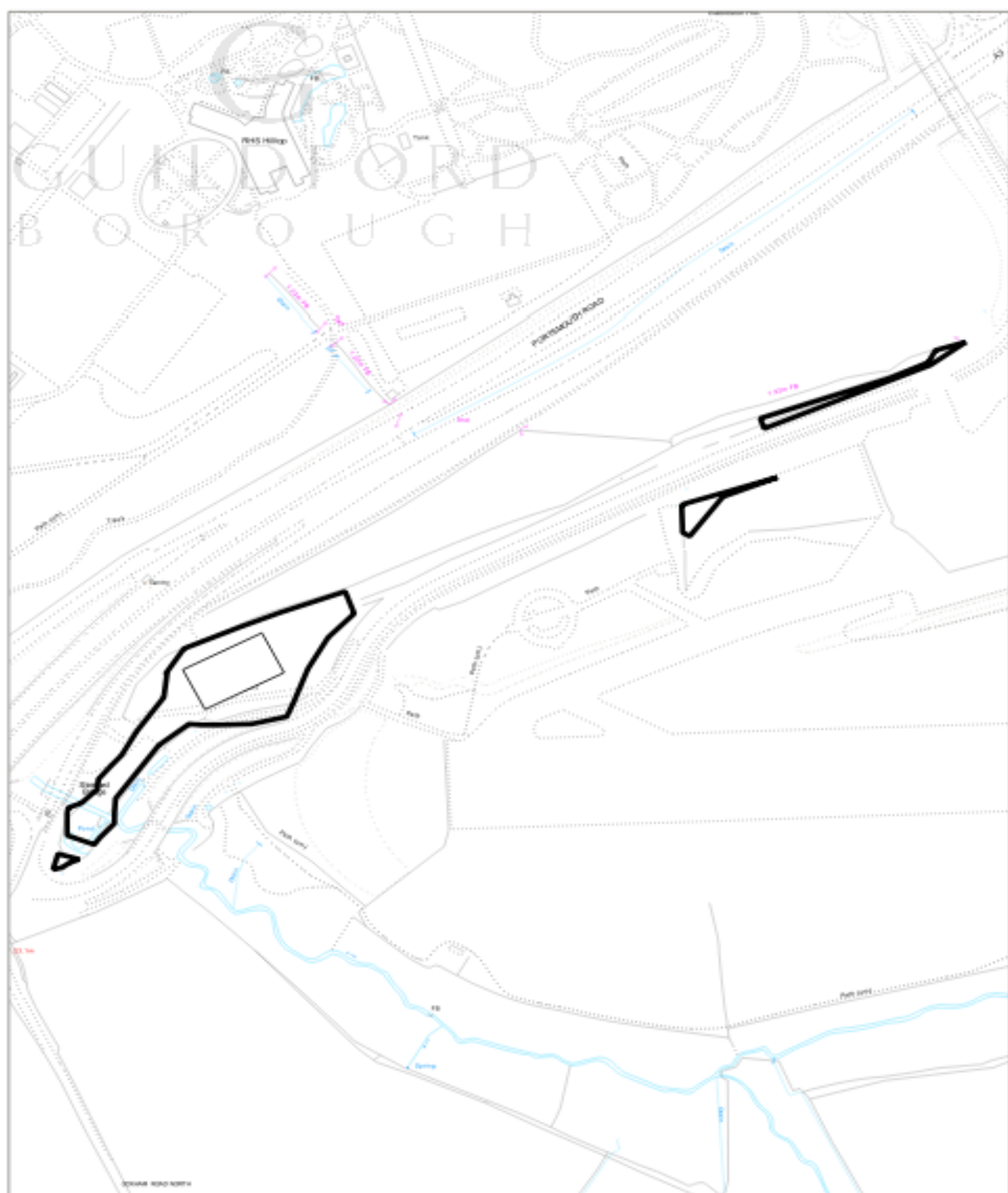


24/P/01509 - Land At Wisley Airfield, Hatch Lane, Ockham



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Print Date: 18/02/2025

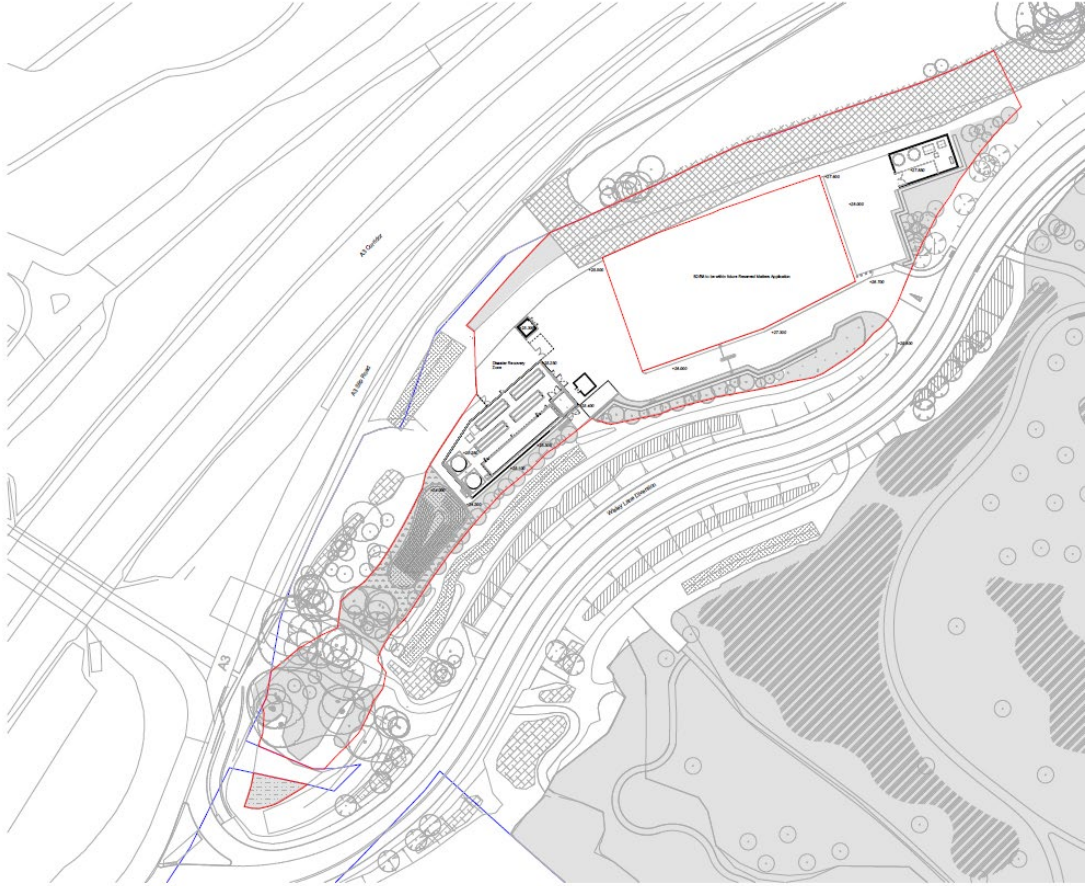


Not to Scale



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24/P/01509 – Land at Wisley Airfield, Ockham, GU23 6NU



Not to scale

App No: 24/P/01509

13 Wk 05/03/2025
Deadline:

Appn Type: Reserved Matters Application

Case Officer: Hannah Yates

Parish: Ockham

Ward: Send & Lovelace

Agent : Miss Beckett
Savills Guildford
244-246 High Street
Guildford
GU1 3JF

Applicant: c/o agent
Taylor Wimpey UK Ltd
Taylor Wimpey South Thames
The Arc, Office Park,
Springfield Park, Leatherhead
Surrey
KT22 7LP

Location: Land At Wisley Airfield, Hatch Lane, Ockham, GU23 6NU

Proposal: Reserved Matters application for details of access, appearance, landscaping, layout and scale (following Outline permission 22/P/01175) of Phase 1: INF1a comprising Energy Centre, Substation, Pumping Station, Landscaping, Surface Water Drainage and Car Parking

1. Executive Summary

2. Reason for Referral

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

4. Key Information

5. Reserved Matters application pursuant to outline permission 22/P/01175, approved on 24/05/2024, to consider access, appearance, landscaping, layout and scale for phase one (INF1a) of the new settlement at the Former Wisley Airfield strategic site. Phase one comprises an Energy Centre, Substation, Pumping Station, Landscaping, Surface Water Drainage and Car Parking.

6. Summary of consideration and constraints

7. This application deals with the first phase of the approved development for the largest portion of the A35 allocation which gained permission in May 2024. It proposes some of the required infrastructure to serve the proposed new settlement.

8. The hybrid application ref. 22/P/01175 approved:

- Up to 1,730 homes (C3), including some specialist housing and self-build plots
- Approximately 100 sheltered/Extra Care homes (C2 use)
- 8 Gypsy and Traveller pitches
- Approximately 1,800 - 2,500 sq m of employment floorspace
- Approximately 2,500 sq m of B2/B8
- 1,500 - 1,700 sq m of mixed/community uses
- Up to 550 sq m of services class E flexible uses
- A primary school (D1) (two form entry) with nursery
- A SANG building

- 500 - 1,000 sq m sports provision
- The approved development will come forward in multiple phases over an estimated build period of 11 years.
 - There are 5 parameter plans approved with the hybrid planning permission - Land Use, Building Heights, Green and Blue Infrastructure, Access and Movement and Design Framework. The proposed development complies with all relevant aspects of the approved parameter plans.
 - The principle of the development has been fully established under the hybrid planning permission, and its associated parameter plans which detail the development proposed in the location proposed.
 - The access, scale, appearance, layout and landscaping accord with the approved Design Code for this part of the site. The application accords with the Development Plan and is recommended for approval.

13. RECOMMENDATION:

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

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

Drawing Reference	Drawing Title	Drawing Revision	Dated (On GBC website)
02309A_JTP_EX_ZZ_DR_A_0000	INF1a - Location Plan	P02	29/01/2025
02309A_JTP_MP_00_DR_A_1000	INF1a - Level 00 Proposed Site Plan	P02	29/01/2025
02309A_JTP_MP_ZZ_DR_A_1002	INF1a - Proposed Site Plan	P02	29/01/2025
02309A_JTP_MP_00_DR_A_1100	INF1a - Energy Centre and RMU Proposed Plans and Elevations	P05	17/02/2025
02309A_JTP_MP_00_DR_A_1101	INF1a - Pumping Station Proposed Plans and Elevations	P03	29/01/2025
02309A_JTP_MP_00_DR_A_1102	INF1a - Substation - Proposed Plans and Elevations	P03	29/01/2025
02309A_JTP_MP_RF_DR_A_1001	INF1a - Proposed Roof Plan	P02	29/01/2025
10812_2202	PHASE 1- INF1a SITE ACCESS VISIBILITY	P9	29/01/2025
2259 DLA - - DR L 100	Landscape General Arrangement (Sheet 1 of 2)	P02	29/01/2025

2259 DLA - - DR L 100	Landscape General Arrangement (Sheet 2 of 2)	P02	29/01/2025
2259 DLA - - DR L 101	Planting Plan	P02	29/01/2025
2259 DLA - - DR L 102	Hard Landscape Proposals	P02	29/01/2025
DLQ.2259.L.105	Masterplan	P01	29/01/2025
2259 DLA - - DR L 104	Boundary Treatment Plan	P01	29/01/2025
2259 DLA - - DR L 106	Vehicular barrier detail	P01	14/10/2024
10812/1810/S01	Employment Land INF1 Site Levels Sheet 1	P03	17/02/2025
10812/1810/S02	Employment Land INF1 Site Levels Sheet 2	P03	17/02/2025

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

2. No development above ground level shall take place (excluding ground works and the construction of the access) until a written schedule with details of the source / manufacturer, colour and finish, and samples, of all external facing and roof materials, inclusive of the RAL colour of the thermal stores, have been submitted to and approved in writing by the Local Planning Authority. The schedule must include the details of embodied carbon / energy (environmental credentials) of all external materials. The development shall only be carried out in accordance with the agreed details and thereafter so retained.

Reason: In order to assess the suitability of the proposed materials and to ensure the satisfactory appearance of the development in accordance with LPSS Policy D1, LPDMP Policy D4 and LPDMP Policy D14.

3. Prior to the erection of either the 1.8m high paladin security fencing to the north or the 4.0m high timber fence around the energy centre as approved by Boundary Treatment Plan ref. 2259 DLA - - DR L 104 Rev P01, the following shall be submitted to and approved in writing by the Local Planning Authority:

- detailed plans of these boundary treatments
- samples of the materials
- details of louvers
- coping/edging details

The development shall only be carried out in accordance with the agreed details and thereafter so retained.

Reason: In order to assess the suitability of the proposed materials and to ensure the satisfactory appearance of the development in accordance with LPSS Policy D1 and LPDMP Policy D4.

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

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality in accordance with LPSS Policy D1 and LPDMP Policy D4.

5. A landscape management plan covering a period of no less than 10 years, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas shall be submitted to and approved in writing by the local planning authority prior to the first use of the development. The development shall only be carried out in accordance with the agreed details and thereafter so retained.

Reason: To ensure that due regard is paid to the continuing enhancement and maintenance of amenity afforded by landscape features in accordance with LPSS Policy D1 and LPDMP Policy D4.

6. The development hereby approved shall not be first brought into use unless and until the proposed vehicular and pedestrian access hereby approved has been constructed and provided with visibility zones in accordance with:

- 2.4m x 120m vehicle inter-visibility splays in both the leading and trailing directions.
- 1.0m x 120m pedestrian inter-visibility splays at the uncontrolled crossing on the Wisley Lane Diversion in both the leading and trailing directions.

In accordance with the site access visibility plan ref. 10812_22-02 Rev P9 and thereafter the visibility zones shall be kept permanently clear of any obstruction between 0.6m and 2.0m above ground level.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users in accordance with the requirements of the National Planning Policy Framework.

7. Prior to either the pumping station or energy centre being first brought into use, their associated parking spaces/loading bays shall be laid out within the site in accordance with the approved plans, including space for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking spaces/loading bays and turning areas shall be retained and maintained for their designated purpose.

Reason: To ensure that the development does not prejudice highway safety nor cause inconvenience to other highway users in accordance with the requirements of the National Planning Policy Framework.

8. Prior to or at the same time as the reserved matters application for Phase 6 for the B2/B8 use, full details of the vehicular parking for that phase, shall be submitted to and approved in writing by the Local Planning Authority. Prior to

the first use of the B2/B8 use, the car park shall be laid out in accordance with the approved plans and shall thereafter be retained for its designated use.

Reason: To ensure appropriate parking provision is provided for the B2/B8 use in accordance with LPDMP Policy ID10.

9. The development shall be carried out in accordance with the submitted flood risk assessment (FRA Addendum V1 20 January 2025) and the following mitigation measures it details:

- No land raising or spoil shall be stored within the 1% Annual Exceedance Probability (AEP) plus appropriate climate change allowance flood extent. These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements.

The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: In accordance with paragraph 181 of the National Planning Policy Framework which seeks to reduce the risk of flooding to the proposed development and future occupants and to prevent flooding elsewhere by ensuring that storage of flood water is provided.

10. Prior to the installation of the air source heat pumps or any structures housing them, full plans and elevations of the air source heat pumps and any structures housing them, and material details of the structures housing them inclusive of colour, finish, and samples, shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.

Reason: For the avoidance of doubt and to ensure the satisfactory appearance of the development in accordance with LPSS Policy D1 and LPDMP Policy D4.

Informatives:

1. This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:

- Offering a pre-application advice service in certain circumstances
- Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application
- Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

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

In this case pre-application advice was sought and provided which addressed initial issues, the application has been submitted in accordance with that advice, however, further issues were identified during the consultation stage of the application. Officers have worked with the applicant to overcome these issues.

2. A separate advertisement consent should be submitted as soon as possible, in accordance with the Infrastructure Design Code, for the signage to detail the energy centre.

3. Highways informatives:

1) The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

2) When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.

3) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage

4) The applicant is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to streetlights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

5) The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.

6) 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.

7) 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 www.gov.uk/check-long-term-flood-risk. For further information please contact the Flood Risk, Planning and Consenting Team suds@surreycc.gov.uk

8) The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. In instances where the applicant is not the Highway Authority the applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

14. Site description.

15. The site measures approximately 10.9 hectares, and in the context of the Former Wisley Airfield approval under 22/P/01175 is located on the far western edge of the site, between the Wisley Lane Diversion and the A3. The site is made up of trees, cleared land (associated with the DCO) and scrub. The southern part of the site stretches down to the Stratford Brook.
16. Ground levels range from 29m AOD at the northeast boundary with the WLD, down to 19.60m AOD at the riverbed to the south. The site levels fall steadily from northeast to southwest, flattening out as it reaches the river valley.
17. The site forms phase 1 of the hybrid permission granted under 22/P/01175, and is located entirely within the Policy A35 of the Local Plan allocation boundary. It comprises the land around the area proposed for the B2/B8 use, whilst excluding the land for this building. In addition, the site includes three other small parcels of land which were part of the outline permission, rather than the full part of the permission granted under 22/P/01175.

18. Two public footpaths previously ran through the site (13 and 13a), however these are to be extinguished/diverted as part of the DCO works. Part of footpath 13a is also shown as a proposed cycle route under ID9.
19. The vast majority of the site is within Flood Zone 1, with the exception of a small area in the south around Stratford Brook which is within Flood Zone 2 and 3. This part of the site also contains areas at higher risk of surface water flooding, as defined on the EA surface water mapping (1 in 30, 100 and 1000 years).
20. Part of the site is subject to a designation as a Site of Nature Conservation Importance (SNCI) forming part of the Wisley Airfield SNCI. The woodland within the south adjacent to the Stratford Brook is a Deciduous Woodland Priority Habitat. The site itself is solely within the 400m - 5km zone of influence of the Thames Basin Heaths Special Protection Area (TBH SPA). The entire site is designated as a Biodiversity Opportunity Area (Wisley, Ockham and Walton Heaths).
21. Directly to the north of the site is an area designated as Ancient Woodland, Green Belt and a part of the Ockham and Wisley Local Nature Reserve.
22. The site is accessed off the Wisley Lane diversion, which forms part of the A3/M25 DCO works. The Wisley Lane diversion was opened to traffic towards the end of 2024.
23. There are no Listed Buildings located on the site and it does not fall within a conservation area. The closest heritage assets are the Royal Horticultural Society garden of Wisley on the other side of the A3 which are a grade II* Registered park and garden and also containing a Grade II Listed Building; and Ockham Park which is a Local Historic Park to the south of Ockham Road North.

24. Proposal.

25. The application is a Reserved Matters application seeking approval for details of appearance, access, landscaping, layout and scale (following Outline permission 22/P/01175) of Phase 1: INF1a comprising Energy Centre, Substation, Pumping Station, Landscaping, Surface Water Drainage and Car Parking.

26. Amended plans and additional information

27. Since the submission of the application, a number of amended plans and amended and additional supporting documents were received in response to concerns raised. Amendments were received in January 2025. A full re-consultation on these amendments was commenced in late January 2025, concluding on 21st February 2025.

28. The key changes to the application are:

- Change in description to include access as a reserved matter – for completeness
- Removal of car parking layout associated with the later B2/B8 phase
- Removal of Energy Centre signage
- Additional landscaping inclusive of tree planting
- Updated Highways technical note
- Updated utilities report
- Updated BNG information

- Superseded tree information, so it is now to be dealt with under the relevant conditions on the hybrid permission
- Responses to the consultation comments and other comments received during the application process

29. A summary of the responses received following the consultations are found in the consultation section below.

30. Details of application

31. This first phase proposes some of the required infrastructure to serve the proposed new settlement. The energy centre, pumping station and substation have specific functions that they need to fulfil in order to provide utility services to the Wisley New Settlement. This infrastructure has been designed to ensure that its purpose is fulfilled. The different elements of the application can be broken down as follows:

- An energy centre providing District Heating and hot water to the wider site, consisting of approximately 4 Air Source Heat Pumps (“ASHP”), two thermal stores, 2 transformers and a prefabricated plant room for electric boilers and ancillary equipment;
- A substation;
- A pumping station consisting of a walled enclosure and underground equipment;
- Shared access, hardstanding and 2 vehicle barriers;
- Landscape buffers and other landscaping; and
- Associated infrastructure and earthworks inclusive of a SUDs pond.

32. Approved parameter plans under 22/P/01175

33. A set of parameter plans were approved under the outline application which establishes the framework for this Reserved Matters application and for the phased development of the site.

34. There are 5 parameter plans approved with the hybrid planning permission:

- Land Use
- Building Heights
- Green and Blue Infrastructure
- Access and Movement
- Design Framework

35. On the land use parameter plan, the site is contained within areas designated for the B2/B8 (use including Energy Centre, pumping station and substation) and green infrastructure, and this phase 1 application allows for both of these uses in the places designated.

36. On the building heights parameter plan, the site is contained within the B2/B8 area, with a 2 storey maximum parameter, and maximum eaves height of 12 metres. All buildings contained in this phase 1 application are well within this parameter. Whilst not covered by this parameter as not a building, it should be noted that the height of the thermal stores is below 12 metres.

37. The proposed development complies with all relevant aspects of the approved parameter plans.

38. EIA Development

39. An Environmental Statement (2022) and ES Addendum (2023) was submitted with the Hybrid Application to assess the environmental effects of the development. An ES compliance note has been prepared by the applicant to accompany this reserved matters application. This document details:

- No material changes to the baseline environment and no additional cumulative developments have been identified.
- The Development is compliant with any updated legislation and the changes have no bearing on the conclusions of the ES Addendum (2023).
- The assessment of likely significant effects on the environment, remains valid with no new or different likely significant effects identified. As the Development will not result in any new or different likely significant effects, there will not be any new interactive effects and therefore will be no changes to the mitigation and monitoring measures identified in the ES (2022) and ES Addendum (2023).
- The RMA will comply with the previously made assessment in the ES (2022) and ES Addendum (2023) and the previously submitted environmental information is robust to inform the determination of the RMA.

40. It is agreed that there is sufficient information to assess the scheme's environmental effects as the application is fully in accordance with the parameter plans submitted with the hybrid permission. Therefore the conclusions in the original environmental statement and the assessments submitted remain valid. The proposed development is not likely to have new or different significant environmental effects to those documented in the ES that are not covered in the approved mitigation measures and planning conditions.

41. Relevant planning history on application site.

Reference:	Description:	Address:	Decision Summary:
22/P/01175 and APP/Y3615/W/2 3/3320175	Planning permission for a Hybrid planning application for part of a new settlement and Suitable Alternative Natural Greenspace (SANG) (within LPSS Policy A35 Allocation) with new vehicular and pedestrian/cyclist accesses, comprising: a) Full Planning Application incorporating; i. a realigned section of the proposed Wisley Lane Diversion, to include a roundabout with a stub road as the primary access to serve the new settlement from Ockham Interchange; ii. a road junction access into the proposed employment area from the proposed Wisley Lane Diversion; iii. a new road junction as a secondary access to serve the new settlement from Old Lane; iv.	Land at Wisley Airfield, Ockham	Approved with conditions

SANG and associated infrastructure, including SANG car parks. v. Restricted access from Ockham Lane

b) Outline Planning Application (all matters reserved) for the phased development of part of a residential-led, new settlement comprising up to 1,730 dwellings (Class C3 use), 8 gypsy and travellers pitches, up to 100 units of housing for older people (Class C2 use)), a mixed-use commercial local centre with public square, community hub and employment area alongside other commercial mixed-use neighbourhood centres located throughout and an employment area, (Classes E, F2(b), B2/B8, and sui-generis uses subject to specific planning permissions), a secondary school, a primary school, (Class F1(a)), up to 2 nurseries,(Class E (f)), also incorporating green infrastructure (including parks, neighbourhood greens and sports pitches (Class F2(c) and associated pavilion (Classes E(b) and (d), F2(b)), SANG other infrastructure, (Class E(b)), part of Wisley Lane Diversion between Ockham Interchange roundabout and realigned section of Wisley Lane Diversion, a vehicular / cycle / pedestrian sustainable transport corridor (linking the proposed Wisley Lane Diversion roundabout to Old Lane) and associated infrastructure and earthworks at land at the former Wisley Airfield (with construction access from Ockham Interchange and Elm Corner).

20/P/01708 and APP/Y3615/W/2 1/3279752	Detailed application for engineering operations to form a new roundabout and stub road.	Land at Wisley Airfield, Ockham	Approved with conditions
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42. Relevant planning history on adjoining sites.

Reference:	Description:	Address:	Decision Summary:
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23/P/00417	Outline application for construction of up to 70 new homes (C3), the formation of a new means of access onto Ockham Lane, new footpaths and cycle routes, the creation of areas of open space, including play space and allotments, new surface water drainage, new landscaping and habitat creation, ground works and other infrastructure.	Land adjacent to, Ockham Lane, Ockham, GU23 6NT	Resolution to approve, pending S106 (Oct 2024 planning committee)
23/P/01607	Outline Planning Application (all matters reserved) for part of a new settlement and Suitable Alternative Natural Greenspace (SANG) (within LPSS Policy A35 Allocation), comprising demolition of existing structures and construction of up to 200 dwellings (Class C3), provision of Suitable Alternative Natural Greenspace (SANG), other open space, landscaping, infrastructure and associated works.	Land east and west of, Hatch Lane, Ockham	Pending consideration

43. Consultations.

44. A summary of all the responses on the application is contained below. This is not a verbatim report and full copies of all representations received are available on the electronic planning file, which is available to view online.

45. Statutory consultees

46. National Highways 1st response: National Highways recommends the Local Planning Authority does not grant planning permission until 3 February 2025 to enable for the applicant to supply further information.

Due to the proximity of the proposed energy centre, substation, pumping station and associated infrastructure to the A3, there is potential to adversely impact the safe and efficient operation of the A3.

National Highways have not been invited to any pre-application discussions to enable us to set out the necessary assessments to enable us to provide fully informed advice to Guildford Borough Council (which could include an appropriate suite of planning conditions). Assessments will likely include a geotechnical risk assessment in accordance with CD622, lighting assessments, and drainage management strategy. We recommend the applicant contact us to discuss further.

47. National Highways final response: No objection. Since our response dated 11 November 2024, we have engaged with the applicant to determine what, if any, further assessments might be required to enable National Highways to provide fully informed advice to the local planning authority.

Having further reviewed the existing suite of conditions for outline permission 22/P/01175, we are satisfied that any potential impacts to the safe and efficient operation of the A3 will be effectively managed. We request that National Highways are consulted on the discharge of the following conditions (48 and 76) for phase INF1a. [Officer note: This has been done and NH have no comments]

48. County Highway Authority (Surrey County Council) 1st response: Further information requested on:

- Site access
- Swept-Path Assessment
- Car and HGV Parking
- Cycle Parking

49. County Highway Authority (Surrey County Council) final response: No objection having assessed the application on safety, capacity and policy grounds.

Conditions recommended:

- Site access provided with visibility splays
- Parking spaces/loading bays to be provided and retained prior to use of the pumping station and energy centre

50. Natural England: Natural England has no comments to make on this reserved matters application.

51. Environment Agency: No Objection subject to the addition of a condition.

Condition recommended:

- No land raising or spoil shall be stored within the areas of higher flood risk.

52. Lead Local Flood Authority (Surrey County Council): The surface water drainage for this site will be dealt with under a separate discharge of planning conditions application.

53. Historic England: In this case we are not offering advice. We suggest that you seek the views of your specialist conservation and archaeological advisers.

54. The Gardens Trust: No response received.

55. *Non-statutory consultees*

56. Thames Water: No comments on this application.

57. Affinity Water: No objection.

Water quality:

We have reviewed the planning application documents and we can confirm that the site is not located within an Environment Agency defined groundwater Source Protection Zone (SPZ) or close to our abstractions.

The construction works and operation of the proposed development site should be done in accordance with the relevant British Standards and Best Management

Practices, thereby significantly reducing the groundwater pollution risk. It should be noted that the construction works may exacerbate any existing pollution. If any pollution is found at the site then the appropriate monitoring and remediation methods will need to be undertaken.

For any works involving excavations below the chalk groundwater table (for example, piling or the implementation of a geothermal open/closed loop system), a ground investigation should first be carried out to identify appropriate techniques and to avoid displacing any shallow contamination to a greater depth, which could impact the chalk aquifer.

Water efficiency:

Being within a water stressed area, we expect that the development includes water efficient fixtures and fittings. Measures such as rainwater harvesting and grey water recycling help the environment by reducing pressure for abstractions.

Infrastructure connections and diversions:

There are potentially water mains running through or near to part of proposed development site. If the development goes ahead as proposed, the applicant/developer will need to get in contact with our Developer Services Team to discuss asset protection or diversionary measures.

Due to its location, Affinity Water will supply drinking water to the development in the event that it is constructed. Should planning permission be granted, the applicant is also advised to contact Developer Services as soon as possible regarding supply matters due to the increased demand for water in the area resulting from this development.

58. Designing Out Crime Officer, Surrey Police 1st response: There is insufficient information contained in the application for me to fully assess security of the development.

We wish to reduce the opportunity for crime and the fear of crime and anti-social behaviour and see safer, sustainable communities and buildings created. We would ask for consultation to assess this project against the standards of Secured by Design.

Conditions recommended:

- Development to achieve secure by design accreditation.

59. Designing Out Crime Officer, Surrey Police final response: We have been working with the developers with regards to the Energy centre achieving a Secure By Design Award.

Currently subject to further discussions and a final physical site review, we are confident that the award is achievable, by using the Secure by Design Guidance, the measures required in Guildford Local Plan Policy D1 Crime Prevention and Security Measures (8) can be confirmed.

60. Forestry Commission: Standard advice issued stating the planning authority should consider the following policy and guidance as part of their decision-making process for this application (updated February 2024):
1. Ancient woodlands, ancient trees and veteran trees are irreplaceable habitats.
 2. Existing trees should be retained wherever possible, and opportunities should be taken to incorporate trees into development.
 3. Biodiversity Net Gain (BNG).

61. SCC Countryside Access Officer: No objection. This application is across the current definitive line of Footpaths 13 and 13a Wisley. My understanding is that the affected sections of both of these Public Rights of Way are to be diverted, using the powers within the DCO. The proposed development will therefore not impact on the Public Rights of Way.

62. *Adjoining Local Authorities*

63. Elmbridge Borough Council: Raise no objection to this RMA application, but do continue to raise concerns about the impact of the entire development upon Elmbridge Borough.

64. *Internal consultees*

65. Environmental Health: No objection. Matters relevant to Environmental Health have been addressed by conditions attached to the original application. The following comments are made with regards to the documents submitted.

Contaminated Land

Leap Environment's letter dated 4th October 2024 advises that the requirements of Condition 55 will be addressed prior to works on this phase commencing and a Remediation Method Statement (RMS) will be submitted. This is fine and the requirement for this should be re-instated on this reserved matters permission if it is to be granted.

Air Quality

With regards to the HGV movements, the number of daily movements is unlikely to result in exceedance of any air quality objectives in the area.

Noise

The submitted noise statement refers to Condition 70 of the Hybrid Application and outlines the approach to be taken in addressing the condition requirements. The proposed methodology is accepted. Condition 70 should be attached to any permission for this application to ensure that this takes place.

[Officer note: The conditions added to the hybrid permission ref. 22/P/01175 on noise and contaminated land will control all phases of development where relevant, therefore there is no justification to add the condition again]

66. Arboricultural Officer: No arboricultural objection to the Phase 1 development.

Tree removal is predominately a large group of Goat Willow scrub (TNo.15). This Willow is self-set and with no individual of a particular merit, and as a group, is only classified as 'C' as per the survey methodology set out within the British Standard BS5837:2012 - Trees in relation to design, demolition and construction

The other significant area of tree removal to facilitate development is the tree group TNo.19. This is a group of mix broadleaf trees growing as a dense cluster of self-set stems. There is a mix of predominantly hybrid poplar, alder, hawthorn, willow and Sycamore. This group is again categorised as 'C' grade and of limited arboricultural quality and value.

There is a small pocket of woodland that has been identified as ancient semi-natural woodland (ASNW).

All works should be in accordance with the Arboricultural Method Statement and Tree protection Plan prepared by Keen Consultants and dated January 2025, which includes the requirement of a pre-commencement meeting and monthly site monitoring by the appointed arboricultural consultant to ensure that all tree protection measures are implemented and in place.

67. Design and Conservation Officer: No Objection.

Heritage comments:

As noted under the significance of the asset, the wider setting of the gardens only makes a limited contribution to the significance and setting of the heritage asset, instead its significance is primarily inwardly focus. Nevertheless, with consideration to the location and function of the Viewing Mount within the gardens which does allow views southwards, along with the possibility of glimpsed/filtered views outwards at the southern edges of the gardens, I am minded to conclude that the minor change to setting that I have identified would result in a degree of harm to RHS Wisley Garden's significance, which is at the lowest end of less-than-substantial.

Conditions recommended:

- Details of the northern boundary treatment
- Details of the colour of the thermal stores

Urban design comments:

I am satisfied that the plans submitted for this Reserved Matters Application reflects and adheres to the approved Hybrid Planning Application (parameter plans in terms of location, land use and height. I am also satisfied that the design and arrangement of the proposed scheme largely reflects and adheres to the approved Design Code and associated Design Principles Diagram that was approved via condition 24/D/00114.

Conditions recommended:

- Specification details and sample including colour and finish of the following:
 - timber fencing of the proposed Energy Centre compound
 - louvers of the proposed Energy Centre compound
 - coping/edging details around the top of the Energy Centre compound
- Details and sample of the proposed external facings and roof covering, including colour & finish.

68. Hankinson Duckett Associates (HDA) (GBC Consultant on Landscape) 1st response: Holding objection. Recommendations:

- Additional tree planting needs to be included to the north of the proposed development.
- Extend tree line along the south-eastern boundary (adjacent to the SuDS basin) to screen oblique views of the proposed development from the southern approach.
- Provide a plan identifying the proposed services overlaid with the landscape proposals.
- Show the approved SANG landscape as context to the landscape plans.

- Update the Hard Landscape Proposals, to clarify locations of the different fence types.
- Update the key within the Landscape General Arrangement Plan Sheet 2, to clarify what is proposed within the red line. Labels could suffice in place of a key.
- Specify which plants

69. Hankinson Duckett Associates (HDA) (GBC Consultant on Landscape) final response:
No objection - the revised scheme is now acceptable from a landscape perspective.

Within my previous comments I questioned the lack of structural planting to the north of the proposed development. I am now aware of the constraints to planting within this area, including land ownership and services (with associated easements). The revised plans show additional scrub planting to the north, which is welcomed. I concede that given the constraints (that are outside the applicants control), the proposals are appropriate and provide as much screening as practicable.

I advised that the south-eastern boundary tree planting should also be extended southwards in order to screen oblique views of the proposed development from the southern approach. This has been actioned, and I am happy with the revised proposals in this respect.

I requested that plans identifying underground services were submitted, which has happened to a degree. I was also shown the locations of the existing services and easements during a meeting with the landscape architects on 31st January and how these had been responded to within the submitted landscape design. I am now content that the proposed landscape scheme is deliverable.

The proposals for the existing rights of way have been clarified. These changes are being delivered through the DCO works, which the application is responding to. My other minor comments regarding the presentation of the scheme and clarity of drawings have also been resolved.

70. *Parish Councils*

71. Ockham Parish Council: Object - harm to:

- Heritage assets, primarily Grade II Listed RHS
- Heritage views and local character
- The TBHSPA and other local environmental assets including the ancient woodland, SSSI, SNCI and Local Nature Reserve
- Flood risk due to the provision of hard landscaping and the local high water table. Pollution of Stratford Brook which is a significant tributary of the River Wey
- Increase in traffic and HGVs using Ockham Park roundabout and being parked up on site.
- Loss of amenity to NMU using PRoW
- Parking for 7 HGVs, 27 vehicle spaces however no cycle parking – not providing for sustainable transport
- Negatively impacting the visitor experience for those going to RHS Wisley, could lead to a loss in footfall and negatively impact on the local economy
- Concerns relating to the transport modelling for Ockham Park Roundabout being incorrect

[Officer comment: The access to this part of the site already has been fully assessed and found to be acceptable under 22/P/01175]

- Height of the thermal store – it will rise above the surroundings and cause an impact on the landscape and character of the area including Church End, Ockham which falls within the Ockham Conservation Area and contains the grade I Listed All Saints' Church
- 10m long HGVs will be located on the site at all times to support the pumping station which will be unsightly, emit toxic emissions that will effect air quality and cause disruption to other users of the Wisley Lane Diversion and Ockham park Roundabout
- The application falls short of policies P5, D3, ID4, LNPH1b, LNPH1j, LNPEN1B

72. West Horsley Parish Council: Object: Support the objections raised by Ockham Parish Council. Determination of this application should be after the oral hearing challenging 22/P/01175. [Officer note: The challenge was refused]

73. Ripley Parish Council: Object: Support the objections raised by Ockham Parish Council. Determination of this application should be after the oral hearing challenging 22/P/01175. [Officer note: The challenge was refused]

74. *Amenity groups/Residents' associations*

75. Ockham and Hatchford Residents Association: Object:

- Increase in HGV's and associated impact on the Wisley Lane Diversion and Ockham Park Roundabout
- Environmental implication from the running of lorries whilst on site
- Electric capacity for the supply to Guildford
- Negative impact on character – eyesore
- Negative impact on heritage – RHS Wisley

76. Third party comments:

77. A summary of all the responses on the application is contained below. This is not a verbatim report and full copies of all representations received are available on the electronic planning file, which is available to view online.

78. 28 objections have been received. The objections and concerns raised are summarised below:

- Height of these buildings not shown [Officer note: Height of thermal stores shown on plans. Dimensions of all buildings described below in the report]
- Loss of views
- Impact on Local Heritage assets, primarily Grade II Listed RHS
- Impact on local character
- Impact on the TBHSPA, ancient woodland, SSSI, SNCI and Local Nature Reserve
- The destruction of vital wildlife habitats
- Area should not have been removed from the greenbelt
- Flood risk and pollution of Stratford Brook which is a significant tributary of the River Wey
- Increase in traffic and HGVs using Ockham Park roundabout and being parked up on site.
- Traffic jams
- HGV's will emit toxic emissions that will affect air quality
- Noise impacts

- People unable to enjoy their homes
- Danger to pedestrians and pets
- Loss of amenity to all users of the Public Rights of Way
- Lack of sustainable transport input. No bus stop planned.
- Insufficient power capacity supply in Guildford as National Grid oversubscribed
- Lack of infrastructure to support the development
- Unsustainable development
- Support the objections made by Ockham Parish Council and other Parish Councils
- Determination of this application cannot take place until the outcome of legal challenge to the Taylor Wimpey application is known [Officer note: The challenge was refused]

79. Planning policies.

80. The Development Plan

81. The Development Plan in relation to the site currently comprises the following documents:

- The Guildford Local Plan: Strategy and Sites 2015-2034 (“the LPSS”)
- Guildford Borough Local Plan: Development Management Policies March 2023 (“the LPDMP”)
- The Lovelace Neighbourhood Plan 2021 (“the LNP”)
- Surrey Waste Local Plan 2019-2033 (“the SWLP”)
- The South East Plan 2009 (“the SEP”)

82. The Development Plan policies of most relevance to the consideration of this application are as follows:

83. The Guildford Local Plan: Strategy and Sites 2015-2034

- Policy A35: Former Wisley Airfield, Ockham
- Policy S1: Presumption in favour of sustainable development
- Policy S2: Planning for the borough - our spatial strategy
- Policy P4: Flooding, flood risk and groundwater protection zones
- Policy D1: Place shaping
- Policy D3: Historic environment
- Policy ID4: Green and blue infrastructure

84. Guildford Borough Local Plan: Development Management Policies March 2023

- Policy P10: Water Quality, Waterbodies and Riparian Corridors
- 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 D14: Sustainable and Low Impact Development
- Policy D18: Designated Heritage Assets
- Policy D19: Listed Buildings
- Policy D20: Conservation Areas
- Policy D22: Registered Parks and Gardens
- Policy ID6: Open Space in New Developments
- Policy ID9: Achieving a Comprehensive Guildford Borough Cycle Network

- Policy ID10: Parking Standards for New Development

85. Lovelace Neighbourhood Plan 2021

- LNPEN1: Local Green Spaces (LGS) and Local Views
- LNPEN3 Flooding
- LNPI3 Cycling and Walking
- LNPI4: Parking

86. The National Planning Policy Framework

- Chapter 2: Achieving sustainable development
- Chapter 4: Decision-making
- Chapter 8: Promoting healthy and safe communities
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-design places
- Chapter 16: Conserving and enhancing the historic environment

87. Supplementary Planning Documents and Guidance

- Strategic Development Framework SPD (2020)
- Parking Standards SPD (2023)

88. Other Guidance / Legislation

- Planning Practice Guidance (PPG)
- Healthy Streets for Surrey (2022)
- Historic England GPA3: The Setting of Heritage Assets (2017)

89. Equality, diversity and human rights

90. In reaching its decision on a planning application the Council is required to have regard to the duties contained in section 149 of the Equality Act 2010, known collectively as the public sector equality duty.

91. Section 149 provides that the Council must have due regard to the need to -

- eliminate discrimination, harassment, victimisation
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

92. Officers have had due regard to these matters when assessing this application and have concluded that neither the granting nor the refusal of this application would be likely to have an impact on protected groups and, therefore, that these considerations would not weigh in favour of or against this application.

93. Consideration has also been given to Articles 1 and 8 of the of the First Protocol of the European Convention on Human Rights. It is not considered that the decision would result in a violation of any person's rights under the Convention.

94. Planning considerations.

95. This is a reserved matters application seeking approval for access, appearance, landscaping, layout and scale for phase 1 INF1a comprising Energy Centre, Substation, Pumping Station, Landscaping, Surface Water Drainage and Car Parking following the grant of outline planning permission as part of the hybrid permission granted on appeal in 2024.
96. The principle of the development has been fully established under the hybrid planning permission, and its associated parameter plans which detail the development proposed in the location proposed. The application must be determined on the acceptability of the Reserved Matters and can not consider the principle of the development.
97. The outline element of the hybrid permission contains a number of conditions relevant to this Reserved Matters including:
- phasing plans
 - a programme of archaeological work in accordance with a Written Scheme of Investigation by phase
 - Construction Transport and Environmental Management Plan by phase
 - Site Waste Management Plan by phase
 - Soil Management Plan by Phase
 - Ground Water Protection Strategy by phase
 - management of any required boreholes by phase (Boreholes are drilled to gather information about the composition, structure, and properties of the subsurface. This information is used for foundation design, groundwater assessment, contamination studies, and other geotechnical and environmental investigations)
 - contamination assessment and required remediation by phase
 - tree protection by phase
 - noise generated by the equipment to be acoustically insulated as required to ensure appropriate noise levels at nearest noise sensitive boundaries.
 - lighting strategy by phase
 - BNG by phase
 - badger surveys by phase
 - ecological Mitigation and Enhancement plan by phase
 - SuDS by phase
 - details of visibility splays by phase
 - parking strategy by phase
 - cycle storage and charging for e-bikes by phase
 - delivery and servicing management plan by phase
 - travel plan and travel information pack by phase
 - utilities strategy by phase
98. These matters are not for consideration as part of this Reserved Matters application as they are controlled through these conditions.
99. The hybrid application was also subject to a Section 106 Planning Agreement which secured a number of obligations. Of relevant to this phase was schedule 12 which requires:
- Approval of an energy scheme which shall include the provision of low carbon energy supplied by the energy centre

100. There is no requirement for a legal agreement for this reserved matters application.
101. The relevant considerations in respect of this application are whether the layout, scale, appearance, access and landscaping of the development is acceptable in planning terms. These aspects of the proposal will be assessed below.
- 102. Layout, scale, appearance and landscaping**
103. Policy Review
104. **Key policy LPSS – A35: Former Wisley Airfield site allocation and D1: Place shaping**
105. Criterion (24) of policy A35 requires sensitive design at site boundaries that has significant regard to the transition from village to greenfield. Criterion (25) requires the creation of unique places that combine the highest standards of good urban design with well designed streets and spaces and criterion (26) requires high quality architecture that responds to the unique context of the site.
106. Policy D1 (1) states all new developments will be required to achieve high quality design that responds to distinctive local character (including landscape character) of the area in which it is set. Criterion (2) and (3) state all new development will be designed to reflect the distinct local character of the area and will respond and reinforce locally distinct patterns of development, including landscape setting. However acknowledge that given the size, function and proposed density of the strategic allocations it may not always be desirable to reflect locally distinct patterns of development. These sites must create their own identity to ensure cohesive and vibrant neighbourhoods. Criterion (6) states all new development will be designed to ensure it connects appropriately to existing street patterns and creates safe and accessible spaces. Criterion (7) states all new development will be designed to maximise the opportunity for and linkages between green spaces and public places, and include high quality landscaping that reflects the local distinctive character. Criterion (8) states all new development will be designed to reduce opportunities for crime and antisocial behaviour. Criterion (9) states all new development will be designed to meet the needs of all users.
107. Criterion (13), (14) and (15) of D1 relate to the requirement for the provision of a Masterplan for the former Wisley airfield (A35). In order to ensure future cohesive and vibrant neighbourhoods, they must demonstrate how the development responds to the immediate context as well as;
- (a) Creates functional places
 - (b) Supports mixed use tenures
 - (c) Includes successful public spaces
 - (d) Is adaptive and resilient
 - (e) Has a distinctive character
 - (f) Is attractive
 - (g) Encourages ease of movement
 - (h) Creates a sustainable environment in relation to access to services and facilities
108. Planning applications will be consistent with the Masterplans, which must be kept under review.

109. **Key policies LPDMP** – Policy P7: Biodiversity in New Developments, Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness, Policy D6: External Servicing Features and Stores and Policy D14: Sustainable and Low Impact Development
110. Criterion (7) of P7 states planting schemes are expected to use UK sourced, native species, unless imported strains of native species would offer greater resilience and are free from disease.
111. Criterion (1) of D4 states development proposals are required to demonstrate how they will achieve the ten characteristics of well-designed places as set out in the National Design Guide:
- a) Context – enhances the surroundings
 - b) Identity – attractive and distinctive
 - c) Built form – a coherent pattern of development
 - d) Movement – accessible and easy to move around
 - e) Nature – enhanced and optimised
 - f) Public space – safe, social and inclusive
 - g) Uses – mixed and integrated
 - h) Homes and buildings – functional, healthy and sustainable
 - i) Resources – efficient and resilient
 - j) Lifespan – made to last
112. Criterion (2) states development proposals are required to have regard to relevant national and local design guidance or codes.
113. Criterion (3) states development proposals are required to incorporate high quality design which should contribute to local distinctiveness by demonstrating a clear understanding of the place. Development proposals should respond positively to:
- a) the history of a place;
 - b) significant views (to and from);
 - c) surrounding context;
 - d) built and natural features of interest;
 - e) prevailing character;
 - f) landscape; and
 - g) topography.
114. Criterion (4) states the use of innovative design approaches, including use of materials and construction techniques, will be supported where this presents an opportunity to create new or complementary identities that contributes to and enhances local character.
115. Criterion (5) states development proposals are expected to demonstrate high quality design at the earliest stages of the design process, and then through the evolution of the scheme, including in relation to:
- a) Layout – settlement pattern of roads, paths, spaces and buildings, urban grain, plot sizes, building patterns, rhythms and lines
 - b) Form and scale of buildings and spaces - height, bulk, massing, proportions, profile and roofscapes
 - c) Appearance
 - d) Landscape – landform and drainage, hard landscape and soft landscape

- e) Materials
- f) Detailing

116. Criterion (8) states development proposals are expected to be designed so as not to hinder the potential future delivery of adjoining development sites. Criterion (9) states strategic sites are required to produce masterplans and follow a Design Code approach through the planning application process.

117. Policy D5 states development proposals are required to demonstrate that:

- a) bin storage, cycle parking and electric vehicle charging points, whilst being designed to meet practical needs, are integrated into the built form and do not detract from the overall design of the scheme or the surrounding area; and
- b) external servicing features are designed as an integrated part of the overall design or are positioned to minimise their visual impact.

118. Criterion (2) of policy D14 Development states that proposals are required to demonstrate that embodied carbon emissions have been minimised by:

- a) sourcing materials locally where possible; and
- b) taking into account the embodied carbon emissions of materials based on information provided in a respected materials rating database.

119. **Key NPPF paragraphs – 131, 135, 139**

120. Para 131 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

121. Para 135 states planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁵¹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

122. Para 139 states development that is not well designed should be refused... Conversely, significant weight should be given to:

- a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

- b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.

123. Assessment

124. The constrained nature of the site has required a design which is both compact and efficient. This would be in accordance with the principle of sustainable development and the need to make the most efficient use of land.

125. **Layout, scale and appearance**

126. As part of the design strategy for the site, there is a separate design code called the Placemaking Infrastructure Design Code covering the early elements of infrastructure which include the energy centre, substation, pumping station, the B2/B8 unit and the SANG building. The Placemaking Infrastructure Design Code is the relevant code covering the development of the application site.

Energy Centre

127. The Energy Centre enclosure is located to the west of the proposed B2/B8 building and includes air-source heat pumps (ASHPs), thermal stores measuring 9.4 m in height, as well as a plant room and transformers. Accompanying the main enclosure is a separate structure that houses a Ring Main Unit, sat adjacent to a dedicated parking bay for the Energy Centre. The main enclosure measures 18m in width (at the widest point), and 43m in depth is bound by 4m high timber fencing. The structure housing the Ring Main Unit measures 4.7m x 5.4m with a height of 3.6m and contains a flat roof.

Substation

128. The substation is located to the north of the Energy Centre and measures 4m x 4m, with a total height of 4.2m with hipped roof. The substation is also made up of a brick compound with louvred access doors.

Pumping station

129. The pumping station is located on the east of the site, east of the proposed B2/B8 building and consists of underground equipment surrounded by a 1.8m tall brick enclosure with a single access point in the form of a 4m wide gate to provide access for a 10m long heavy goods vehicle.

Access control barriers

130. The application also includes 2 access control barriers to both sides of the site. One is located midway down the access road controlling access to the substation and energy centre. The other is located next to an area of hardstanding which will later form the parking area for the B2/B8 unit. The barrier arms stand approximately 1.2m above the carriageway, with an arm length of 4.5m.

Code compliance

131. The application is broadly in accordance with the approved Placemaking Infrastructure Design Code.

132. The proposed design of the Energy Centre does not include a key corner detail at its south-east corner. The Design Principles diagram which contains this notation refers to this as a 'Potential Key Corner'. Taking into consideration the functionality of the design proposed for the Energy Centre, and the wording of the Design Principles Diagram, it is not considered that there is any breach to the Code with this omission.

133. The submitted plans provide illustrative reference to signage. This is in accordance with the code which states clear entrance signage is required to this parcel, identifying the different uses and their locations. Any signage would require separate advertisement consent, so will be covered by a separate application. An informative will be added requesting the separate consent is submitted as soon as possible. This is considered to be an important detail which will elevate the appearance of the site from the Wisley Lane Diversion.

134. The site is a key component of the arrival experience to both the wider FWA site as well as RHS Wisley, and therefore, as the Design Code stipulates, must provide a positive façade along the Wisley Land Diversion. To ensure the detailing that comes forward is of high quality as expected by the code, details of the boundary treatments and the colour of the thermal stores will be secured by condition.

135. **Impact on the character of the area**

136. Criterion (24) of policy A35 requires sensitive design at site boundaries that has significant regard to the transition from village to greenfield. This side of the site has the most urban influences being located between two major pieces of infrastructure in the A3 and the Wisley Lane Diversion. The site is therefore well located for this infrastructure.

137. The site of the energy centre and other required infrastructure will be relatively prominent in the approach to the new settlement from the Wisley Lane Diversion. Whilst it will have the appearance of a commercial facility with a functional design, this is considered to be acceptable, particularly with the backdrop of both the A3 and the new Wisley Lane diversion which are large and engineered infrastructure themselves. The applicant has proposed a landscaping scheme which will partially screen and soften the development once established, which will help assimilate the proposal into the character of the area over time.

138. **Landscaping**

139. The submitted Design and Access statement states the landscape design of the application site aims to assimilate the buildings into the existing semi-wooded setting located between the A3 and the Wisley Lane diversion roads. Key landscape design considerations for the successful integration of this phase of infrastructure are:

- The appearance of the Energy centre and pumping station in views from the Wisley Lane diversion;
- To ensure the integrity of the 15m ancient woodland buffer;
- Gas and HV cable easement corridors located to the northwest and west are preserved; and
- SUDs drainage features are integrated and made accessible for maintenance;

140. The proposed landscape sits to the west of National Highways controlled land associated with the Wisley Lane diversion which proposes a mix of linear tree and scrub belts, native hedges and wildflower grassland, which we will compliment and

supplement the proposed landscape. Linear swales are also proposed which will introduce new wetland habitats.

141. The soft landscape planting proposals are primarily focused to the east of the Energy centre compound; access road from Wisley Lane diversion; and remaining land to the east of the pumping station. Proposals are for linear native tree belts with scrub understorey which have a mix of fast and slower growing species that will filter views from the east. Species rich grassland will be used in areas where required for maintenance of the SUDs features.

142. Following comments from the Councils Landscape architect, the proposed landscaping scheme was amended to include additional landscaping which will further improve screening to the north as the DCO scheme has opened up views to the north. The Landscape Consultant considers the proposal to be acceptable, and the submitted hard and soft landscaping plans will be conditioned.

143. Conclusions

144. The proposals comply with the approved parameter plans, and the approved Design Code with the addition of conditions. The impact on the character of the area is considered to be acceptable, and the application complies with relevant policies.

145. Access

146. Policy Review

147. **Key policy LPSS** - ID2: Supporting the Department for Transport's "Road Investment Strategy" and ID3: Sustainable transport for new developments

148. Policy ID2 (1) requires promoters of sites close to the A3 and M25 and strategic sites will need to take account of any emerging proposals by National Highways.

149. Policy ID3 (1) requires new development to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of the sustainable transport modes of walking, cycling and the use of public and community transport.

150. Policy ID3 (2) requires new development to improve cycle and walking routes to local facilities, services, bus stops and railway stations, to ensure their effectiveness and amenity, the provision and improvement of public and community transport, and opportunities for people with disabilities to access all modes of transport.

151. **Key policy LNP** - ID9: Achieving a Comprehensive Guildford Borough Cycle Network

152. Policy ID9 is intended to facilitate the development of a high-quality comprehensive Guildford borough cycle network which enhances and expands current provision and supports accessibility. Cycle routes and infrastructure are required to be designed and adhere to the principles and quality criteria contained within the latest national guidance.

153. **Key policy LNP** - LNPI3: Cycling and Walking

154. Policy LNPI3 requires major developments to provide safe and convenient walking and cycling links to established routes where these exist.

155. **Key NPPF paragraphs – 115 and 116**

156. Para 115 requires that appropriate opportunities to promote sustainable transport modes are prioritised taking account of the vision for the site, given the type of development and its location. It also requires that safe and suitable access can be required for all users, that the design of streets, parking areas, other transport elements and associate standards reflects national guidance. Also, any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree through a vision led approach.

157. Para 115 explains that “Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios

158. Assessment

159. When considering access as a reserved matter, this includes the accessibility to and within a site for vehicles, cycles and pedestrians as well as the positioning, treatment and circulation of routes and how these fit into the surrounding access network.

160. **Site access and visibility**

161. The ES compliance note prepared by Stantec details that trip generation within the application site is anticipated to remain within the parameters of the ES (2022) and ES Addendum (2023). There will also be no other changes to the parameters of the Hybrid Planning Application, therefore the effects arising from the Development with respect to transport and access are anticipated to remain the same.

162. Site access will be via a new priority junction onto the Wisley Lane Diversion. This site access has been approved under the full element of the hybrid planning application 22/P/01175. The site of the Reserved Matters application is set back approximately 9 metres from the carriageway of the Wisley Lane Diversion, therefore the majority of this junction sits outside of the site and is not covered by this Reserved Matters application.

163. The Wisley Lane Diversion is currently proposed to be subject to a 40mph speed limit. In accordance with the speed limit, visibility from the site access is achievable for 2.4m * 120m. Any grass verge within the visibility splay will be kept clear of any objects to ensure visibility. A forward visibility splay of 120m to a vehicle turning right in to the site has also been shown for reference as has a visibility splay from the pedestrian crossing adjacent to the access.

164. The County Highway Authority are satisfied that the proposed access arrangements for the site are consistent with the access arrangements approved in full as part of planning permission 22/P/01175. The required visibility splays for both vehicles and pedestrians have been satisfactorily demonstrated and all planting associated with the site has been located to ensure that there is no obstruction to the required visibility splays.

165. **Accessibility around the site**

166. The applicant has demonstrated that the accessibility within the site is acceptable. A swept-path assessment has been undertaken, for the energy centre/pumping station, the future employment land-use and the SUDs pond maintenance. The CHA is satisfied that the largest size of vehicle that will require access to the site can safely enter the site, get to where they need to go, turn around and exit in forward gear.

167. **Parking**

168. Parking spaces/loading bays for the energy centre and pumping station have been provided and the CHA is satisfied that there is sufficient space within the site for vehicles using these spaces to turn around and exit the site in forward gear.

169. The CHA is satisfied that no cycle parking spaces are required for the energy centre or pumping station, as these are not employment uses, and generally only need to be accessed for maintenance.

170. The laying out of parking provision for phase 6 (the B2/B8 use surrounding by this site) has been removed as requested, so this can be assessed at the same time the phase 6 Reserved Matters Application is being considered by the Local Planning Authority. This will ensure that the parking proposed is sufficient for the use that comes forward, the precise details of which are currently unknown. This will be controlled by the addition of condition 9. The now superseded material was useful in providing an indicative parking plan which did serve to demonstrate that there would be an acceptable solution for a B8 building of an appropriate size.

171. An assessment of cycle parking provision for the future Phase 6 employment land-use will need to be undertaken via the phased discharge of condition 93 on 22/P/01175 which will happen alongside the assessment of the future reserved matters application for that phase.

172. **Comprehensive Guildford Borough Cycle Network**

173. The site is transversed by a proposed route on the comprehensive Guildford Borough Cycle Network which is covered by planning policy ID9. This policy is intended to facilitate the development of a high-quality comprehensive Guildford borough cycle network which enhances and expands current provision and supports accessibility.

174. The route followed the previous line of footpath 13a, however as discussed earlier in the report, this footpath is being stopped up by the DCO works. Criterion (1) of the policy states that the routes which comprise the Comprehensive Guildford Borough Cycle Network as represented on the Policies Map, will be the starting point for the identification of improvements, primarily for utility cycling. The change in circumstances through the DCO changes result in this route no longer being the most desirable route for upgrades, particularly in the context of the approved application which includes a number of cycle routes for both utility and leisure cycling to ensure adequate provision in this regard. No policy conflict is identified with policy ID9.

175. The site is adjacent to a phase 2 route contained within the Guildford Borough Local Cycling and Walking Infrastructure Plan. This route runs along the A3, which is already being improved with the DCO works. Therefore there is no conflict with this Plan.

176. Conclusions
177. Both National Highways and the County Highway Authority raise no objection to the proposals. The application is considered to be acceptable in relation to access, complying with all relevant policies.
- 178. The impact on flood risk**
179. Policy Review Policy Review
180. **Key policies LPSS** – A35: Former Wisley Airfield , P4: Flooding, flood risk and groundwater protection zones and ID4: Green and blue infrastructure
181. Policy A35 criterion (14) requires appropriate mitigation for flood risk and flood risk management, and have regard to the recommendations of the Level 2 SFRA and criterion (23) states development in flood zones 2 and 3 should be limited, and no increase in flood risk on site or elsewhere.
182. Policy P4 of the LPSS requires that development proposals demonstrate that land drainage will be adequate and not result in an increase in surface water run-off. It also safeguards groundwater source protection zones and principal aquifers from inappropriate development.
183. Policy ID4 seeks to conserve and enhance biodiversity and habitat including the protection of watercourses. Adverse impacts on watercourse setting, function and water quality should be avoided. Development should support the achievement of Water Environment (Water Framework Directive) (England and Wales) Regulations 2017 objectives.
184. **Key policy LPDMP** – P10: Water Quality, Waterbodies and Riparian Corridors
185. Policy P10 deals with any development likely to affect any existing waterbodies, where development must seek to enhance existing waterbodies.
186. **Key policy LNP** – LNEN3: Flooding
187. Requires flood risk to be minimised by new development and identifies local surface water flooding area.
188. **Key NPPF paragraph** – 181, 182
189. Paragraph 181 of the NPPF requires that development should not increase flood risk elsewhere and at paragraph 182 states applications which could affect a sites drainage should incorporate sustainable drainage systems (SuDS).
190. Assessment
191. The vast majority of the site is within Flood Zone 1, with the exception of a small area in the south adjacent to Stratford Brook which is in Flood Zones 2 and 3.
192. The applicant has submitted a site-specific Flood Risk Assessment Addendum. This addendum builds upon the previously prepared FRA (28th October 2022) submitted to support the hybrid planning application. The submitted FRA makes the following assessment, which is not disputed:

193. Fluvial Flood risk

194. The areas of Flood Zone 2 and 3 associated with the Stratford Brook in the south of the Site are limited to areas left to open space as part of the landscape buffer, including areas of retained trees. This is classed as Water-compatible use, which is appropriate in any Flood Zone category. The existing levels around the Stratford Brook will not be raised and the existing floodplain will not be impacted.

195. The Environment Agency raise no objection to the application on the basis of the submitted FRA addendum. A condition will be added as recommended to ensure the development is carried out in accordance with the FRA Addendum.

196. SuDs

197. The surface water flood extents in relation to Phase 1 are, in effect, interlinked with the fluvial flood risks. The extent is slightly greater than that shown by the fluvial flood zones – likely due to the additional contribution from overland flows associated with the A3 slip road and land to the northeast.

198. The proposed energy centre and associated SuDS encroach over the areas at risk of Surface Water Flooding. These are less vulnerable uses and therefore considered appropriate in this location. Additionally, the WLD constructed as part of the DCO works constitutes a new obstacle to the pre-existing overland flow routes (from northeast to southwest) in this area. It is therefore anticipated that the actual flood risks within the Phase 1: INF1a boundary are reduced. The drainage infrastructure implemented as part of the DCO works will effectively manage the runoff from the WLD and adjacent A3, naturally reducing the surface water flood risk at this location.

199. Although the proposed B2/B8 unit is not included within this submission, the drainage system for Phase 1 will take the runoff from the B2/B8 unit area. The proposed foul pumping station will serve the future FWA development parcels, with a pumped outfall to the Thames Water sewer network in Ockham Road North.

200. The associated discharge of condition application for the phase has already been agreed by the Lead Local Flood Authority, and the condition has been discharged.

201. Conclusions

202. With the addition of the condition relating to compliance with the Flood Risk Assessment Addendum, the proposals fully accord with adopted Local Plan policy in relation to flooding.

203. **The impact on trees**

204. Policy Review

205. **Key policies LPSS – ID4: Green and blue infrastructure**

206. Policy ID4 seeks to conserve and enhance biodiversity, which includes parks and open spaces, private gardens, agricultural fields and allotments, hedges, trees and woodlands, green roofs and walls, watercourses, reservoirs and ponds.

207. **Key policies LPDMP – P6: Protecting Important Habitats and Species and P7: Biodiversity in New Developments**
208. Policy P6(4) and (5) safeguards significant trees, requiring development proposals for sites that contain significant trees to incorporate them and their root structures and understorey in undeveloped land within the public realm, and to provide green linkages between them.
209. Policy P7(6) of the LPDMP seeks to retain trees and new planting to connect and/or extend canopies.
210. **Key policy LNP – LNPEN2:Biodiversity and Natural Habitats**
211. Requires the retention and enhancement of well-established species-rich features of the landscape, including ancient woodland, mature trees, hedgerows, ponds, and existing waterways.
212. Also, any trees removed or lost as a result of development, other than those that are dead, dying or dangerous and of no ecological importance, should be replaced at a ratio of 2:1. Development affecting ancient trees should follow standing advice on ancient woodland and veteran trees.
213. **Key NPPF paragraphs – 136 and 187(b)**
214. Paragraph 136 states trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined⁵², that opportunities are taken to incorporate trees elsewhere in developments (such as parks and community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible.
215. Paragraph 187 states planning decisions should contribute to and enhance the natural and local environment by: b) recognising the ... wider benefits from natural capital and ecosystem services – including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.
216. Assessment
217. The approved parameter plans show the application site is to be developed with the uses applied for, and therefore the loss of trees is inevitable as much of the site is covered by trees. Most of the trees loss is required for the B2/B8 use, outside of this site. The constrained nature of the site has required a design which is both compact and efficient, and there would be no way to retain any further trees.
218. Tree removal is predominately a large group of Goat Willow scrub (TNo.15). This Willow is self-set and with no individual of an particular merit, and as a group, is only classified as 'C' as per the survey methodology set out within the British Standard.
219. The British Standard (BS5837:2012), states that trees in categories 'A', 'B' and 'C' are all a material consideration in the development process, and that the retention of category 'C' trees, being of low quality or of only limited or short-term potential, will not normally be considered necessary should they impose a significant constraint on

development. For 'A' and 'B' grade trees, they should be retained where possible, and only proposed for removal when all other alternative options have been explored.

220. The other significant area of tree removal to facilitate development is the tree group TNo.19. This is a group of mix broadleaf trees growing as a dense cluster of self-set stems. There is a mix of predominantly hybrid poplar, alder, hawthorn, willow and Sycamore. This group is again categorised as 'C' grade and of limited arboricultural quality and value.

221. There is no objection to the removal of the trees as proposed as this is required to facilitate the development in accordance with the approved parameter plans.

222. There is a small pocket of woodland that has been identified ancient semi-natural woodland to the north of the site adjacent to the A3 slip road. Paragraph 193c of NPPF states that 'development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons (58) and a suitable compensation strategy exists'

223. No Ancient Woodland will be impacted as part of this development phase and in accordance with the Forestry Commission and Natural England's guidance, known as 'standing advice' there is an adequate protective buffer zone around this woodland to ensure there is no harm to trees, tree roots and soil structure.

224. There is a separate condition covering tree protection and an Arboricultural method Statement on the hybrid planning permission. This ensures tree protection is provided on the site, ensuring the retained trees, inclusive of Ancient Woodland, are protected adequately during construction. All works must then be in accordance with the Arboricultural Method Statement and Tree protection Plan which will be agreed via the condition.

225. Conclusions

226. The proposals fully accord with adopted Local Plan policy in relation to trees.

227. The impact on nearby heritage assets

228. Policy Review

229. **Key Policies LPSS – D3: Historic Environment.**

230. D3 supports development of the highest design quality that will sustain and, where appropriate, enhance the special interest, character and significance of the boroughs heritage assets and their settings.

231. **Key Policies LPDMP - D18: Designated Heritage Assets, D19: Listed Buildings and D22: Registered Parks and Gardens**

232. D18 sets out the requirements in relation to the information needed in order to assess the impact on heritage assets and states any harm to or loss of significance will be considered in line with national policy and guidance.

233. D19 states that development proposals are expected to conserve, enhance and better reveal the significance of listed buildings and their settings. Where harm to significance is identified, this will be considered against Policy D18 (3).
234. D22 states that development proposals affecting a Registered Park and Garden or its wider setting are required to demonstrate no unacceptable harm to the asset's significance. If harm to significance is identified, this will be considered against Policy D18 (3).
235. **Key NPPF paragraphs – 207, 208, 212, 213, 215**
236. Para 207 states when determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting.
237. Paragraph 208 sets out that the Local Planning Authority 'should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset). They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.
238. Paragraphs 212 - 215 set out the framework for decision making in planning applications relating to heritage assets. The key points in relation to this application are as follows:
239. 212. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
240. 213. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
241. 215. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.
242. Assessment
243. Statutory provisions:
244. Section 66(1) of the Planning (Listed Building and Conservation Areas) Act 1990 states that 'In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.
245. This statutory duty requires decision makers to give considerable weight and importance where there is harm to the significance of a designated heritage asset.

246. The application has been submitted with a Heritage Addendum Note considering all heritage assets that have the potential of being affected by the proposed development of the site.

247. Considering the location of the application site the key heritage assets that have been considered by the Conservation Officer are:

- RHS Wisley – Registered Park and Garden; and
- RHS Wisley Laboratory – Grade II listed

248. **RHS Wisley**

249. RHS Wisley is a grade II* Registered Park and Garden which is approximately 80m to 1.5km to the north-west of the application site.

250. Whilst many Registered Parks and Gardens, as designed landscapes derive a considerable portion of their significance from their wider setting, often deliberately incorporating and exploiting wider views, this is not the case at RHS Wisley. These gardens are experimental in nature, focusing on techniques, advancements, and education. As such, the site has more of an inward focus, with the local soil conditions, topography and geology of the gardens being the biggest and most immediate influence on design, layout, and setting.

251. The significance of the Registered Park and Garden can be summarised as the following:

- Oldest of four gardens currently owned and managed by the RHS and is regarded as its 'flagship garden' and popular visitor attraction.
- Significant value to past, current and future generations as an education and outreach institution – home of horticultural collections of national and international importance, including the plants, the herbarium, the library, and the archive.
- As a garden which is intended and designed to evolve, and this cycle of change is key to the appreciation, understanding and experience of the asset.
- Historic interest, by virtue of age, intactness and role as pre-cursor to today's garden, derives from the preservation of the Wild Garden which was created by the former owner G.F. Wilson.
- The 1909 Pinetum is of special historic interest for its pines and cypresses and for the first planting in England of Dawn Redwoods in 1948.
- Planting styles, garden layouts as well as the many buildings and structures within the Garden's grounds are a tangible reminder of the evolution of Wisley. Specific elements of architectural and artistic interest include the Canal (Roper and Jellicoe, 1970) and Loggia, and the Country Gardens (P. Hobhouse, 1999).
- Association with many eminent horticultural practitioners such as Sir Thomas Hanbury, Geoffrey Jellicoe, Lanning Roper and Gertrude Jekyll.

252. The Conservation Officer has made the following comments in relation to the impact on this heritage asset:

- The proposed development would result in a minor change to the setting of the RHS Wisley Gardens with the alteration of the existing rural/landscaped southward view from the gardens, most notably from those southern sections including the Jubilee Arboretum, the Orchard, the Viewing Mount and Battleston Hill.

- Whilst the existing tree line southern boundary of RHS Wisley will assist with filtering the views outwards toward the proposed development there is still the potential (particularly during the winter months) for the proposed development to be viewed from within the garden, particularly when giving regard to the height of the two thermal stores, as well as the DCO grassland landscape arrangements for the land to the north of the proposed development which opens up and exposes the site.
- In terms of noise and activity generated by the proposed development, the setting and experience is already dominated by the A3 trunk road, therefore I am satisfied that any additional activity and background noise generated during construction and upon completion is not going to be identifiable, and as such there would no change to the way that the registered garden is experienced.
- The wider setting of the gardens only makes a limited contribution to the significance and setting of the heritage asset, instead its significance is primarily inwardly focus. Nevertheless, with consideration to the location and function of the Viewing Mount within the gardens which does allow views southwards, along with the possibility of glimpsed/filtered views outwards at the southern edges of the gardens, I am minded to conclude that the minor change to setting that I have identified would result in a degree of harm to RHS Wisley Garden's significance, which is at the lowest end of less-than-substantial.

253. To ensure the harm to this asset is minimised, the Conservation Officer has requested that details of the northern boundary paladin security fencing and the colour finish of the thermal stores be secured by condition. These conditions have been added (conditions 2 and 3).

254. **RHS Wisley Laboratory**

255. The principal building at RHS Wisley is the Laboratory (grade II), which runs north to south along the eastern boundary of the site, adjacent to the car park. It is the only statutory listed structure within the Registered Park and Garden.

256. The Conservation Officer has made the following comments in relation to the impact on this heritage asset:

- In terms of the proposed developments impact upon the statutory listed building (The Laboratory) that is situated within the gardens, I am satisfied that due to the distance, existing topographical variation, and mature vegetation there would be no adverse impact.

257. Conclusion on heritage assets

258. It has been concluded above that the proposal would result in less than substantial harm at the lowest end of the scale to RHS Wisley Registered Park and Garden. As less than substantial harm has been identified, paragraph 215 of the NPPF is engaged. Para 215 states 'this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use'. This balance is considered later on in the report.

259. **The impact on neighbouring residential amenity**
260. Policy Review
261. **Key Policies LPDMP - D5: Protection of Amenity and Provision of Amenity Space**
262. Policy D5 relates to the protection of amenity. It states:
- 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, in terms of:
 - Privacy and overlooking
 - Visual dominance and overbearing effects of a development
 - Access to sunlight and daylight
 - Artificial lighting
 - Noise and vibration
 - Odour, fumes and dust
263. **Key NPPF paragraphs – 135, 198**
264. Paragraph 135 states that planning policies and decisions should ensure that developments: f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.
265. Paragraph 198 states planning decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should:
- a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life;
 - b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and
 - c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
266. Assessment
267. The nearest residential properties are those on the south side of Ockham Road North, and they are located over 400 metres from any built development on the phase 1 site. Due to the distances involved between the site and any residential property, there is no harmful impact to the amenities in relation to overlooking, overbearing impact, loss of privacy and access to sunlight and daylight.
268. Construction impacts, noise generated from the equipment on site and lighting are all covered by existing conditions on the existing permission.
269. Conclusions

270. The proposal has been found to accord with policy D5 of the LPDMP and the NPPF, in respect of impact on amenity.

271. **Planning balance**

272. **Heritage harm vs. public benefits balance**

273. Where less than substantial harm has been identified to a heritage asset, paragraph 215 of the NPPF is engaged. Paragraph 215 states 'this harm should be weighed against the public benefits of the proposal'. It is also important to note that paragraphs 212 and 213 of the NPPF state that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance...Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification'.

274. This application forms an important element of the sustainable infrastructure to facilitate the rest of the development to be delivered through the Hybrid application. This is a key benefit of the application. In addition, the energy centre will deliver a sustainable form of energy, utilising air source heat pumps, forming another benefit.

275. Although great weight and considerable importance has been afforded to the heritage harm, it is considered that the public benefits of the required infrastructure and sustainable energy generation are sufficient to outweigh the identified heritage harm. Consequently, officers consider the proposal to be compliant with the NPPF, LPSS Policy D3 and LPDMP Policies D18, D19 and D22.

276. **Conclusion and final balance**

277. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires decisions to be taken in accordance with the development plan unless material considerations indicate otherwise. This requires a judgement regarding whether the development accords with the development plan when read as a whole.

278. The application is consistent with current development plan policies, and it is concluded the proposal is in accordance with the Development Plan when read as a whole.

279. The Energy Centre has been designed to meet the requirements for the allocation as a whole. The development will facilitate the delivery of the Wisley New Settlement and associated public benefits. The development will achieve high standards of sustainability and energy performance with the use of low carbon heating for the new settlement. To ensure a high quality finish, conditions have been added relating to materials, finish and fencing details.

280. All consultees raise no objection to the proposals, subject to the addition of a number of conditions.

281. The proposals have been designed to ensure that the development accords with the parameters, principles and objectives approved under the hybrid consent to deliver the environment envisaged by the masterplan and design principles.
282. The EIA Conformity Statement submitted as part of this planning application, reviews the scheme in the context of the approved design parameters. Notably, it demonstrates that the proposals result in a scheme that is in accordance with the approved parameter plans and design principles of the hybrid (ref: 22/P/01175).
283. The details approved by this application will minimise the harm to the designated heritage assets at RHS Wisley and ensures that the development itself will cause less than substantial harm - at the lowest end of the scale. This level of heritage harm was considered to be acceptable at the outline stage given the public benefits of the scheme, and it is not open to the Council to revisit this judgement on this application for reserved matters.
284. In conclusion the benefits of this proposal are considered to clearly and demonstrably outweigh the heritage harm which has been identified, which has been given great weight and considerable importance. Subject to the conditions, the application is therefore recommended for approval.