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Tom Horwood

Joint Chief Executive of Guildford and
Waverley Borough Councils

Dear Councillor

PLANNING COMMITTEE – WEDNESDAY 11 OCTOBER 2023

Please find attached the following:

Agenda No Item

- e) Late Sheet - Updates, Amendments, Corrections/Late Representations -
11 Oct 2023 (Pages 1 - 10)

Yours sincerely

Sophie Butcher, Democratic Services Officer

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Planning Committee

11 October 2023

Update/Amendment/Correction/List

Planning Committee Membership

The Leader of the Liberal Democrat group confirmed the following changes to that group's allocation of seats on the Planning Committee with immediate effect:

- Councillor George Potter to be replaced as a member of the Committee by Councillor Yves de Contades.
- Councillor Richard Lucas to be replaced as a substitute member of the Committee by Councillor Dominique Williams.
- Councillors Catherine Houston and Merel Rehorst-Smith are no longer substitute members of the Committee.

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Please note that 17 North Street should have application number 23/P/01212 listed instead of 22/P/01409 and 19 Hillbrow should have application number 23/P/01428 listed instead of 23/P/00794.

23/P/01211 – (Page 21) – Land bounded by The Friary Centre Bus Station, North Street, Leapdale Road, Guildford, GU1

Corrections

- On page 23 of the agenda it is noted that the application site lies within the Castle ward. This is incorrect, the application site is located within the Stoke ward.
- Within the section entitled 'S106 considerations' (starting on page 157 of the agenda) the assessment of the education contributions has been mistakenly omitted. The following text should be read as an addition to the 'S106 considerations' section:

Education

The development is likely to place additional pressure on school places in the area at early years, primary and secondary level. The development should mitigate these impacts. Surrey County Council as the Education Authority has requested financial contributions which would be used to improve education facilities in the vicinity of the site which would be £429,330 towards early years education infrastructure in the local area; a contribution of £875,354 towards primary education and a contribution of £681,296 towards secondary education infrastructure. These contributions are required to mitigate the impact of the proposal on the local education system and are necessary, directly related to the development and reasonable and therefore meets the requirements of Regulation 122.

- On page 26 and 27 of the agenda, the Heads of Terms (HoTs) set out a number of requirements which will be secured through the s.106 agreement. The HoTs include specific triggers for the delivery of the main highways works proposed as part of the scheme.

Following discussions with Surrey County Council it is considered that agreeing these triggers at this early stage is undesirable. This is because the delivery of these works are inter-dependent and if not delivered in a logical sequence, they could have impacts on the operation of the bus station and the town centre highway network. Both Councils therefore require further time to consider the most appropriate phasing of these works. It is considered that this is best achieved through revised conditions, rather than the legal agreement. The revised conditions will be set out below. As such, the HoTs are therefore amended as follows (additions shown in **bold** and deletions with a ~~strikethrough~~).

- provision of a unit within the scheme which may be used by the NHS (with terms to be agreed) as a health or medical care facility or in lieu of this a primary healthcare contribution;
- education contribution;
- police contribution;
- management and future maintenance of all open space (private and public) and the public realm within the site (with the exception of the ~~North Street pedestrianisation, Leapale Road and the bus station~~ **adopted highways**);

- that all areas of public realm (excluding Friary Gardens) remain publicly accessible twenty four hours per day except for identified reasons, in perpetuity where they replace the width and alignment of Woodbridge Road and Commercial Road, and for the lifetime of the development in all other locations;
- that, for the lifetime of the development, Friary Gardens shall be publicly accessible during each day though shall be closed at an identified time each evening until a specified time the following morning and accessible for residents only;
- the provision of a minimum of three car club vehicles for a minimum of five years; £50 worth of free travel for car club vehicles for each residential unit and three year's free membership of the car club for all initial occupants of the residential units;
- provide each dwelling with a combined cycle/bus voucher of £250;
- SANG (Suitable Alternative Natural Green Space) contribution (or securing private SANG which would be suitable to mitigate the development);
- SAMM (Strategic Access Management and Monitoring) contributions;
- ⊖ that the bus station improvements (as approved through this application and include the new passenger waiting, toilet and staff areas) ~~to be completed by the occupation of 50% of the dwellings within phase 3 (i.e. the 125th dwelling overall);~~
- ⊖ ~~that North Street Square, North Street pedestrianisation works and Friary Circus to be completed by the occupation of the final dwelling within phase 3 (i.e. the 164th dwelling overall);~~
- ⊖ ~~that the North Street and Leapale Road junction, Leapale Road works and overall scheme highway works are delivered by the occupation of the final dwelling in phase 4 (i.e. the 290th dwelling overall);~~
- that the Dial and Friary Gardens be completed before the first occupation of the market units within phase 6 (i.e. the 331st dwelling);
- that all other public realm works are delivered ~~in-delivered~~ prior to the occupation of the following phase;
- that the applicant must undertake an early stage viability review if the scheme does not commence within a defined period of the full grant of planning permission. The applicant will cover the Council's costs of independently assessing the review; and

- the provision of 47 affordable dwellings (31 affordable rent and 16 shared ownership units) which must be delivered before the first occupation of the market units within phase 6

The above changes also apply to page 160 of the agenda.

- Members should consider the following proposed changes to the conditions:

Condition 14 now amended to read:

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

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

New condition (condition 56):

Within six months of the first use of the parking provision in the basement, an Air Quality Assessment shall be submitted to and approved in writing by the Local Planning Authority. The Assessment shall assess the air quality within the proposed basement level, as well as air quality levels at the entrance to the basement where cars will enter and exit the development. The air quality assessment shall be undertaken in accordance with current guidance and shall include details of any required mitigation schemes which may be required to improve air quality. Any agreed mitigation schemes shall be installed and made fully operational within a timescale to be agreed in writing by the Local Planning Authority and thereafter shall be retained and maintained for the lifetime of the development.

Reason: To ensure that the development does not result in adverse effects on local air quality and to safeguard the amenities of existing and future residents.

As noted above, following discussions with the County Highway Authority, a number of the highways conditions have been amended. The amended wording is provided below:

Condition 30 now amended to read:

Except for site clearance and enabling works, no other operations shall be commenced until a Transport Infrastructure Delivery Plan has been submitted to and approved in writing by the Local Planning Authority. The Plan shall detail the programming, sequencing, timing and delivery of the required transport infrastructure listed at paragraphs (a) to (h) below:

- a) the reconfigured bus station, including a strategy for the provision of temporary bus station facilities within the application site and/or, on adjacent highway network to maintain the uninterrupted provision of bus services during construction.
- b) the construction of the proposed vehicular access to Leapale Road including visibility zones in general accordance with drawing number 23-T032_402. Once constructed the vehicular and pedestrian visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
- c) the proposed alterations to the highways of North Street, Woodbridge Road, Leapale Road, and Commercial Road to include any decommissioning and stopping up of the existing highways where relevant, in general accordance with drawing 23-T032 801 B and the associated Traffic Regulation Orders as broadly illustrated on the Hierarchy Plan 19-T110_135.2 and plan no 23-T032_501
- d) the installation of the proposed physical barriers on North Street and ancillary works to prevent vehicular access during restricted hours . Such details to include the exact design of the barriers and a proposed North Street Barriers Operational Management Strategy which once approved shall be implemented and operated in accordance with the approved details.
- e) the widening and alteration of the existing bus lane on Woodbridge Road at both the bus station exit and at its junction with Onslow Street, in general accordance with drawings 23-T032 801 B and 23-T032_105
- f) the revised traffic signal junction serving the bus station on Woodbridge Road which shall accommodate the movement of buses into and out of the bus station where required, all in general accordance with drawings 23-T032 801 B and 23-T032_104.1
- g) the proposed works in North Street and Commercial Road to include:

- i. the retention of the existing southern vehicular access for buses only from North Street through Commercial Road to the remodelled bus station as per drawing 23-T032_501
 - ii. details to provide for the safe and efficient movement of cyclists through the pedestrianised area.
 - iii. high quality materials, street furniture, wayfinding signage as may be required by the County Highway Authority, to an adoptable highway standard.
- h) the provision of two westbound and two eastbound bus stops at the eastern end of North Street adjacent to the library in general accordance with drawing 23-T032_301C to include:
- i. accessible height kerbing
 - ii. shelters
 - iii. real time passenger timetabling information

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

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

Condition 33 now amended to read:

Except for site clearance and enabling works, no other operations shall be commenced unless and until a Cycle and Cycle Parking Occupation Strategy Plan has been submitted to and approved in writing by the Local Planning Authority The strategy shall include details for the provision and programme for phased delivery of:

- a) the secure parking of a minimum of 810 bicycles within the residential development site,
- b) the secure parking of a minimum of 473 e-bike charging points within the residential development site,
- c) the secure parking of a minimum of 109 bicycles for non-residential land uses within the development site.

- d) 20% of the e-bike charging points shall be provided within secure lockers which have internal electrical sockets for the charging of removable e-bike batteries,
- e) 5% of available cycle parking provided in communal cycle storage shall be provided as disabled spaces,
- f) space to be provided for the parking of adaptive cycles in communal cycle storage,
- g) proposals for facilities within the Class E floorspace in the development site for cyclists to change into and out of cyclist equipment / shower, and facilities for the storage of cycles and equipment.

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

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

Condition 38 amended to read:

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

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

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

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

23/P/01212 – (Page 17) – 17 North Street, Guildford, GU1 4HF

Corrections

- On page 177 of the agenda it is noted that the application site lies within the Castle ward. This is incorrect, the application is located within the Stoke ward.

Planning Committee

11 October 2023

Late Representations

Since the last date for the submission of views on applications/matters before the Committee this evening, representations in respect of the under mentioned applications/ matters have been received. The letters, copies of which will be available for inspection by councillors at the meeting, are summarised below.

Item 4 – Planning Applications

23/P/01211 – (Page 21) – Land bounded by The Friary Centre Bus Station, North Street, Leapdale Road, Guildford, GU1

Late Representations

Since the publication of the Committee report a number of additional representation letters have been received.

Two additional letters of objection have been received which set out the following concerns:

- would be better if the buildings had more character and different finishes [Officer Note: The buildings are individually detailed, as is set out in the Design and Access Statement];
- Leapdale Road buildings would be oppressive;
- overdevelopment of the site which is out of keeping with the character of Guildford;
- harm to St Saviours Church;
- Block E is too tall and has no beautiful features; and
- no solar panels are proposed.

19 additional letters of support have been received which note the following comment in favour of the proposal:

- proposal will transform a derelict town centre site into an area which is befitting of Guildford town centre;
- the improved architecture and heights will complement the town;
- 471 new homes and a new bus station would be a benefit to the town;

- the pedestrianisation of North Street would improve air quality and create a safe, pleasant, car free environment for residents, visitors and workers;
- the economic benefits of the proposal should not be taken for granted; and
- increased footfall and spending in the town.