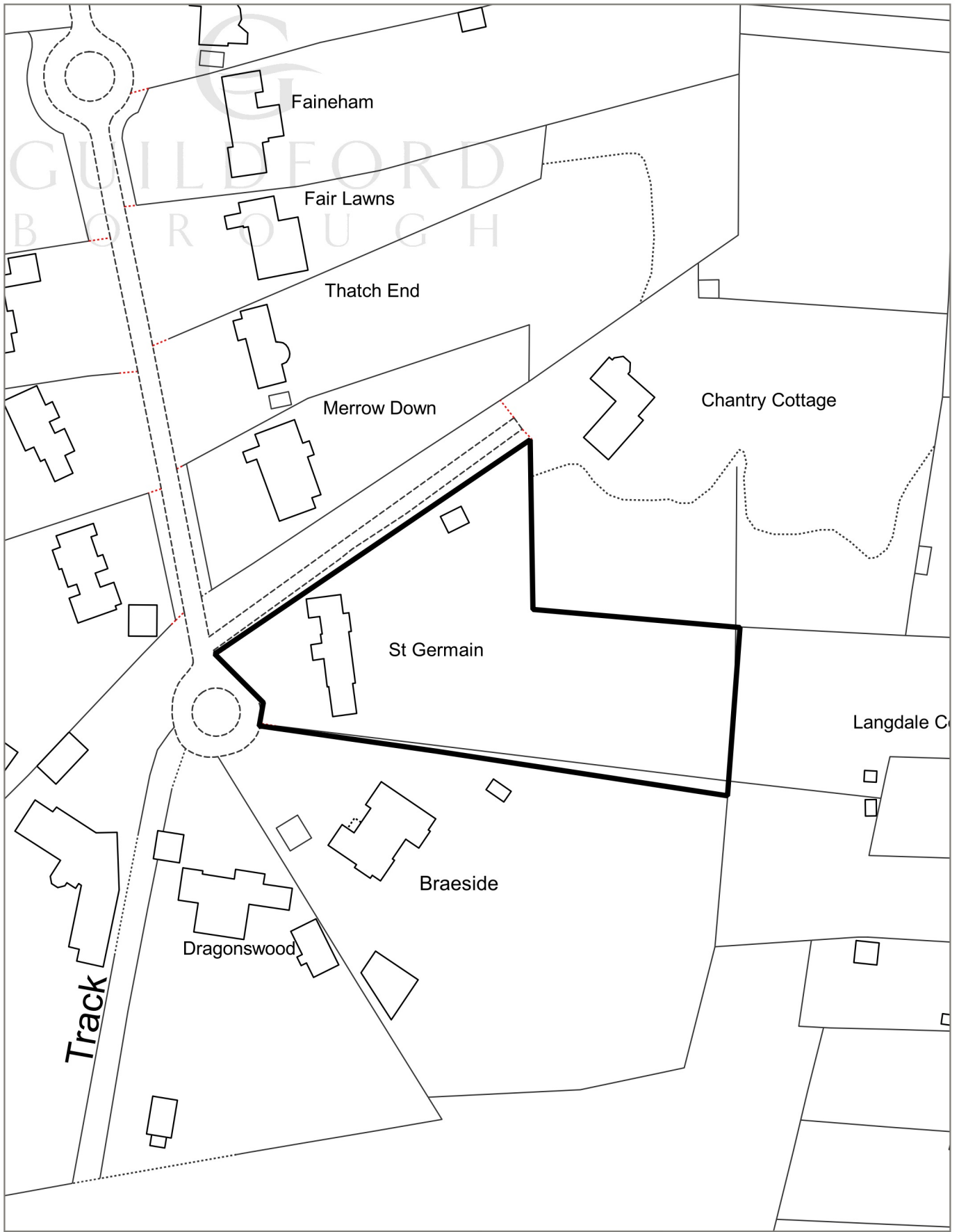


21/P/01337 - St Germain, The Warren, East Horsley, Leatherhead



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Print Date: 28/07/2022



Not to Scale



GUILD FORD
BOROUGH

21/P/01337 – St Germain, The Warren, East Horsley, Leatherhead



Not to scale

App No: 21/P/01337
Appn Type: Full Application
Case Officer: James Overall

8 Wk Deadline: 23/08/2021

Parish: East Horsley
Agent : Mr Michael Conoley
Michael Conoley Associates
The Old Forge
The Green
Elstead
GU8 6DD

Ward: Clandon & Horsley
Applicant: Mrs W. Gathercole
St Germain
The Warren
East Horsley
KT24 5RH

Location: St Germain, The Warren, East Horsley, Leatherhead, KT24 5RH
Proposal: Erection of a single dwelling and detached garage on the land to the rear of St Germain.

Reason for referral

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.

Key Information

The application site consists of a portion of the rear garden of the property known as St Germain. St Germain is a large detached dwelling set in extensive grounds. The site is bordered by extensive gardens associated with neighbouring detached dwellings (Chantry Cottage to the north and Braeside to the south). To the east the site adjoining the rear garden on Langdale Cottage.

The site is accessed off of The Warren, which is a private drive. The houses along The Warren consist of large detached two storey dwellings, of traditional surrey vernacular, set in large gardens.

The site comprises landscaped gardens, the majority of which is laid to lawn. There are a number of large trees and mature hedgerows which sit on the borders of the site, screening it from neighbouring properties. The site itself slopes from west to east.

The site is located within the Green Belt, but within the settlement boundary of East Horsley. It is within Flood Zone 1 and has no TPO's or other environmental designations.

The site sits outside of the Surrey Hills AONB but the boundary lies 0.3km to the east and 0.7km to the west of the site.

The site sits within the 5km to 7km buffer zone of the Thames Basin Heaths Special Protection Area.

Proposal:

Erection of a single dwelling and detached garage on the land to the rear of St Germain.

Housing mix:

1 x 5-bed dwelling

Parking provision:

2 car parking spaces are provided.

Summary of Considerations and Constraints

The site is located within the Green Belt but falls within the identified settlement area of East Horsley, where limited infilling is considered appropriate. The site is sustainably located, within the existing urban area. The proposals are for the erection of a new 5 bed dwelling in the rear garden of St Germain, the garden is shaped in such a way that the site proposed for the new dwelling appears as spare land that lends itself to development such as the proposed. As such it is considered the proposals meet the requirements of limited infilling.

The Warren is a private residential road which features large detached properties of varying designs but predominantly of a "surrey style" vernacular. The proposed development is relatively modern in design; however, within the wider East Horsley area there are examples of more modern developments which add interest to the built form of the area. In terms of scale and massing the proposals sit cohesively into The Warren. The proposed development is set back from the main frontage of The Warren which results in very limited views into the site from the Warren itself. As such, despite the deviation from the prevailing character of The Warren, it is considered that by virtue of its siting the proposed development will not have a detrimental effect on the character of development in The Warren and reflects the prevailing character of the East Horsley area.

The proposals exceed requirements in relation to residential amenity and it is considered that owing to the extensive existing vegetation surrounding the development site, there will be no significant impacts on neighbouring amenity.

The proposals are modest in scale relative to the plot and surroundings, and therefore it is considered there will be no significant impacts in relation to highways. The access is formed by the reopening of the "out" of the previous "in out" driveway at St Germain.

The proposals have been designed to achieve a high degree of Sustainability, exceeding GBC requirements. A carbon emission reduction of 20% has been shown to be achievable, and through careful design and implementation of standards above those required by Building Regulations the proposal is striving towards Passivhaus standards.

There are no significant impacts expected on biodiversity, protected species or trees. Necessary conditions can be added to any permission in order to secure ecological enhancements and the protection of existing trees.

Overall, the scheme is considered to represent a sustainable form of development, making effective use of a suitable and accessible site, with the proposals giving rise to no significant adverse impacts or conflicts with adopted policies.

RECOMMENDATION:

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

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out in accordance with the following approved plans:
- Existing Site Plan and Site Location Plan (1469/S-01)
 - Proposed Site Plan (1469/P-01)
 - Proposed St Germain Part-Plans and Elevations (1469/P-05)
 - Proposed Site Sections (1469/P-06)
 - Materials Schedule April 2021 (Ref: 1469) received on 16 June 2021.

- Proposed New Dwelling Plans (1469/P-02)
- Proposed New Dwelling Elevations (1469/P-03)
- Proposed Garage Plans and Elevations (1469/P-04) received on 28 June 2021.

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

3. Prior to the commencement of development, a scheme of ecological enhancements shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the proposals demonstrate a biodiversity net gain.

4. The development hereby permitted shall not commence until a detailed surface water drainage scheme, along with a management and maintenance plan, has been submitted to and approved in writing by the Local Planning Authority. The design shall demonstrate compliance with the SuDS Hierarchy, and be in broad accordance with the following documents.

The surface water system shall be installed prior to the first occupation of any dwelling, and shall thereafter be maintained at all times in accordance with the approved details.

Reason: To ensure the development does not increase flood risk on or off site.

5. No development shall take place until an Arboricultural Method Statement (detailing all aspects of construction and staging of works) and a Tree Protection Plan, all in accordance with British Standard 5837:2012, has been submitted to and approved in writing by the local planning authority.

The development shall be carried out in accordance with the agreed method statement and no equipment, machinery or materials shall be brought onto the site for the purposes of the development until tree protection measures and any other pre-commencement measures as set out in the AMS and TPP, have been installed/implemented.

The protection measures shall be maintained in accordance with the approved details, until all equipment, machinery and surplus materials have been moved from the site.

Reason: To protect the trees on site which are to be retained in the interests of the visual amenities of the locality. It is considered necessary for this to be a pre-commencement condition because the adequate protection of trees prior to works commencing on site goes to the heart of the planning permission.

6. Prior to occupation, development surrounding sustainability should be carried out in accordance with the submitted information:
- Climate Change Questionnaire (Submitted 21.04.2022)
 - Preliminary SAP 2021 "As Designed" Calculation for Part L1A (Ref: 3436A20/04/2022)
 - Renewable Energy Contribution to Reduce CO2 Emissions Calculations (dated 20.04.2022)
- shall be implemented and thereafter, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To ensure the requirements of Policy D2 of the LPSS are met.

7. Prior to the commencement, a landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority, the subsequently approved scheme shall then be implemented in full prior to occupation.

Reason: To ensure the development mitigates against approved tree loss and retains the established local character.

8. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans, for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2021, as well as Policy ID3 of the Guildford Local Plan (2019).

9. The development hereby approved shall not be occupied unless and until the proposed fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) have been installed in accordance with the approved plans.

Reason: To promote sustainable modes of transport and mitigate the impacts of the development in line with Section 9 “Promoting Sustainable Transport” in the National Planning Policy Framework 2021, as well as Policy ID3 of the Guildford Local Plan (2019).

10. The development must be carried out in accordance with the recommendations outlined within the submitted Ecological Assessment - Phase 1 Habitat & Protected Species Survey (November 2020).

Reason: To ensure the protection of biodiversity.

11. Demolition and construction work on site should be carried out within the following times:-

- (a) Mon - Fri working only between 08.00 hours and 18.00 hours.
- (b) Saturday working only between 08.00 hours and 13.00 hours.
- (c) No work to take place on Sundays or Bank Holidays

Reason: To protect residential amenity.

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

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

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

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

3. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see:
www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.
4. 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).
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see:
<http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>.
The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see:
www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
6. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required.
Please refer to:
<http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html>
for guidance and further information on charging modes and connector types.

Officer's Report

Site description.

The site consists of a portion of the rear garden of the property known as St Germain. St Germain is a large detached dwelling set in extensive grounds. The site is bordered by extensive gardens associated with neighbouring detached dwellings (Chantry Cottage to the north and Braeside to the south). To the east the site adjoining the rear garden on Langdale Cottage.

The site is accessed off of The Warren, which is a private drive. The houses along The Warren consist of large detached two storey dwellings, of traditional surrey vernacular, set in large gardens.

The site comprises landscaped gardens, the majority of which is laid to lawn. There are a number of large trees and mature hedgerows which sit on the borders of the site, screening it from neighbouring properties. The site itself slopes from west to east.

The site is located within the Green Belt, but within the settlement boundary of East Horsley. It is within Flood Zone 1 and has no TPO's or other environmental designations.

The site sits outside of the Surrey Hills AONB but the boundary lies 0.3km to the east and 0.7km to the west of the site.

The site sits within the 5km to 7km buffer zone of the Thames Basin Heaths Special Protection Area.

Proposal.

Erection of a single dwelling and detached garage on the land to the rear of St Germain.

Housing mix: 1 x 5-bed dwelling.

Parking provision: 2 car parking spaces are provided.

Relevant planning history.

Reference:	Description:	Decision Summary:	Appeal:
05/P/02233	Part two storey/part single storey side/rear extension and single storey extension to opposite side to provide garage and car port following demolition of existing garage and utility room and conservatory.	Approve 20/12/2005	N/A
05/P/00369	First floor side extension and single storey extension to opposite side to provide attached garage following demolition of existing attached garage.	Approve 23/03/2005	N/A

04/P/02543	Two storey side extension incorporating new garage and single storey extension to opposite side. Also, enlarged front lobby following demolition of existing attached garage.	Refuse 12/01/2005	N/A
04/P/00955	Two storey side extension following demolition of existing single storey extension. First floor side window on the northern elevation deleted following amended plans.	Withdrawn 14/06/2004	N/A
03/P/01448	Two storey side extension with rear balcony, rear garden room, front bay window and detached double garage following demolition of existing double car port, part of hall and rear conservatory.	Refuse 04/09/2003	N/A

Consultations.

Statutory consultees

County Highway Authority:
No comment received.

Thames Water:
No comment received.

Internal consultees

Head of Environmental Health and Licensing:
No comment received.

Tree Officer:
No objection subject to conditions.

East Horsley Parish Council

Objection due to impacts on neighbouring amenity, the character of the locality, excessive scale & mass and environmental impacts.

Third party comments:

29 letters of objection have been received; key issues raised are as follows:

- Impact on character and openness
- Impact on wildlife, specifically badgers
- Visual impacts
- Light pollution
- Green Belt impacts
- Impacts on the street scene
- Impact on amenity
- Impact on trees
- Sustainability credentials

- Scale unacceptable
- Traffic impacts
- Access to foul drainage
- Approval would set a precedent
- Covenants pertaining to The Warren
- Plot size in comparison to others on the road

Planning policies.

National Planning Policy Framework (NPPF):

- Chapter 2: Achieving sustainable development.
- Chapter 4: Decision making
- Chapter 5: Delivering a sufficient supply of homes
- Chapter 8: Promoting healthy and safe communities
- Chapter 11: Making effective use of land
- Chapter 12: Achieving well-designed places.
- Chapter 13: Protecting green belt land.
- Chapter 14: Meeting the challenge of climate change, flooding and coastal change
- Chapter 15: Conserving and enhancing the natural environment

South East Plan 2009:

NRM6 Thames Basin Heath Special Protection Area

Guildford Borough Local Plan: Strategy and Sites 2015 - 2034 (adopted 25 April 2019):

The Guildford Borough Local Plan: Strategy and Sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan. The Local Plan 2003 policies that are not superseded are retained and continue to form part of the Development Plan (see Appendix 8 of the Local Plan: strategy and sites for superseded Local Plan 2003 policies).

The Council is able to demonstrate a five year housing land supply with an appropriate buffer. This supply is assessed as 7.34 years based on most recent evidence as reflected in the GBC LAA (2020). In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2020 measurement is 90%. For the purposes of NPPF footnote 7, this is therefore greater than the threshold set out in paragraph 215 (75%). Therefore, the Plan and its policies are regarded as up-to-date in terms of paragraph 11 of the NPPF.

- Policy H1: Homes for all
- Policy D1: Place shaping
- Policy D2: Sustainable design, construction and energy
- Policy P2: Green Belt
- Policy P5: Thames Basin Heath Special Protection Area
- Policy ID1: Infrastructure and delivery
- Policy ID3: Sustainable transport for new development
- Policy ID4: Green and blue infrastructure

Guildford Borough Local Plan 2003 (as saved by CLG Direction 24 September 2007):

- G1(3) Protection of Amenities Enjoyed by Occupants of Buildings
- G1(8) Light Pollution
- G1(12) Safeguarding and Enhancement of the Landscape and Existing Natural Features
- G1(13) Mixed Use

G5: Design Code
H4: Housing in Urban Areas
NE4: Species Protection
NE5: Dev. Affecting Trees, Hedges & Woodlands

East Horsley Neighbourhood Plan (2017 - 2033):

EH-EN2: Trees and Hedgerows
EH-EN4: Biodiversity
EH-H7: East Horsley Design Code
EH-H8: Residential Infilling

Supplementary planning documents:

Residential Design Guide (2004)
Vehicle Parking Standards (2006)/SCC Vehicular and Cycle Parking Guidance 2018
Technical housing standards - Nationally described space standard 2015 (DCLG)
Climate Change, Sustainable Design, Construction and Energy SPD 2020
Thames Basin Heaths Special Protection Area Avoidance Strategy 2017

Emerging Local Plan:

The document 'Development Management Policies' will eventually form the second part of the adopted Local Plan, but currently it is in the early stages of development. The Regulation 18 consultation marks the start of the engagement stage of the Plan and represents the scoping stage to decide what should be included in the Plan. The Regulation 18 consultation took place between 3 June 2020 and 22 July 2020.

Currently the next version of the plan is being prepared for consultation: the Regulation 19 Proposed Submission Local Plan: development management policies.

Planning considerations.

The main planning considerations in this case are:

- The principle of development
- Impact on the character of the area
- Living environment
- Impact on neighbouring amenity
- Highway and parking considerations
- Impact on trees and vegetation
- Sustainability
- Impact on protected species and biodiversity

The principle of development

The site is located within the Green Belt but falls within the identified settlement area of East Horsley. Policy P2 sets out that development proposals within the Green Belt will be considered in accordance with the NPPF; paragraph 149 of the NPPF 2021 states that the construction of new buildings will be deemed inappropriate unless for the purpose of e) limited infilling in villages. Under Policy P2, this exception is further defined as (c)i. "limited infilling within the identified settlement boundaries, as designated on the Policies Map, of the following villages: East Horsley and West Horsley (north)", where sites located within these identified areas will be considered a 'village'. The supporting text of policy P2 outlines that limited infilling includes the infilling of small gaps within built development and that it should be appropriate to the scale of the locality and not have an adverse impact on the character of the countryside or local environment.

This is reaffirmed by the details of Policy EH-H1 which is specific to the spatial development of East Horsley.

The site is located within the garden of St Germain and is bordered on all sides by the rear gardens of residential properties. The shape of the garden is irregular which results in the area proposed to be developed as part of this application appearing to be "spare land" in an otherwise developed area. The proposed dwelling is therefore considered to represent limited infilling within a village and the proposal is acceptable in principle, complying with Policy P2, Policy EH-H1, and Chapter 13 of the NPPF 2021 in this respect.

Impact on the character of the area

The National Design Guide sets out that well-designed development is influenced by local character and the characteristics of existing built form, and it is important to consider the composition of street scenes, the height, scale, massing and relationships between buildings, the scale and proportions of building and landscaping, both hard and soft.

Policy D1 of the LPSS requires (1) all new development to achieve high quality design that responds to distinctive local character of the area in which its set. Section (4) requires all new development to be designed to reflect distinct local character of the area and to respond to and reinforce locally distinct patterns of development, including landscape setting. Policy G5 of the Saved Local Plan sets out criteria to ensure new development is in keeping with the surrounding area.

It is recognised that the proposal represents a form of backland development and such developments can have significant effects on local character. In this instance there is an existing property similarly positioned in close proximity (Chanly Cottage) therefore the proposal is not unique. Furthermore, the site and area is well constrained meaning that there are limited wider opportunities for other such developments.

At a very local level Policy EN-H8 of the East Horsley Neighbourhood Plan relates to residential infilling and sets out criteria to be met. It requires dwellings to be of no greater size and massing than surrounding property. Policy EN-H7(a) outlines that development of houses will be supported provided proposals accord with a number of criteria, these include; designs being in keeping with the established character of East Horsley and with the style of the properties surrounding the development, landscaping is consistent with the surrounding context and residential developments are no more than 2 storeys high.

The supporting text of the East Horsley NP outlines that a variety of design styles have been used in housing across the village, from traditional to more modern housing designs in recent years.

The application site is located within the rear garden of St Germain which is located along 'The Warren' a private residential road which features large detached properties with significant spacing to side boundaries. The dwellings along The Warren, whilst slightly varied in design, are predominantly in the surrey style and add to the well established character of the area.

This application proposes to construct a two storey, five bedroom dwelling, within the rear garden of St Germain. Access is proposed via an entrance drive running along the side of St Germain. The dwelling is a relatively modern 'ecohouse' design.

Within their application documents, the applicant references a number of more modern developments that have been approved within the local area, including Land north of Wayferers which was recently approved along The Warren.

With regards to design, it is considered that the proposed modern design will be a deviation from the generally more traditional character of The Warren. However, as outlined within the East Horsley NP, there are examples of more modern developments within East Horsley which add interest to the built form of the area. In terms of scale, the proposed dwelling respects the scale and massing of other properties along The Warren.

The proposed dwelling is set back from the main frontage of The Warren. It is considered that views of the proposed dwelling from The Warren itself and surrounding properties will be extremely limited and therefore, although the design of the proposed dwelling does not entirely reflect the prevailing character of the immediate area by introducing a more modern design, this will not significantly impact the character of the area. It is considered that the introduction of a dwelling of this type reflects the varied character of the wider East Horsley area and as the development site does not have a direct road frontage, on this occasion the proposed design is appropriate.

The size of the plot is similar to some of the other dwellings along The Warren, although is at the smaller end of the scale, especially given the scale of the proposed dwelling. However, given the extensive boundary planting and set back position, views of the proposed dwelling will be limited from outside of the site itself.

Although the proposed dwelling sits quite tight to its boundaries, the extensive tree planting bordering the site (especially to the north and east) assists in ensuring the green landscape setting and separation between built development is maintained. The size of the garden reflects that of a number of the properties along The Warren.

The proposed access driveway will reopen the previous "out" of the "in out" driveway of St Germain and therefore it is considered that although there will be a slight intensification of use of this access, the reintroduction of it will not significantly impact upon the character of this part of The Warren. Further, the site layout plan shows that it is proposed that a significant number of trees will be introduced along the access road, this will ensure that the proposed access and dwelling itself remains in keeping with the leafy setting of The Warren. The exact details of the proposed landscaping and its maintenance can be secured via condition.

The proposed access requires the reconfiguration of the garage attached to St Germain. It is considered that the proposed alterations to St Germain are minor and will not impact upon the character of The Warren.

The proposed design is of a high quality and although does not entirely reflect the character of the immediate area, it respects the scale, massing and siting of developments along The Warren whilst adding further interest to the varied vernacular seen along The Warren and within the East Horsley Area.

Given the above, it is considered that the design of the proposed dwelling is appropriate in this location and will reflect the varied design of dwellings across East Horsley, in particular the more modern dwellings that have been approved in recent years. As a result it is considered that the proposed development accords with policy D1 of the Guildford Borough Local Plan: strategy and sites 2015 2034 (2019), Policy G5 of the Guildford Borough Local Plan (2003) and Policies EH-H7 and EH-H8 of the East Horsley Neighbourhood Plan 2017-2033 which seek amongst other things to resist poor quality of design, by ensuring development respects its surroundings, distinctness and reinforcing patterns of development, and national planning policy and guidance.

Living environment

Policy H1(3) of the LPSS requires all new development to conform to the nationally described space standards as set out by the Ministry for Housing, Communities and Local Govt (MHCLG). The application proposes the creation of one five bed dwelling. The internal floor area significantly exceeds the minimum requirements for such a dwelling set out in the nationally described space standards. The space standards set out further requirements in terms of bedroom sizes and dimensions and it is found that the dwelling also meets with these requirements.

The proposed garden area would be adequate in terms of outdoor amenity space.

Therefore, the proposal is acceptable in this regard.

Impact on neighbouring amenity

Policy G1(3) of the Saved Local Plan seeks to protect the amenity of occupants of buildings from unneighbourly development in terms of privacy, access to sunlight and daylight, noise, vibration, pollution, dust and smell. Policy H4 states that permission will be granted provided that development does not have an unacceptable effect on amenity.

The proposed development is set within the rear garden of St Germain, therefore a key consideration is the impact the proposed development will have on this property. In addition, the site is bordered by Chantry Cottage to the north, Braeside to the south and Langdale Cottage to the east.

St Germain

The proposed dwelling is located within the extensive rear garden of St Germain. The rear of St Germain and the front elevation of the proposed dwelling are some 50m away from each other. Therefore, it is considered that there is unlikely to be any significant impacts with regards to daylight / sunlight, overlooking, noise and disturbance or privacy.

The proposed access drive runs along the southern elevation which will run alongside the altered garage of St Germain. Extensive planting has been proposed along the entirety of the driveway to ensure adequate separation between St Germain and the proposed development. It is considered that although there will be an introduction of vehicular movements down this side of the property, given the space between the driveway and St Germain, the garage location and the proposed planting, it is not expected that the access would result in significant amenity issues.

Chantry Cottage, Braeside and Landale Cottage

The site is well screened by vegetation on its north, east and west boundaries and therefore views into the site from the neighbouring dwellings is limited. Further, given the location of the neighbouring dwellings within their generous plots, the separation distances between the proposed dwelling and the existing dwellings is extensive and means that there are no concerns with regards to loss of light, overlooking or privacy.

As a result, the proposals are considered to accord with the requirements of Policy G1(3) of the Saved Local Plan and Policy H4 of the LPSS.

Highway and parking considerations

The proposed site layout shows a large driveway that runs off of The Warren. The access is formed by reopening the 'out' of the former 'in out' driveway associated with the St Germain property. The Warren is a low activity road, only providing access for the properties that lay along it. It is considered that the reopening of this access is appropriate and would not result in any significant highways impacts. Ample space has been provided to ensure that vehicles can access the site and turn when necessary.

Two parking spaces have been shown within the layout, which accords with the policy requirements for parking in this location for a dwelling of this size.

It is noted that a number of public representations have highlighted concerns with regards to traffic as a result of the proposed development. It is considered that the increase in car movements as a result of the development would not result in significant impacts in this regard either during or post construction.

Therefore, the proposal is deemed to be acceptable in this regard.

Sustainability

Policy D2 of the LPSS sets out that new dwellings need to achieve a 20% reduction in carbon emissions through the use of renewable energy. The application has been supported by the GBC Climate Change, Energy and Sustainable Development questionnaire and Energy Report, which outline how the proposed development will meet sustainability requirements.

It outlines that the proposed development will achieve a 20% reduction in carbon emissions. It is proposed to achieve this through the provision of an Air Source Heat Pump, EV charging, photovoltaic panels and a MHVR ventilation system. It is also confirmed that the house has been designed to near Passivhaus standards, with insulation proposed to exceed Building Regulation requirements, siting and design to maximise solar gains and high standards of water efficiency throughout.

It is proposed that these measures could be secured by condition were permission to be granted.

The impact of biodiversity and protected species

LPSS Policy ID4 sets out the Council will seek to maintain, conserve and enhance biodiversity and will seek opportunities for habitat restoration and creation, while new development should aim to deliver gains in biodiversity where appropriate.

A Phase 1 Habitat and Protected Species Survey was submitted in support of this application. The report outlines that there are a number of trees and hedges located within the site which are likely to be used by birds for feeding and roosting, but the majority of it is laid to lawn. In terms of protected species, no evidence of bats and no potential for bats were found within St Germain's car port, garage or house itself. There are no records of badger sets within 30m of the site boundary and a walk around found no dung pits. No natural ponds are known to occur within 500m of the application site and therefore Great Crested Newts are not expected to occur on the survey site, the site also has limited potential for other reptiles, as the habitat is suboptimal.

No habitat or species identified in the Surrey Biodiversity Action Plan will be affected by the proposals and the proposals are not expected to have a significant impact on local wildlife.

A number of measures have been suggested within the report in order to mitigate any potential additional impacts and increase biodiversity on site, these include control over exterior lighting, checking trenches for hedgehogs, the sowing of native grassland and the provision of bird boxes. These measures can be secured via condition.

The proposals, consequently, and subject to necessary conditions will not have any significant adverse effects on biodiversity and do not conflict with LPSS policy ID4.

Impact on trees and vegetation

The application is supported by an Arboricultural Implication Study and Tree Protection Strategy. The report outlines that all significant trees on the site are located at the boundaries of the plots including linear groups of trees at south-eastern and northern boundaries. It outlines that the proposed layout allows for the retention of all the trees currently on site including all trees of amenity value. The house and its foundations will be constructed outside of the Root Protection Area of all trees of amenity value and therefore there will be no impact upon trees as a result of the development of the house itself.

In relation to the driveway, its construction will encroach upon the RPA of the Scots Pine T25 and T2, however, it is considered the encroachment is so minor that no protective measures will be required.

The report recommends that protective fencing is erected around the RPA's all trees of amenity value and further specific measures to ensure the proposed development does not harm the trees found on site.

The GBC Tree Officer has provided comments on the proposed development and has confirmed he raises no arboricultural objections provided a condition relating to the provision of an Arboricultural Method Statement and Tree Protection Plan is attached to any consent.

Subject to necessary conditions, it is considered that there will be no significant adverse effects in relation to trees as a result of the proposed development.

Conclusion.

The site is located within the Green Belt but falls within the identified settlement area of East Horsley, where limited infilling is considered appropriate. The site is sustainably located, within the existing urban area. The proposals are for the erection of a new 5 bed dwelling in the rear garden of St Germain, the garden is shaped in such a way that the site proposed for the new dwelling appears as spare land that lends itself to development such as the proposed. As such it is considered the proposals meet the requirements of limited infilling.

The Warren is a private residential road which features large detached properties of varying designs but predominantly of a "surrey style" vernacular. The proposed development is relatively modern in design, however, within the wider East Horsley area there are examples of more modern developments which add interest to the built form of the area. In terms of scale and massing the proposals sit cohesively into The Warren. The proposed development is set back from the main frontage of The Warren which results in very limited views into the site from the Warren itself. As such, despite the deviation from the prevailing character of The Warren, it is considered that by virtue of its siting the proposed development will not have a detrimental effect on the character of development in The Warren and reflects the prevailing character of the East Horsley area.

The proposals exceed requirements in relation to residential amenity and it is considered that owing to the extensive existing vegetation surrounding the development site, there will be no significant impacts on neighbouring amenity.

The proposals are modest in scale relative to the plot and surroundings, and therefore it is considered there will be no significant impacts in relation to highways. The access is formed by the reopening of the "out" of the previous "in out" driveway at St Germain.

The proposals have been designed to achieve a high degree of Sustainability, exceeding GBC requirements. A carbon emission reduction of 20% has been shown to be achievable, and through careful design and implementation of standards above those required by Building Regulations the proposal is striving towards Passivhaus standards.

There are no significant impacts expected on biodiversity, protected species or trees. Necessary conditions can be added to any permission in order to secure ecological enhancements and the protection of existing trees.

Overall, the scheme is considered to represent a sustainable form of development, making effective use of a suitable and accessible site, with the proposals giving rise to no significant adverse impacts or conflicts with adopted policies.