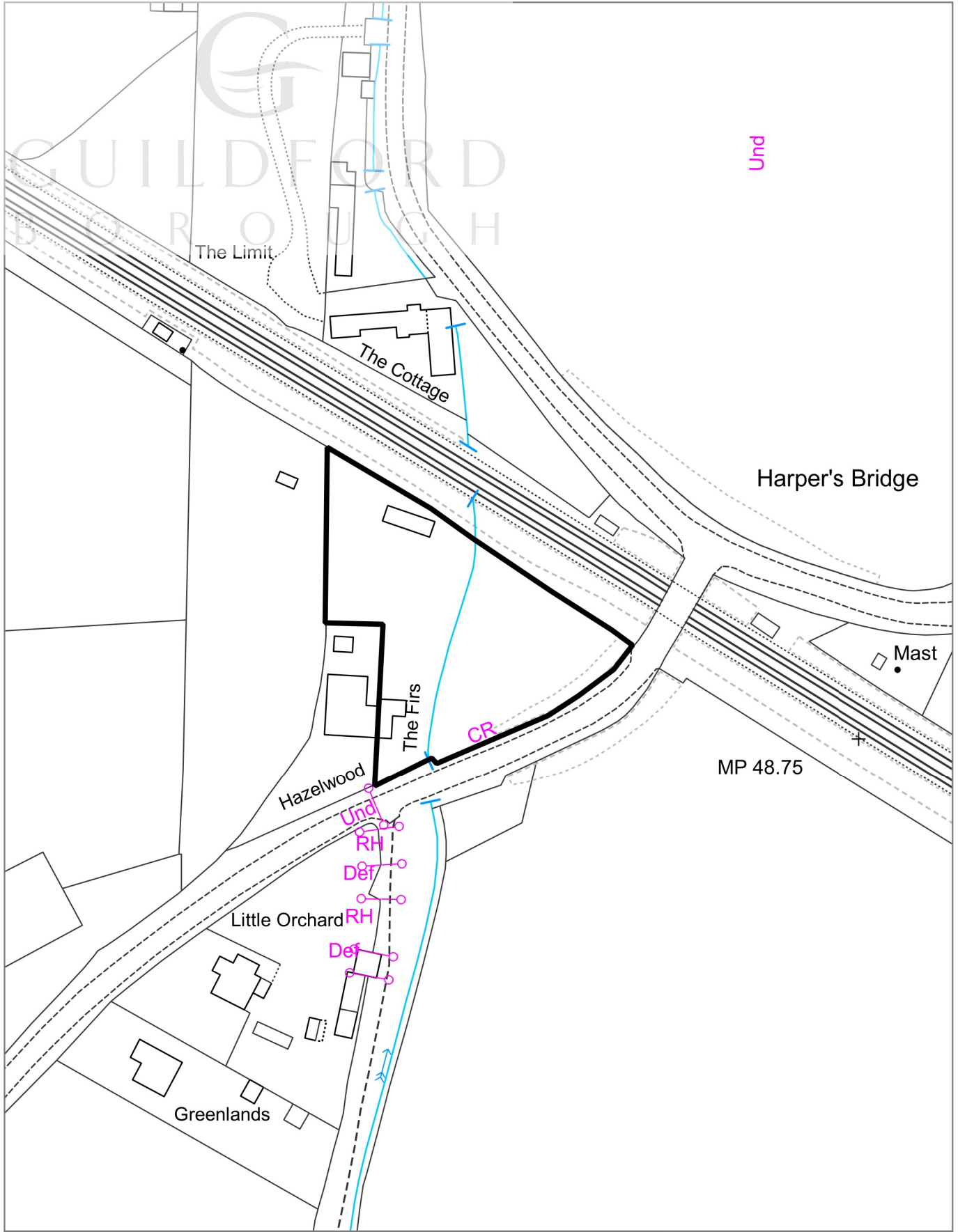


22/P/00367 - The Firs, Ash Green Road, Ash, Guildford



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Print Date: 13/02/2023



Not to Scale



GUILD FORD
BOROUGH

22/P/00367 – The Firs, Ash Green Road, Ash, Guildford



Not to scale

App No: 22/P/00367
Appn Type: Full Application
Case Officer: Jo Trask

8 Wk Deadline: 27/06/2023

Parish: Ash
Agent : Mr Edwards
Martin Edwards Architects
2b The Hangar
Perseverance Works
38 Kingsland Road
London
E2 8DD

Ward: Ash South & Tongham
Applicant: Martin Edwards Architects
C/O Agent

Location: The Firs, Ash Green Road, Ash, Guildford, GU12 6JJ
Proposal: Residential development of 7 houses and associated bicycle and garden stores and associated landscaping and extensions and alterations to The Firs (existing dwelling).

Executive Summary

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.

This application was previously due to be considered at Planning Committee meeting on 1 March 2023. A committee site visit was carried out on Tuesday 28th February 2023. The application was deferred by officers before the committee meeting to allow further consideration of the previously proposed culvert and the riparian biodiversity enhancements. The scheme has been amended to remove the culvert and now proposes a bridge across the stream, further information on the riparian biodiversity improvements have also been provided.

Key information

7 x 2 bed dwellings arranged as one terrace of 3 and two pairs of semi detached dwellings
Single and two storey extension to existing dwelling known as The Firs

Max building height 7.9m to ridge

13 Car parking spaces
16 secure cycle parking spaces

Communal bin store

15m buffer to Ancient Woodland

Summary of considerations and constraints

The proposal following the adoption of the Local Plan LPSS falls within the Ash Urban Area, where the principle of residential development is acceptable subject to complying with the relevant policies of the LPSS, LPDMP and the NPPF.

To the west of the site is Ancient Woodland.

The site lies within 400m to 5km of the Thames Basin Heaths Special Protection Area (TBHSPA).

The proposal would extend the existing dwelling at single and two storey height, resulting in a better balancing of the existing semi detached pair. The proposal also includes the erection of 7 two bedroom dwellings, located towards the rear boundary of the site. Vehicular access for the existing and new dwellings will be via a newly created access to the east of the existing drive.

The proposal would result in a satisfactory designed development, meeting Nationally Described Space Standards. Each dwelling would be afforded private amenity space. Measures are proposed to mitigate noise from the adjacent railway line.

The proposal would result in an attractive form of development which would not give rise to any harm to the surrounding character of the area, would create a good quality living environment and would contribute 7 dwellings towards meeting the Councils housing need.

A completed Unilateral Undertaking securing appropriate mitigation for the identified harm to the TBHSPA accompanies the application. In addition, it is recommended that a financial contribution towards Ash road bridge should also be secured to mitigate the cumulative impacts of the development, together with other sites already approved in the area.

Subject to conditions as set out in committee report the proposed development is recommended for approval.

Following the completion of a Unilateral Undertaking to secure SANG and SAMM and an Ash road bridge contribution the decision is to:

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: 7005 REV P3 Site Plan Levels, PA05 REV P2 Existing Cross Section AA BB CC, PA06 REV P2 Proposed Cross Section AA BB CC, PA07 REV P2 Proposed floor plan 2 bed house, PA_08 REV P2 proposed 2 bed cross section, PA09 REV P2 Proposed elevations 3 No. 2 bed house, PA10 REV P2 Proposed elevations 4 No. 2 bed house, PA11 REV P2 Proposed rear elevation 2 bed house, and PA15 REV P2 3 bed car

port proposed elevations received on 25 February 2022, PA22 REV P2 Existing Roof Plan 3 bed house received 21 March 2022, PA21 REV P2 Existing floor plans 3 bed house received 22 March 2022, PA00 REV P3 Site Location Plan, PA01 REV P3 Existing site plan, PA02 REV P3 Proposed site plan, and PA20 REV P2 Existing elevations 3 bed house received on 23 March 2022, PA 17 REV P3 Proposed elevations 3 bed house, PA18 REV P3 Proposed floor plans 3 bed house and PA19 REV P3 Proposed roof plan 3 bed house received on 15 November 2022, PA_03 REV P3 Site/Block Plan, PA_04 REV P3 Site/Block Plan 2 and PA_16 REV P3 communal bin store received on 22 December 2022.

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

3. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Ash Green Road has been constructed and provided with a level plateau and visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: 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.

4. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plan, Drawing No. PA_03 Rev P5, 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.

5. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered parking of bicycles and the provision of charging points for e-bikes by said facilities have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

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

6. The development hereby approved shall not be occupied unless and until

each of the proposed dwellings and at least 2 of the visitor parking bays are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To encourage the use of electric cars in order to reduce carbon emissions.

7. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) measures to prevent the deposit of materials on the highway
- (e) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users. This pre commencement condition goes to the heart of the planning permission.

8. No development shall commence until an Arboricultural Method Statement (AMS) (detailing all aspects of construction and staging works) and a Tree Protection Plan (TPP), 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 purpose 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 measure 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 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.

9. Prior to the commencement of development, an energy statement shall be

submitted to and approved in writing by the Local Planning Authority. This shall include details of how energy efficiency is being addressed, including benchmark data and identifying the Target carbon Emissions Rate TER for the site or the development as per Building Regulation requirements and how the required reduction in carbon emissions against the TER or predicted energy usage through the use of on site low and zero carbon technology shall be achieved. The approved details shall be implemented prior to the first occupation of the development and retained as operational thereafter.

Reason: To reduce carbon emissions and incorporate sustainable energy in accordance with the Council's 'Climate Change, Sustainable Design, Construction and Energy' SPD 2020 and policies D14 and D16 of the LPDMP. This pre commencement condition goes to the heart of the planning permission.

10. The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:
- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
 - b) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2 l/s for the whole site.
 - c) Details of the condition of the receiving watercourse.
 - d) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.
 - e) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
 - f) Details of drainage management responsibilities and maintenance regimes for the drainage system.
 - g) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site. This pre commencement condition goes to the heart of the planning permission.

11. Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

12. Prior to the commencement of any development above slab level works, a written schedule with details of the source/ manufacturer, colour and finish, OR samples on request, of all external facing and roof materials. This must include the details of embodied carbon/ energy (environmental credentials) of all external materials. These shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out using only those detailed.

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

13. No development shall take place until a detailed landscape and management plan, to include full details, of both hard and soft landscape proposals, for the development as a whole including the Ancient woodland buffer zone and its enclosure, the proposed works to the stream corridor (re profiling, ponds and riffle's and planting) and all boundary treatments, including a schedule of landscape maintenance for a minimum period of 10 years, have been submitted to and approved in writing by the local planning authority. The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and retained.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality. This pre commencement condition goes to the heart of the planning permission.

15. The development shall be carried out in accordance with the mitigation

measures set out in the Noise and Vibration Assessment Report 20/0320/R1 by Cole Jarman.

Reason: To protect the residential amenity of the occupants of the development.

16. The development hereby permitted must comply with regulation 36 paragraph 2(b) of the Building Regulations 2010 (as amended) to achieve a water efficiency of 110 litres per occupant per day (described in part G2 of the Approved Documents 2015). Before occupation, a copy of the wholesome water consumption calculation notice (described at regulation 37 (1) of the Building Regulations 2010 (as amended)) shall be provided to the planning department to demonstrate that this condition has been met.

Reason: To improve water efficiency in accordance with the Council's 'Climate Change, Sustainable Design, Construction and Energy' SPD 2020.

17. Immediately prior to works commencing a survey of the site by an appropriately qualified and experienced ecologist should be undertaken within the proposed development boundary and a 30m buffer, to search for any new badger setts and confirm that any setts present remain inactive. If any badger activity is detected a suitable course of action shall be submitted to and approved in writing. The development shall then be carried out in accordance with the approved details.

During construction activities on site regard must be given to the potential presence of terrestrial mammals to ensure that these species do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a means of escape for any animals that may fall in. If badger activity is detected, works should cease and advice from a suitably experienced ecologist sought to prevent harm to this species. If any close-boarded fencing is to be used at the site, we recommend that holes are included in the base of 20cmx20cm to allow badgers to move freely through the site.

Reason: To prevent harm to a protected species. This pre commencement condition goes to the heart of the planning permission.

18. The development hereby approved shall be carried out in accordance with the mitigation measures detailed in the Updated Preliminary Ecological Appraisal dated February 2022.

Reason: To mitigate against the loss of existing biodiversity and nature habitats and protected species.

19. No development shall take place until a Biodiversity Enhancement and

Management Plan (BEMP), as recommended in Paragraph 7.2 of the Updated Preliminary Ecological Appraisal, detailing the management measures required to deliver a biodiversity net gain for the development has been submitted to and approved in writing by the LPA. The development shall be carried out in accordance with the approved details.

The BEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in the above referenced report and should include, but not be limited to following:

- a) Description and evaluation of existing and newly created features to be managed including but not limited to:
 - i. Newly planted habitats which will be of value to wildlife, such as native seed/fruit bearing and nectar-rich species; wild flower grassland margins to attract butterfly and moth species such as the small heath butterfly; and species which attract night flying insects
 - ii. Inclusion of hedgehog passes and houses
 - iii. Provision of nesting/roosting habitat for bird and bat species
- b) Ecological trends and constraints on site that might influence management
- c) Aims and objectives of management
- d) Appropriate management options for achieving aims and objectives
- e) Prescriptions for management actions, together with a plan of management compartments
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period
- g) Details of the body or organisation responsible for implementation of the plan
- h) Ongoing monitoring and remedial measures
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery.
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: To increase the biodiversity of the site and mitigate any impact from the development. This pre commencement condition goes to the heart of the planning permission.

approved in writing by the LPA.

The lighting plan shall be informed by the recommendations in BCT & ILP (2018) Guidance Note 08/18; Bats and artificial lighting in the UK.; Bats and the Built Environment; and the Bat Conservation Trust, London & Institution of Lighting Professionals, Rugby.

Any external lighting on the site shall be strictly in accordance with the approved details.

Reason: To ensure the protection of habitat and a protected species.

21. Prior to commencement of development a detailed reptile mitigation strategy be submitted to and approved in writing by the LPA prior to commencement. The strategy will need to be prepared by a suitably qualified ecologist and appropriate to the local context. The reptile mitigation strategy should include, but not be limited to the following:
- a) Location and map of the proposed translocation site
 - b) Assessment of the habitats present, including their ecological function to reptiles
 - c) Analysis of reptile carrying capacity of translocation site
 - d) Details of management measures that are required
 - e) Work schedule (including an annual work plan capable of being rolled forward over a five-year period)
 - f) Details of the body or organisation responsible for implementation of the reptile mitigation strategy
 - g) Ongoing monitoring and remedial measures
 - h) Legal and funding mechanisms by which the long-term implementation of the reptile mitigation strategy will be secured by the applicant with the management body(ies) responsible for its delivery.
 - i) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme

Reason: To mitigate against the loss of existing biodiversity, protected species and nature habitats. This pre commencement condition goes to the heart of the planning permission.

22. Prior to commencement of development a Construction Environmental Management Plan shall be submitted to and approved in writing by the LPA.
- The CEMP should include, but not be limited to:
- a) Map showing the location of all of the ecological features
 - b) Risk assessment of the potentially damaging construction activities
 - c) Practical measures to avoid and reduce impacts during construction including pollution protection measures
 - d) Location and timing of works to avoid harm to biodiversity features
 - e) Responsible persons and lines of communication
 - f) Use of protected fences, exclusion barriers and warning signs.

The development shall be carried out in accordance with the approved details .

Reason: To mitigate against ecological harm resulting from construction activities. This pre commencement condition goes to the heart of the planning permission.

23. The development shall be carried out in accordance with the Stream Enhancement Plan by Middlemarch dated 19th May 2023 and shall be adhered to in perpetuity.

Reason: To increase the riparian biodiversity of the waterbody.

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.

A previous application was submitted this application seeks to address the concerns raised at that point in time. 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. Highways Informatives:

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.

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. 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/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 conditions, 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 – this will be at the applicant's own cost.

The developer is advised that Public Byway Number 521 is located opposite the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

4. The developers attention is drawn to the letter from Network Rail advising of the need to engage with Network Rail's Asset Protection and Optimisation (ASPRO) team prior to commencement of development and the list of informatives attached to that letter.
5. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent.
6. The developer is advised that they are required to obtain a Bat Mitigation Licence

from Natural England following receipt of planning permission and prior to any works which may affect bats commencing.

7. To prevent its spread the *Rhododendrum ponticum* on-site should be eradicated using qualified and experienced contractors and disposed of in accordance with the Environmental Protection Act (Duty of Care) Regulations 1991. Further information on this species can be obtained from the GB Non-native Species Secretariat at 'www.nonnativespecies.org'
8. **Badgers**
The developer is advised that during construction activities on site regard must be given to the potential presence of terrestrial mammals to ensure that these species do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a means of escape for any animals that may fall in. If badger activity is detected, works should cease and advice from a suitably experienced ecologist sought to prevent harm to this species. If any close-boarded fencing is to be used at the site holes should be included in the base, measuring 20cm x 20cm to allow badgers to move freely through the site.

Officer's Report

Site description

The site comprises a two storey semi detached house with a small redundant stable building and greenhouse to rear. The site is roughly triangular in shape, bounded to the north and east by the North Downs railway line and to the south by Ash Green Road. The site wraps around the rear of the neighbouring property Hazelwood.

Following the adoption of the Local Plan: Strategy and Sites 2019 the site is now within the urban area, the boundary to which runs along the south-eastern site edge to Ash Green Road.

A number of trees define the boundary to the railway line (Reading to Gatwick line), with hedging to the southern boundary interspersed with trees fronting Ash Green Road.

The site is relatively flat and informally divided by a stream running north south through the site bounded by hedging. The southern section of the stream is culverted running under Ash Green Road, with the northern part of the stream culverted as it meets the railway embankment to the north of the site. Existing fencing partitions the residential garden and stable/paddock area.

Ancient woodland is located directly to the west of the site. Ash Green Road rises to the south east up towards the bridge. To the south/southeast boundary of the site is countryside.

The site is within 400m- 5km of the Thames Basin Heaths SPA.

Further to the west lies land allocated for housing under policy A31: Land to the south and east of Ash and Tongham, the application site does not form part of the housing allocation policy A31 and is separated from it to the west by a copse of Ancient Woodland.

The site is located within Flood zone 1. A proportion of the site to the east is identified as 1:30 yr and 1:100 yr surface water risk of flooding.

Proposal

Residential development of 7 houses and associated bicycle and garden stores and associated landscaping and extensions and alterations to The Firs (an existing dwelling) to create a 3 bed dwelling.

Total units

1 x 3 bed (existing)

7 x 2 bed (proposed)

Two storey height

Parking 13 car parking spaces of which 4 are visitor parking

Cycle parking 16 spaces

Amended plans have been received reducing the width of the proposed rear extension to The Firs, to ensure that it is fully within the applicants ownership and further amended plans relocating the position of the doors to the communal bin store to address cleansing officers comments.

Further amended plans have been submitted removing the proposed culvert and replacing with a bridge section across the stream and the submission of a stream enhancement plan.

Relevant planning history

Reference:	Description:	Decision Summary:	Appeal:
21/P/00918	Erection of eight new houses and a replacement house with carport's and ancillary residential workspaces	Withdrawn 05/08/2021	N/A

Consultations

Statutory consultees

County Highway Authority: The proposed development has been considered by the County Highway Authority who having assessed the application on safety, capacity and policy grounds recommends conditions regarding the following: visibility zones, parking and turning of vehicles, secure covered cycle parking and e bike charging, electric vehicle charging, and a Construction Transport Management Plan.

Surrey Lead Local Flood Authority: The application lies outside the LLFA Statutory Duty requirements and their comments are advisory. However the LLFA have reviewed the submitted Flood Risk Drainage Strategy, Campbell Reith Hill LLP, February 202, Revision P3 document reference: 13654-CRH-ZZ-XX- RP-C-0001 (The Firs) - Planning P3.doc and made advisory comments regarding the management of the surface water discharge. The applicant has responded and provided a Communication letter from Campbell Reith Hill LLP, 14/12/2022 and a Drainage Strategy (Annotated), Campbell Reith Consulting Engineers, Feb 2022, Drawing no 7004 revision 4. The surface water flood risk to and from the site has been considered and appropriate mitigation measures proposed.

No objection subject to suitably worded conditions regarding the submission of a detailed design

of a surface water drainage scheme and verification report.

In response to the amended plans provide the following comment: no change in drainage strategy, no further comments, refer back to letter dated 20/12/2022.

Thames Water: Surface Water Drainage - subject to the sequential approach being followed to the disposal of surface water no objection is raised. Where discharge to a public sewer is proposed prior approval from Thames Water Developer Services will be required. There are public sewers crossing or close to the development - advise reading Thames Water guide working near or diverting pipes. No objection with regard to Waste Water Network and Sewage Treatment Works infrastructure capacity. No further comments to make on the amended plans.

Network Rail: Due to the proximity to Network Rail's land and the operational railway, request the developer engages with Network Rail's Asset Protection and Optimisation (ASPRO) Team prior to commencement of any works. Contact details are available in the correspondence received.

Surrey Wildlife Trust: requested a Barn Owl survey and further bat information. Following these comments a Barn Owl Survey report and Bat Emergence and Re-entry Surveys have been provided for the proposed development site. The applicant is advised that a Bat Mitigation Licence is required. Surrey Wildlife Trust recommend conditions for mitigation and protection of habitat and species.

The Environment Agency: have advised that this is not an application they wish to comment on. The watercourse running through the site is not a main river and therefore is outside of the EA statutory remit.

Internal consultees

Tree officer: Proposed buffer to the ancient woodland is sufficient. No objection subject to a suitably worded condition to secure Arboricultural Method Statement and Tree Protection Plan.

Environmental Health officer: Examined the location and noted the proximity to the railway. No objection subject to condition/s to secure the mitigation measures for noise control set out in the noise report by Cole Jarman Associates.

Environmental Services: following a request for an amendment to the bin store, commented: the revised location of the door to the bin store strikes a balance between the operatives convenience and the convenience of the resident users. Satisfied that the communal store is large enough to accommodate the required bin storage and any expansion required in the upcoming Environment Act 2021. The plans show tracking of a waste collection vehicle entering the development however it is Environmental Services preference from a servicing point of view to make all collections from the road so that the GBC vehicle does not need to enter the development at all. This has been facilitated with the amended location of the door to the communal bin store being located on the left side of the store. No objection is raised.

Parish Council

Ash Parish Council object on the following grounds:

- out of character
- overdevelopment
- flooding and proximity to stream (officer note: the LLFA have been consulted and advise that surface water flood risk has been considered and appropriate mitigation measures proposed,

conditions are recommended)

- lack of parking (officer note: the proposed parking is assessed in the report below and is considered to be acceptable)
- proximity to railway line posing environmental issues - (officer note - Environmental Health are satisfied subject to condition to secure the proposed noise mitigation measures)
- proximity to Ancient woodland (officer note: the development observes the 15m buffer, the tree officer has no concerns)
- cumulative impact on local amenities and lack of infrastructure
- Thames Basin Heath SPA - (officer note: a UU has been submitted securing the appropriate mitigation in accordance with the Strategy)
- impact on wildlife
- emergency and refuse vehicle access (officer note: no objection has been raised by SCC as the Highway Authority, Environmental Services have confirmed their preference is not to enter the site)
- cumulative impact on traffic (officer note: this has been assessed by SCC as the Highway Authority who have raised no objection)

Ash Parish Council object to the amended drawings and raise the following concerns in addition to their original comments:

- highway safety due to proximity of entrance to narrow railway bridge (officer note: the highway authority have assessed the application in safety grounds and raised no objection)
- not in keeping with street scene
- two storey extension is not subservient
- lack of public footpaths (officer note: the site is located directly opposite Public Byway 521, with Public Bridleway 594 also close by. These links will provide further links to the wider Public Rights of Way network)
- lack of easy access to public transport (officer note: the site is located directly opposite Public Byway 521, with Public Bridleway 594 also close by. These links will provide further links to the wider Public Rights of Way network)

Third party comments:

21 letters of representation have been received raising the following objections and concerns:

- not allocated for housing in the local plan, outside of Policy A31
- housing not required
- loss of privacy
- loss of light
- land ownership issue (officer note: the applicant has signed certificate A that the site is in their ownership. Any land ownership dispute is a civil matter.)
- chimney and fire place contradicts the Green intent (officer note: A Sustainability and Energy Statement accompanies the application, including passive design and energy efficiency measures, provision of air source heat pumps and Photovoltaics to provide renewable energy - the development would still need to meet the new Building Regulation requirements, The Design and Access Statement refers to a high efficiency Ecodesign compliant woodburning stove to supplement the central heating system. It is considered unlikely that occupants would rely on the fireplace for the main source of heating, and that this would be more of a design feature)
- questions on sustainable energy measures (officer note: the application is required to comply with Policy D2 and the supporting SPD)
- highway safety concerns (officer note: this has been assessed by SCC as the Highway Authority who have not raised a highway safety concern)

- lack of parking (officer note: the proposed parking is assessed in the report below and is considered to be acceptable)
- Electric Vehicle charging points (officer note: each dwelling will be provided with an EV charging point, in addition to at least 2 of the visitor parking bays, to be secured by condition)
- lack of infrastructure
- out of character
- over development
- out of scale
- noise and disturbance
- impact on wildlife (officer note: Surrey Wildlife Trust have assessed the application and raise no object subject to conditions)
- proximity to ancient woodland (officer note: a 15m buffer to the woodland is provided in line with Government guidance for buffer zones to ancient woodland, the tree officer raises no objection)
- within SPA buffer zone (officer note: the site falls with the 400m to 5km buffer of the TBHSPA, appropriate mitigation has been secured in line with the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD)
- bat survey required (officer note: a bat survey has been provided and Surrey Wildlife Trust have no objection subject to conditions)

Following receipt of amended plans:

Five letters of representation raising the following concerns:

- original objection still stands
- extension to The Firs not subordinate
- over development of the plot
- out of character
- highway safety concerns (officer note: this has been assessed by SCC as the Highway Authority who have not raised a highway safety concern)
- access into the development (officer note: this has been assessed by SCC as the Highway Authority who have not raised a highway safety concern, condition requires the access to have a level plateau)
- loss of open space
- loss of neighbour amenity
- flooding (officer note: the Lead Local Flood Authority have considered the surface water flood risk to and from the site and appropriate mitigation measures have been proposed)
- lack of parking (officer note: the parking provision is considered in detail in the report below)
- lack of highway infrastructure
- impact on bats/wildlife (officer note: Surrey Wildlife Trust have assessed the application and raise no object subject to conditions)
- proximity to ancient woodland (officer note: a 15m buffer is shown between the woodland and the curtilages of the proposed dwellings.)
- cumulative affect of development
- houses not needed
- refuse collection (officer note: the Environmental Services team have raised no object to the refuse collection arrangements)

In total 23 letters of neighbour representation have been received.

A letter from Ash Green Residents Association has been received raising the following concerns:

- unsustainable location
- proximity of Harpers Bridge (officer note: SCC as the Highway Authority have assessed the application and raised no objection)
- lack of on street parking (officer note: space for parking of 2 vehicles exists in the lay by opposite the site, visitor parking is provided within the site)
- lack of refuse collection space. (officer comment: Environmental Services are satisfied that the communal store is large enough for the required bins to serve the 7 new properties and any expansion to the offering that will be needed in upcoming changes to the Environment Act 2021).
- lack of transport infrastructure
- no relationship with Ash urban area – (officer comment, the site is located within the Ash urban area).
- lack of connectivity with local plan sites – (officer comment: the site is in the urban area, it does not fall with policy A31: land to the south and east of Ash and Tongham).
- not an allocated site – (officer comment: the site is located within the Ash Urban Area as identified in the LPSS 2019).
- unsustainable extension to Ash Green Village - (officer comment: the site is located within the Ash Urban Area as identified in the LPSS 2019).
- over development of the site
- out of character
- small rear gardens – (officer comment: the development has been designed to provide the greater private amenity space within the curtilages to the front of the proposed dwellings, south facing, with a small private amenity provision to the rear, north facing adjacent to the railway line. This arrangement maximises the opportunities on the site).
- Proximity to the railway line – (officer comment – no objection subject to conditioning the mitigation measures proposed in the noise report by Cole Jarman Associates).
- 7 additional homes not a benefit – (officer comment- this is a windfall site, contributing to meeting Borough's identified housing need).
- A number of policies are mentioned stating the application falls to comply

In response to the latest amended plans (19.05.23)

One letter of neighbour objection raising the following concerns:

- why are chimneys proposed (officer note: the Design and Access statement refers to high efficiency Ecodesign compliant wood burning stove to supplement the central heating system)
- construction of the bridge and how it is attached (officer note: the LLFA have requested an informative advising that any works affecting an ordinary watercourse will require prior written consent)
- how will electric charging points on visitors parking spaces be connected to the dwellings (Officer comment - this is not a material planning consideration)
- how will cables be managed (Officer comment - this is for the infrastructure provider)

Planning policies

National Planning Policy Framework (NPPF):

Chapter 5: Delivering a sufficient supply of homes

Chapter 12: Achieving well designed spaces

Chapter 15: Conserving and enhancing the natural environment

The National Design Guide (NDG)

South East Plan 2009:

NRM6 Thames Basin Heath Special Protection Area

Guildford Borough Local Plan: Strategy and sites 2015-2034

The Guildford Borough Local Plan: Strategy and Sites (LPSS) was adopted by the Council on 25 April 2019. The Plan is up-to-date and carries full weight as part of the Council's Development Plan.

- D1 Place shaping
- D2 Climate Change, Sustainable design, construction and energy
- H1 Homes for all
- ID3 Sustainable transport for new developments
- ID4 Green and blue infrastructure
- P4 Flooding, flood risk, and groundwater protection zones
- P5 Thames Basin Heaths Special Protection Area
- S1 Presumption in favour of sustainable development

The Council is able to demonstrate a five year housing land supply with an appropriate buffer. This supply is assessed as being 6.46 years based on most recent evidence as reflected in the GBC LAA (2022). In addition to this, the Government's recently published Housing Delivery Test indicates that Guildford's 2021 measurement is 144%. For the purposes of NPPF footnote 8, this is therefore greater than the threshold set out in paragraph 222 (75%). Therefore, the Plan and its policies are regarded as up-to-date in terms of paragraph 11 of the NPPF.

Guildford Borough Local Plan: Development Management Policies (March 2023):

Guildford's Local Plan Development Management Policies (LPDMP) was adopted by the Council on 22 March 2023. The Plan is up-to-date and carries full weight as part of the Council's Development Plan.

- Policy H4: Housing Extensions and Alterations including Annexes
- Policy P6: Protecting Important Habitats and Species
- Policy P7: Biodiversity in New Developments
- Policy P9: Air Quality Management
- Policy P10: Water Quality, Waterbodies and Riparian Corridors
- Policy P11: Sustainable Surface Water Management
- Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness
- Policy D5: Protection of Amenity and Provision of Amenity Space
- Policy D6: External Servicing Features and Stores
- Policy D7: Public Realm
- Policy D8: Residential Infill Development
- Policy D11: Noise Impacts
- Policy D11 Light Impacts and Dark Skies
- Policy D14: Sustainable and local Impact Development
- Policy D15: Climate Change Adaptation
- Policy D16: Carbon Emissions from Buildings
- Policy D17: Renewable and Low Carbon Energy Generation and Storage

Policy ID6: Open Space in New Development
Policy ID10: Parking Standards for New Development

Supplementary planning documents:

Parking Standards for New Development SPD 2023
Climate change, sustainable design, construction and Energy SPD 2020
Thames Basin Heaths Special Protection Area Avoidance Strategy SPD
Planning contributions SPD
The Guildford Borough Residential Design Guide

Planning considerations

The main planning considerations in this case are:

- the principle of development
- housing mix
- the impact on the character of the area
- living environment
- NDSS
- the impact on residential amenity
- sustainability
- highways
- vehicle and parking
- cleansing
- trees
- flooding
- ecology
- biodiversity
- Thames Basin Heath SPA
- legal agreement requirements

Principle of development

Following the adoption of the local plan Strategy and sites 2015-2034 the site falls within the Ash Urban area. Policy P3: countryside is not applicable.

There is great need for housing in the Borough. Whilst the site is not part of an allocated site for housing within the local plan, it is a windfall site. The allocated sites are not sufficient alone to meet the identified Borough housing need. Windfall sites are important in contributing towards meeting the Borough's identified housing need. This proposal resulting in a net increase of 7 dwellings would contribute to meeting the wider housing need.

The proposal is for 7 two bedroom dwellings contributing towards the smaller unit housing stock.

Subject to meeting other policy requirements and providing a satisfactory form of development, set out in the report below, no objection is raised to the principle of housing on this site, located within the Ash Urban Area.

Housing Mix

Policy H1 of the LPSS states that 'new residential development is required to deliver a wide choice of homes to meet a range of accommodation needs as set out in the latest Strategic Housing Market Assessment (SHMA). New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location.' The housing need set out in the SHMA is a borough wide need. The proposal would provide seven 2 bed units and one 3 bed unit. The proposal would contribute to meeting the identified housing need in the borough. No objection is raised to the proposal for a net increase of 2 bed and one 3 bed dwellings in this location.

Impact on the character of the area

The importance of design is supported through local and national policy. The National Planning Policy Framework (NPPF) Chapter 12 sets out the requirements for well-designed places. The National Design Guide (NDG) sets out the 10 characteristics of good design. LPSS Policy D1 Place Shaping requires all new development to, '...achieve high quality design that responds to distinctive local character (including landscape character) of the area in which it is set.' Policy D1 (18) Ash & Tongham states that proposals within the Ash & Tongham and Ash Green Area have particular regard to the relationship with the existing urban area, the relationship and connectivity between allocated sites in different ownerships, the existing character of Ash & Tongham and Ash Green, the future urban edge and its relationship with the surrounding countryside at the allocated site's boundaries.

LPDMP Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness states that development proposals demonstrate how they achieve the 10 characteristics of well designed spaces and have regard to relevant national and local design codes and incorporate high quality design. The Guildford Residential Borough Design Guide promotes and sets out guidance for high standards of housing design in the Borough. The site lies within the Rural-Urban Fringe Character Area E1: Tongham Rural Urban Fringe.

LPDMP Policy D7: Public Realm requires public realm to be designed as an integral part of the new development, creating attractive and safe places, maximising opportunities to incorporate soft landscaping, sustainable materials, a co-ordinated approach to material palette, boundary treatments and lighting.

LPDMP Policy D8: Residential Infill Development Proposals. Requires residential infill to integrate well with the surrounding development and environment; respond positively to the existing character; incorporate landscaping measures, ensuring sufficient amenity, parking, bin storage and cycle parking. The policy addresses different types of infill development. Policy D8 (4) Infilling: backland development proposals is relevant, this requires proposals to:

- a) create a positive 'street' entrance, provide safe pedestrian and cycling access and suitable access for emergency and refuse vehicles, and avoid long, narrow and isolated access points. Access routes must be designed to avoid having an unacceptable impact in terms of noise or light on the existing dwellings; and
- b) demonstrate that relationships with both existing neighbouring development and buildings/gardens within the site are acceptable, taking into account back to back or back to front distances. The privacy of existing and proposed residential properties should be respected by any new layout.

The proposal comprises 4 semi-detached homes, a short terrace of 3 dwellings and an extension

to The Firs cottage. The seven properties comprising two pairs of semi detached properties and one terrace of three properties are proposed to be located to the rear of the site, all to be served by one vehicular access to the east of The Firs. The access drive would form a loose 'T', with a bridge over the existing waterbody to access the rear western part of the site. It should be noted an existing bridge exists forward of this, providing access between the two parts of the site.

Covered bike/garden stores are integrated within the hard landscaping design of the boundary plots. Parking for each of the dwellings and visitor is provided to the front of the proposed homes. The dwellings have been designed with a low eaves line and a form intended to reflect the local domestic architecture. The oriel windows to the rear elevation of the 7 dwellings are a reference to the initial design studies informed by local Arts and Crafts architecture. A simple palette of materials is proposed, to complement materials seen in the locality, responding to the local character in compliance with policy D4. The thresholds between the parking courtyard and private garden areas would be formed by mid height brick walls with a translucent mineral paint finish, clay tile coping and timber gates. The sections of wall would be separated by bike stores, which would be timber clad with standing seam-metal roofs. A communal enclosed bin storage area is located towards the front of the site. A land bridge over the stream will connect the east and west parts of the site. The banks to the waterbody would be enhanced as set out in the accompanying Stream Enhancement Plan by Middlemarch. To the west lies ancient woodland. The submitted layout provides a 15m buffer zone between the woodland and the closest property boundary.

Indicative landscape is shown on the plans, the detail of which is to be secured by appropriately worded conditions. The indicative layout demonstrates soft landscaping can be accommodated within the public areas to enhance the setting of the development and create quality visual public realm, complying with policy D7.

Building heights annotated as 7.9m to top of ridge, this is in scale and would not be harmful to the scale and character of residential development within the locality.

The scheme also includes the renovation and extension of the existing dwelling, known as the Firs. The Firs as existing forms the smaller half of the pair of dwellings, with the neighbouring property Hazelwood having benefited from additions over the years. The proposal seeks to extend the existing property to provide a 3 bed dwelling, through replacing the existing side extension with a part two storey part single storey side/rear extension. The proposed two storey side/rear extension would continue the existing ridge line of the pair of dwellings and would be designed with a gable end roofs to the side and rear. This is in scale and character with the existing development and would attempt to re balance the semi-detached pair of dwellings. Whilst the proposed two storey side extension is not set back from the front building line, the width of the proposed extension allowing for the continuation of the existing ridge line and double valleyed roof provides an attractive design in character with the existing dwelling and not harmful to the scale of the pair of semi-detached properties as a whole. On this basis the design, height and scale of the extension is acceptable and would not give rise to unacceptable harm to the existing dwelling and pair of dwellings. The proposed materials are listed as clay 'arrowhead' profile tiles for the vertical tile hanging to the first floor front and part side elevations and a translucent paint finish to the proposed brick work. It is considered reasonable for a condition requiring the submission of materials to ensure they are enhancing to the character of the area. Subject to a suitably worded condition, no objection is raised on character grounds.

The architectural approach of the scheme reflects the local vernacular and materials and complies with policy D4. The use of satisfactory and appropriate materials is key to the success of the development and is the subject of a condition.

The boundary treatment to the new dwellings would consist of bike/garden store, walls and gates to provide enclosure whilst establishing a degree of surveillance and interest to the frontages. Landscape illustrations have been provided. This shows tree planting between the parking court bays, softening the appearance of the scheme. Low post and rail fencing with native hedge planting proposed between gardens, to create a informal and softer boundary treatment. Detailed landscaping will be the subject of a condition to ensure the hard and soft landscaping takes account of the rural edge character of the site and to ensure an appropriate boundary to the ancient woodland 15m buffer zone. Boundary treatment to the Firs is indicated as a boundary wall to the frontage with timber fencing to the side and rear. No objection is raised to this approach subject to securing details as part of a landscaping condition.

The proposed layout has been designed with the dwellings to be set back from Ash Green Road, maximising the southerly front aspect. Their positioning closer to the rear boundary, takes account of the northern aspect and railway line and proposes measures to address any identified harm. This allows for the greater private amenity space to be located forward of the dwellings, maximising the natural daylight and sunlight afforded to the future occupants. The dwellings are based on modest worker style cottages, with eaves heights reflective of the surrounding dwellings. The proposed layout is considered to respond positively towards the character of the area and the constraints of the site addressing policy D8.

As stated above the site is not one of the allocated sites. It is however located within the Ash Urban Area. Due to the unique characteristics of the site: railway line to the north, ancient woodland to the west and Ash Green Road to the south, south/east connectivity opportunities are very limited.

The scheme makes efficient use of the site whilst maintaining adequate space for existing and proposed tree planting. The scale, character and layout of the scheme would provide an acceptable transition between the urban and rural character and would not give rise to any identified harm to the character of the area. Providing small scale housing, subject to securing the materials, it would respect the surrounding character of Ash & Tongham and Ash Green. No objection is raised subject to suitably worded conditions.

The proposed development would create additional housing of a modest and appropriate scale, high in quality design, meeting a smaller householder need. Taking on board the constraints of this urban area site through the creation of a bespoke development. The proposed development complies with policies D4, D7 and D8 of the LPDMP.

Living environment

Policy D5 of the LPDMP relates to the protection and provision of amenity space. It states:

1) 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. This includes: privacy and overlooking; visual dominance; sunlight and daylight; artificial lighting, noise and vibration; odour, fumes and dust

2) All new build residential development proposals, including flatted development, are expected to have direct access to an area of private outdoor amenity space, both private and shared, development proposals are required to:

- a) take into account the orientation of the amenity space in relation to the sun at different times of the year;
- b) address issues of overlooking and enclosure, which may otherwise impact unacceptably on the proposed property and any neighbouring properties;

4) development proposals are required to have regard to relevant national and local design guidance or codes, including in relation to garden sizes and residential building separation distances.

All of the dwellings proposed would have access to private outdoor space.

The development comprises 3 house types. The first is an extension to the existing semi-detached dwelling to provide a 3 bed dwelling. A private garden is provided to the front of the dwelling with additional private amenity space to the side and rear. Two parking spaces serving the dwelling are to be provided via a double carport, located directly beyond the rear garden serving the extended property. 3 staggered visitor spaces are also located adjacent to this rear boundary. Sufficient space exists to enable a planting buffer to ensure no unacceptable harm would arise to the living environment of the future occupants. A proposed landscaped buffer (to be secured by condition) alongside the stream (running north south) to the east of the dwelling mitigates against any potential noise and disturbance from the proposed access drive which will serve the 7 properties to the rear.

The 3 bed dwelling would be provided with adequate external amenity space.

The second house type is a 2 bedroom dwelling, forming a terrace of three dwellings. These are located to the rear of the existing dwelling and are staggered within the plot orientated towards the entrance of the site. The third dwelling type, comprises 2 bedrooms and is arranged as two pairs of semi-detached dwellings. Each dwelling is provided with private amenity space to the rear and a greater amount of private amenity to the front of the dwelling. The semi detached dwellings would have private external access between the front and rear garden areas.

The first floor rear elevation of each dwelling has been design with an oriel window, serving the bedroom. This has been designed to provide a window seat internally and externally would provide a small canopy over the back door to the dwelling.

The development would be in close proximity to the railway line. A Noise and Vibration Assessment by Cole Jarman accompanies the application dealing with rail noise. The rear elevation oriel windows of each dwelling would be fitted with acoustic vents to address the noise from the proximity to the railway line. No objection is raised from the Environmental Health officer subject to a condition to secure the mitigation measures set out within the accompanying Noise and Vibration Assessment report by Cole Jarman Associates. The proposed measures for acoustically enhanced glazing and ventilation are sufficient to protect the residential amenities of the occupants, achieving suitable internal noise levels.

Each of the new terrace and semi detached properties are served with a small area of private amenity space directly to the rear. A larger area of private amenity space is provided to the front (southern aspect), terminating in a secure and covered bike store and boundary wall. Located within the boundary wall is a pedestrian gate to provide direct access to the parking area.

Each dwelling will be provided with an allocated parking space and secure cycle parking.

LPDMP Policy D11: Noise Impacts requires development proposals for noise sensitive uses to identify any likely adverse impacts from existing nearby sources of noise.

The layout provides for adequate separation distances between buildings /properties to ensure appropriate privacy, outlook and daylight/sunlight. All units will meet the required Nationally Described Space Standards in terms of internal layout/space (see table below).

The proposed layout would afford each of the dwellings a good quality living environment and private amenity space. As such, the proposed units would be acceptable and the application complies with LPDMP Policy D5.

Nationally Described Space Standards (NDSS)

The application is accompanied with the following matrix, confirming compliance with the NDSS.

House No.	bed spaces	GIA (NDSS)	G I A Built (proposed)	s t o r a g e (NDSS)	in built storage (proposed)	in Compliance
2 bed storey	2 4p	79sqm	80sqm	2sqm	4.2sqm	Yes
3 bed storey	2 4p	84sqm	125sqm	2.5sqm	4.7sqm	Yes

The proposed dwellings, including the existing dwelling to be extended exceed the minimum standards set out in the NDSS. The proposed development would provide a good quality living environment.

Impact on residential amenity

LPDMP Policy D5 relates to the protection of amenity and provision of amenity space. It states:
1) 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. This includes: privacy and overlooking; visual dominance; sunlight and daylight; artificial lighting, noise and vibration; odour, fumes and dust.

Each of the proposed new dwellings are orientated to ensure the residential amenity of future occupants is protected. No concerns are identified regarding unacceptable loss of privacy, overlooking or loss of light to the future occupants of the proposed dwellings.

Hazelwood

Hazelwood forms the other half of the existing semi-detached pair and is physically attached to The Firs. The proposal seeks to extend The Firs with a two storey side/rear extension and single storey rear extension. Amended plans were sought and received to ensure the proposed extension to the rear is fully within the applicants land and does not encroach over the boundary with the neighbouring property. The proposed single storey element would extend along the boundary with the adjoining neighbour Hazelwood.

The single storey rear extension would project 2.3m beyond the rear wall of the adjoining neighbour. This element is flat roof in design measuring 2.9m in height. It is not possible to assess whether the single storey extension would breach within 45 degrees of the mid point of the immediate neighbouring property's window serving a habitable room. However it is important to note that the existing dwelling could likely be extended at single storey to the rear, at a greater depth than proposed, under permitted development. No unacceptable harm to the residential amenities of the neighbouring occupants has been identified. The proposed rear extension if granted planning permission does not give consent for any development over or under property outside the applicants control. In this scenario the landowners separate consent would be required. The Party Wall Act 1996 deals with development in proximity of a boundary. The proposed two storey rear extension is set away from the shared boundary and would not result in an unacceptable loss of light, overlooking or loss of privacy to the neighbouring property.

A double car port is proposed to the rear boundary of The Firs. This would measure 2.8m in height and is a single storey flat roof structure with a living roof proposed to the roof area. No unacceptable harm to residential amenity is identified.

The proposed terrace properties sited to the rear would be orientated away from the rear elevation of Hazelwood and The Firs. Furthermore the separation distance of 17.5m between the corner of the front elevation of the end terrace and the rear garden boundary of Hazelwood would ensure no unacceptable loss of privacy or overlooking arises.

The Cottage

The Cottage is located to the north of the application site. The railway line and embankment forms a barrier between. The proposed development due to this distances between the proposed development and The Cottage, in addition to the railway line between would not give rise to any unacceptable harm to the residential amenities of the occupants of The Cottage.

No harm to residential amenity is identified, the development complies with LPDMP Policy D5.

Sustainable Energy

Policy D2 sets out the requirements for sustainable design and construction. The Climate Change, sustainable design, construction and energy SPD 2020 goes into detail of what is expected. A fabric first approach is sought.

LPDMP Policies D14: Sustainable and Low Impact Development requires a fabric first approach in line with the energy hierarchy, minimisation of embodied carbon, improvements to energy efficiency and carbon emission rates of buildings and water efficiency. LPDMP Policy D15 covers Climate Change Adaptation. LPDMP Policy D16 requires that new buildings achieve an emission rate no higher than the relevant Target Emission Rate set out in the Building Regulations (Part L).

The application is accompanied by an Energy and Sustainability Statement by Hoare Lea dated January 2022. This states a fabric first approach has been taken to achieve high levels of energy efficiency through an external building fabric with a high level of thermal performance. Heating and hot water are to be provided by high efficiency air source heat pumps and roof mounted photovoltaic cells to provide a renewable source of power. Mechanical ventilation and heat recovery is proposed. The dwellings have been designed to ensure compliance with Part L1A. A suitably worded condition is recommended to secure the development is carried out in accordance with these details.

The development has been designed to balance the benefits of solar passive heating in the winter months whilst limiting the overheating in the summer months. Kitchen areas are shown to be located in the north facing part of the buildings with living rooms to the southern aspects.

Electric vehicle charging points are proposed and would be secured by condition.

The proposed materials to driveway would be permeable.

Water efficiency proposed to be limited to 100L/person/day. This complies with the requirements and can be secured via condition.

The development will be raised across the site by 300mm to ensure finished floor levels are above surface water flood levels.

The current Building Regulations require new dwellings to achieve a greater energy efficiency rate than at the point in time the application was submitted. This would be secured under Building Regulations, complying with policy D16 of the LPDMP. The development in taking a fabric first approach complies with policy D2 of the LPSS and policies D14 and D15 of the LPDMP. No objection is raised on sustainability grounds.

Highways

Ash Green Road is a D Class road, the D66, and is subject to a 30mph speed limit. The existing vehicular access is proposed to be removed and replaced with a pedestrian access to serve the Firs. A new access will be created just to the north east of the existing drive and will measure 6m in width. Visibility splays are provided in accordance with the Manual for Streets standards for a 30mph road. A swept path analysis for the parking layout shows a fire tender can access the site and leave in forward gear. The new vehicular access would serve the existing (extended dwelling) and the 7 new dwellings.

With regard to highway safety and capacity Surrey County Council as the Highway Authority have advised that vegetation should be regularly maintained at the vehicular access to the site to ensure maximum visibility splays are achievable at all times. Vehicle tracking has been provided which demonstrates that vehicles can enter and leave the site in forward gear. The development of an additional 7 units is not considered to result in a significant increase in vehicular trips on the surrounding highway network. The Highway Authority considers that the proposal will not have a material impact on highway safety or capacity.

The formal response from Surrey County Council Highway Authority in March 2022 included a number of conditions following a visit to the site. Further comments have been received from Surrey County Council Highway Authority regarding the access into the site, to ensure the proposed vehicle access is not at grade when vehicles egress the site. They have also advised the height of the vegetation should be regularly maintained at the site access to ensure maximum visibility splays are achievable at all times. Vehicle tracking has been provided which demonstrates that vehicles can enter and leave the site in forward gear. It is not considered that the proposed development will result in a significant increase in vehicular trips on the surrounding highway network. The Highway Authority considers that the proposal will not have a material impact on highway safety.

Surrey County Council Highway Authority have advised that the access would most likely need a Mini 278 to construct. A section 278 is a section of the Highways Act 1980 that allows developers to enter into a legal agreement with the Highway Authority to make permanent alterations and improvements to a public highway, as part of a planning approval. Surrey County Council Highways have requested the inclusion of an informative about this. Should this gain planning permission, a Road Safety Assessment (RSA) would be undertaken as part of the Mini 278.

Highways infrastructure

The site is located on Ash Green Road. Ash Road Bridge (ARB) forms LRN19 of the Infrastructure Delivery Schedule for the Local Plan and is identified as key infrastructure in supporting as well as unlocking the delivery of housing upon which the Local Plan depends. Without a contribution to the ARB Scheme, the Site is considered to conflict with the requirements of ID1 and ID3 of the Guildford Local Plan, and ultimately the NPPF. LRN19, which describes the ARB project does not specifically refer to the housing allocation Policy A31. The intention was and is for other policy sites that would have a direct impact on a local area where an infrastructure solution had been identified would be required to contribute towards its delivery.

Policy ID1 states that: '(1) Infrastructure necessary to support new development will be provided and available when first needed to serve the development's occupants and users and/or to mitigate its otherwise adverse material impacts...'

Requirements 7 and 8 of Policy ID3 support the requirements of Policy ID1 and reinforce that just because a site does not fall within the Policy A31 allocation this does not provide reasonable justification for not providing a contribution towards the ARB scheme.

'(7) Planning applications for new development will have regard to the Infrastructure Schedule at Appendix 6 which sets out the key infrastructure requirements on which the delivery of the Plan depends, or any updates in the latest Guildford borough Infrastructure Delivery Plan

(8) Provision of suitable access and transport infrastructure and services will be achieved through direct improvements and/or schemes funded through Section 106 contributions and/or the Community Infrastructure Levy (CIL) which will address impacts in the wider area including across the borough boundary.'

Policy ID3 paragraph 6 states:

'(6) New development will be required to provide and/or fund the provision of suitable access and transport infrastructure and services that are necessary to make it acceptable, including the mitigation of its otherwise adverse material impacts, within the context of the cumulative impacts of approved developments and site allocations. This mitigation:

- (a) will maintain the safe operation and the performance of the Local Road Networks and the Strategic Road Network to the satisfaction of the relevant highway authorities, and
- (b) will address otherwise adverse material impacts on communities and the environment including impacts on amenity and health, noise pollution and air pollution'

The proposed development will result in additional users travelling either through the Ash level crossing increasing delay and risk at this location and/or more vehicles on local roads as they seek to avoid the delay experienced at the Ash level crossing.

The routes likely to be used are considered to be inappropriate as through routes and at capacity in the case of Harper's Road and Wyke Lane without Ash Road Bridge. In combination with committed and allocated development. It is necessary for a contribution to be secured to mitigate the development in the context of the cumulative impacts of approved developments and site allocations in the Ash and Tongham area.

The following contribution towards Ash Road Bridge is required: £83,482.00.

Subject to conditions and a legal agreement to secure the necessary contribution no objection is raised on highway safety or capacity grounds.

The site whilst located in the Ash Urban Area is noted as not being in a highly sustainable location for the purposes of pedestrians and cyclists. However the site is located directly opposite Public Byway 521, with Public Bridleway 594 also close by. These links will provide further links to the wider Public Rights of Way network. Existing pedestrian links in the vicinity of the site would enable occupants to connect to the wider network. The sites proximity to the existing pedestrian and cycle networks will improve with the future development of the allocated sites. SCC Highways have not raised any objection.

Vehicle and Cycle Parking

LPDMP Policy D6 requires cycle parking and electric vehicle charging points to be integrated into the built form and not to detract from the overall design of the scheme.

LPDMP Policy ID10: Parking Standards for New Development, and the Parking for New Development SPD 2023 provides the parking requirements. The parking requirements for non strategic sites in the suburban areas for use by residents are maximum standards and are set out in the Parking for New Development SPD, in appendix A table A1. The provision of visitor parking at a ratio of 0.2 spaces per dwelling is required where 50% or more of the total number of spaces, provided for use by residents themselves, are allocated. The parking provision for this development based on table A1 is 2 bed houses 1.5 spaces and 3 bed houses 2 spaces, visitor spaces 0.2 spaces per dwelling. This equates to a maximum requirement of:

7 x 2 bed = 10.5 spaces

1 x 3 bed = 2 spaces

8 x 0.2 visitor spaces = 1.6 spaces

Total maximum requirement of 14 spaces.

In terms of car parking, a total of 13 parking spaces are provided, including allocated parking and visitor parking. The accompanying Transport Statement identifies the parking as allocating 2 spaces for the 3 bed unit and 1 space for each 2 bed unit with 4 spaces to be unallocated. The parking area is located to the rear of the site, accessed via one vehicular access point onto Ash Green Road.

The proposed development makes provision for 13 vehicle parking spaces. The Parking for New Development SPD provides maximum standards based on the location of this site within the Borough and the dwelling types and sizes proposed. The proposal in providing 13 parking spaces provides an acceptable level of parking provision.

Electric vehicle charging is to be secured by condition.

The required cycle parking standards are minimum standards set out in the Parking for New Development SPD. The SPD requires one space per bedroom. The proposed layout makes provision for secure cycle parking, for the parking of 2 cycle spaces per dwelling, within the residential curtilages of each dwelling. Given one of the dwellings is an existing dwelling the provision is appropriate and the details are to be secured by condition.

No objection is raised on vehicle and cycle parking provision grounds. The proposed development complies with the maximum parking standards required under policy ID10 and integrated cycle and EV Charging as required under policy D6.

Servicing

LPDMP Policy D6 requires bin storage to be integrated into the built form and not to detract from the overall design of the scheme. The proposed development includes a single storey communal bin store, located towards the entrance of the site. Materials to be secured by way of condition. Amended plans were sought and received to revise the location of the door to the bin store to strike a balance between the operatives convenience and the convenience of the resident users. The Cleansing team have confirmed that they are satisfied that the communal store is large enough to accommodate the required bin storage and any expansion required in the upcoming Environment Act 2021.

Whilst the submitted plans show tracking of a waste collection vehicle entering the development. It is Environmental Services preference from a servicing point of view to make all collections from the road so that the GBC vehicle does not need to enter the development at all. This has been facilitated with the amended location of the door to the communal bin store being located on the left side of the store.

No objection is raised to the proposed development on capacity or operation grounds. The proposal is compliant with LPDMP policy D6.

Trees

The site to the north west adjoins Ancient Woodland. The Standing Advice provides guidance regarding potential mitigation regarding development in close proximity to Ancient Woodland. The advice is that an appropriate buffer zone should be provided of semi-natural habitat between the development and the Ancient Woodland (depending on the size of the development, a minimum buffer should be at least 15 metres). The purpose of the buffer is for the protection of the ancient woodland, and must be devoid of all development and pathways. This area whilst providing visual amenity to the residents would not contribute to useable amenity for occupants of the development. The application proposes a 15-metre buffer from the ancient woodland, as shown on drawing no.PA_02, which provides an adequate buffer between the woodland and development. The suggested landscaping condition would include details for the buffer zone and the boundary treatment required to ensure the buffer zone remains devoid of all development and pathways and provides visual amenity only.

The submitted drawing PA_03 P5 shows the existing trees on the Ash Green Road frontage to be removed where they are 0.6m-2m in height, with crown heights raised to all proposed thin stemmed trees to boundary. Additional planting will be secured via a landscaping condition.

Nine individual trees are identified for removal and three groups of trees and the partial removal of six groups of trees. Three individual trees (T1, T8 and T9 (category B)) and the partial removal of a group of Lawson cypress trees are identified as having moderate retention value. Suitable new tree planting is required to mitigate the loss of the existing trees. This is to be secured through condition as part of the landscaping scheme. The arboricultural information has been reviewed by the tree officer who raises no objection subject to a suitably worded condition to secure a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP).

Based on the above, the Council's Tree Officer raises no objection subject to conditions to secure a detailed AMS and TPP and suitable replacement tree planting to mitigate the tree removal.

Flooding

The application is accompanied by a Flood Risk Assessment and Drainage Strategy by Campbell Reith, dated February 2022. This identified the site as being relatively flat with a general fall towards the water course at the centre of the site. The site is located within flood zone 1 and lies within an area that is at a low risk of flooding. With the SFRA identifying the site as being located within an area that is not susceptible to groundwater flooding. A 1.2m wide maintenance and access strip is provided adjacent to the on site water course to allow for any maintenance works that may be required during the lifetime of the development. Surface water runoff is proposed to be managed on site and discharged into the existing on site water course. Foul water drainage is proposed to be discharged into the Thames Water foul sewer, for which a section 106 Thames Water application will be required.

The proposed drainage strategy through the use of SuDS features states that no buildings are at increased risk from surface water flooding, and includes the use of permeable paving, filter drains, and proprietary treatment systems. The development will be raised across the site by 300mm to ensure finished floor levels are above surface water flood levels.

A Sustainable Urban Drainage system is proposed. Following initial comments from Surrey County Council as Lead Local Flood Authority additional information was provided in the form of a 'Communication Letter' from Campbell Reith Hill LLP (14/12/2002) and Drainage Strategy (Annotated), By Campbell Reith Consulting Engineers, Feb 2022, Drawing no. 7004 revision 4. This considered the surface water flood risk from the site, the potential presence of shallow ground water, desk top study identifying the underlain bedrock as London Clay Formation and existing cottage connecting to the existing water course. The discharge rate for the site is identified as 5 l/s based on 5 outfall's into the existing watercourse with a restriction on each outfall. The applicant has provided options to reduce the number of outfall's. The LLFA advised that the proposed mitigation measures are appropriate and have recommended conditions.

The LLFA have advised that if the proposed works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written consent.

The surface water flood risk to and from the site has been considered and appropriate mitigation measures proposed. Subject to suitably worded conditions regarding the submission of a detailed design of a surface water drainage scheme and verification report no objection is raised on surface water flooding grounds.

Ecology

Local Plan policy ID4 of the LPSS undertakes to maintain, conserve and enhance biodiversity and seeks opportunities for habitat restoration and creation.

Policy P6 of the LPDMP: Protecting important habitats and species requires development proposals to protect and enhance priority species and habitats. This includes wildlife corridors and mitigation.

An updated Preliminary Ecological Appraisal (PEA) accompanies the application. The PEA identified two European statutory sites within 5km, three UK statutory sites within 2 km, ancient woodland sites within 2km and seven non statutory sites within 1 km.

Bats

A Preliminary Bat Roost Assessment dated February 2022 accompanies the application. This identified The Firs site as having high potential to support roosting bats. Best practice when high potential is identified is for dusk emergence and dawn re entry surveys to be undertaken. Dusk emergence bat surveys were undertaken on 21st July 2022 and 4th August 2022 and a dawn re entry bat survey undertaken on 2 September 2022, recording a total of seven bats species on site, including: common pipistrelle, soprano pipistrelle, Nathusius' pipistrelle, noctule, Dabenton's bat, serotine and Natterer's bat. The surveys identified foraging activity in addition to common pipistrelle emergence and re-entry beneath hanging tiles on Hazelwood and the Firs. Day bat roosts used by common pipistrelle have been confirmed in The Firs and likely present in Hazelwood. As a result of the above, a license will be required from Natural England before works can commence. This requirement falls outside of the planning system and it would be the applicant's responsibility to ensure that a license is in place. No unlicensed works can be undertaken. Recommendations including the requirement of a licence application are set out within the Dusk Emergence and Dawn Re-entry surveys by Middlemarch dated September 2022. Surrey Wildlife Trust have recommended conditions and advised that a Bat Mitigation Licence is required. Nocturnal species are sensitive to any increase in artificial lighting, a sensitive lighting management plan condition is also recommended to ensure the proposed development does not result in a net increase in artificial lighting at primary foraging and commuting routes across the site.

Barn Owls

Following additional survey information, Barn owl Survey by Middlemarch October 2022, Surrey Wildlife Trust have advised that the Barn Owl Survey Report appears appropriate in scope and methodology and has identified the likely absence of active signs within the development site. The site contains suitable habitat for breeding and foraging barn owl. As the Barn Owl is highly mobile and move roost frequently a precautionary approach to works should be implemented. Surrey Wildlife Trust have advised that the applicant is required to apply for a Barn Owl Mitigation Licence.

Nesting birds

A Nesting Bird Survey by Middlemarch Environmental dated 14 February 2022 accompanies the application. Nest and nesting birds are protected under the Wildlife and Countryside Act WCA 1981 (as amended). The survey identified an active Wood pigeon nest in tree T11 to be removed. In accordance with the Wildlife Act the tree cannot be removed until the nest is no longer active.

A further survey will be required to update the survey prior to, within 48 hours of, planned tree removal. Building demolition, vegetation and site clearance should avoid bird nesting season, if this is not possible and only small areas of dense vegetation are affected the site could be inspected by an ecologist within 24hrs of any clearance works.

Badgers

A badger survey submitted (Badger Survey, Middlemarch Environmental, February 14th 2022) did not identify any badger setts on or adjacent to the site. The survey findings did indicate that badgers may access the site for use as a temporary foraging source and precautionary recommendations are made. Surrey Wildlife Trust have commented that the report identified the likely absence of active badger setts within and adjacent to the development site. However possible signs of badger activity were identified within the development site and so it is likely that badgers are known to be present locally. A condition is recommended to survey the site immediately prior to the start of works by an appropriately qualified ecologist to search for any new badger setts and confirm existing setts are inactive. Construction activities should ensure regard is had to the potential presence of terrestrial mammals. If badger activity is detected mitigation measures will be required. This is the subject of a condition.

Hedgehog

The desk study identified two records of hedgehog within a 1km radius of the survey area. The Updated Preliminary Ecological Appraisal considers that it is likely that hedgehog utilise the site in some capacity. Opportunities exist for hedgehog with good connectivity within the wider landscape. Mitigation measures are identified in the PEA. Surrey Wildlife Trust recommend that these measures are incorporated into a suitably detailed Construction Environmental Management Plan.

Great Crested Newt

Surrey Wildlife Trust have advised that the Great Crested Newt (GCN) Habitat Suitability Index Assessment and DNA Survey report is appropriate in scope and methodology and has identified a likely absence of Great Crested Newt on the development site. The survey did not identify high quality terrestrial habitat for great crested newts, great crested newts were not found to be present within any of the water bodies identified within a 500m radius of the site. The survey concludes that great crested newts are not present on site or within the immediate vicinity. However Surrey Wildlife Trust advise that some suitable habitat for Great Crested Newt does exist within the site and should GCN be identified during works, all works should cease immediately and advice sought from Natural England. Recommendations within section 7.3 of the PEA should be followed.

Water vole

A Water Vole Survey by Middlemarch Environmental Ltd dated 14th February 2022 accompanies the application. No records of water vole were identified within 1km of the survey area. However the stream running through the site offers potential habitat for water voles despite concluding water voles are absent from the survey area, recommendations are detailed within section 7.3 of the PEA.

Reptiles

The desk survey provided two records of reptiles, both located 650m southwest of the site. A Reptile Survey was completed on site in 2022 identifying low populations of slow worm and grass snake. A Reptile Mitigation Strategy has been completed for the site and is detailed within section 7.3 of the PEA. Surrey Wildlife Trust recommend the reptile mitigation is informed by the Arboricultural Impact Assessment.

Surrey Wildlife Trust have advised that Reptile Translocation best practise is clear that the proposed receptor site should be subject to written, agreed and funded pre and post translocation management agreement and monitoring programme. In the absence of details a suitably worded condition is suggested.

Invertebrates

The survey area whilst not providing suitable habitat for stag beetle does provide suitable opportunity for other notable and more common invertebrate. Provided the hedgerows are retained and new habitat created/enhanced no long term impact on invertebrates is anticipated.

The proposal complies with policy P6 of the LPDMP.

Biodiversity

Policy ID4 of the LPSS criteria 2 states: 'New development should aim to deliver gains in biodiversity where appropriate. Where proposals fall within or adjacent to a Biodiversity Opportunity Area (BOA), biodiversity measures should support that BOA's objectives. The forthcoming SPD will set out guidance on how this can be achieved. LPDMP Policy P7 Biodiversity in New Developments requires qualifying development proposals submitted after the national scheme comes into effect to achieve a biodiversity gain of at least 20 per cent, or the advised minimum amount, whichever is greater, using the national biodiversity net gain calculation methodology. The National Scheme for minor developments is not expected to come in until sometime in 2024.

LPDMP Policy P10: Water Quality, Waterbodies and Riparian Corridors is relevant due to the existence of a waterbody running north south through the site. Criteria 2) Development proposals that contain or are in the vicinity of a waterbody are required to demonstrate that they have explored opportunities to improve its chemical and ecological status/potential; 6) Development proposals that include the culverting of watercourses, hard bank revetment or which prevent future opportunities for de-culverting and naturalisation of watercourse banks will not be permitted. Development proposals are expected to return banks to a natural state.

The NPPF para 174: "Planning policies and decisions should contribute to and enhance the natural and local environment by.... d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures";

para 179 (b) states plans should: promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity';

para 180 states the following principles should be applied: a) if significant harm to biodiversity resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for, then planning permission should be refused.

The application has been amended to remove the previously proposed culvert section and instead proposes a bridge section to span the watercourse. A Stream Enhancement Plan by Middlemarch has been submitted which considers the existing stream and the proposed development. This assesses the current stream as being dominated by mature, unmanaged introduced shrub and trees which have created a closed canopy along the majority of the watercourse length on site. This results in heavy shading of the stream channel and banks prohibiting the successful colonisation and establishment of aquatic and riparian vegetation.

The scheme proposes to remove around 90% of the existing bankside vegetation to open the canopy, reducing over shading and improving the condition for a greater diversity of flora and fauna. Selected mature Hazel is to be retained to maintain structural diversity and ecologically valuable features. A proposed planting plan of native Flora is included, with measures to limit human and dog disturbance and bank erosion. A buffer of 3-5 metres along the watercourse with riparian vegetation to reduce impacts of pollutants on the watercourse. A non-intervention management approach with annual review by a suitably qualified person to determine any reactionary management of the watercourse, with biodiversity enhancement being the main aim of any works undertaken. Any external lighting will be directed away from the watercourse. A woodstone grey wagtail and dipper nest box is proposed to be installed to the underside of the proposed bridge. The applicants ecologist has concluded that provided all the stream enhancements detailed in the Stream Enhancement Plan are carried out it is likely that the ecological value of the site will be increased. Surrey Wildlife Trust have been consulted on the information and are awaiting a Biodiversity Metric before commenting further. Policy ID4 requires schemes to achieve a Biodiversity Net Gain (BNG) where appropriate. The National Scheme requiring 20% BNG is expected to commence for minor development in April 2024. At present the BNG metric provides the best mechanism for confirming the biodiversity baseline and the achievable Biodiversity Net Gain for a development site. However in the absence of the national scheme it is considered reasonable and necessary to secure biodiversity enhancements through condition/s.

A landscaping condition is recommended to include the proposed work to the stream corridor including its re profiling, ponds, riffles and planting to secure biodiversity enhancement to the existing waterbody.

The proposal includes a buffer zone to the west adjacent to the ancient woodland which is annotated on the submitted drawing as an area of native planting. Native planting is proposed along banks to stream, with a planted roof to the proposed double car port. Opportunity exists to secure net biodiversity gains. Surrey Wildlife Trust recommend a condition to secure a Biodiversity Enhancement and Management Plan.

The applicant has explored opportunities to improve the ecological status of the stream in accordance with policy P10.

Subject to conditions to secure appropriate Biodiversity enhancement no objection is raised, the proposal addresses policy ID4 of the LPSS and policy P6 of the LPDMP.

Thames Basin Heaths SPA

The application site is located within the 400 metre to 5 kilometre buffer of the Thames Basin Heaths Special Protection Area (TBHSPA). Natural England advise that new residential development in proximity of the protected site has the potential to significantly adversely impact on the integrity of the site through increased dog walking and an increase in general recreational use. The application proposes a net increase of 7 residential units and as such has the potential, in combination with other development, to have a significant adverse impact on the protected site.

The Council has adopted the Thames Basin Heaths Special Protection Area Avoidance Strategy SPD 2017 which provides a framework by which applicants can provide or contribute to Suitable Alternative Natural Greenspace (SANG) within the borough which along with contributions to Strategic Access Management and Monitoring (SAMM) can mitigate the impact of development.

In this instance, the proposal will rely on off-site SANG to mitigate its impact on the SPA. This has been secured through a Unilateral Undertaking which has been submitted and completed.

On this basis, it is considered that the proposal would be compliant with the objectives of the TBHSPA Avoidance Strategy SPD 2017 and policy NRM6 of the South East Plan 2009.

An Appropriate Assessment has also been completed by the Local Planning Authority.

Planning contributions and legal tests

The three tests as set out in Regulation 122(2) require s.106 agreements to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

The following contributions have been secured by way of a Unilateral Undertaking.

Thames Basin Heaths SPA

The development is required to mitigate its impact on the TBHSPA. A Suitable Alternative Natural Greenspace (SANG contribution of £41,376.23 and a Strategic Access Management and Monitoring (SAMM) contribution of £5,511.45) have been secured through the UU. This accords with the TBHSPA Avoidance Strategy SPD, 2017. These figures were 22/23 and were correct at the time the Unilateral Undertaking was submitted and completed.

Without securing these measures through the UU, the development would be unacceptable in planning terms and would fail to meet the requirements of the Habitat Regulations. The obligation is necessary, directly related to the development and reasonable and therefore meets the requirements of Regulation 122.

Ash Road Bridge

The development is required to mitigate its impact in the context of the cumulative impacts of approved developments and site allocations in the Ash and Tongham area. This accords with policies ID1 and ID3 of the LPSS.

The obligation is necessary, directly related to the development and reasonable and therefore meets the requirements of Regulation 122.

Conclusion

The proposed development would result in a net increase of 7 dwellings, providing a positive contribution towards the Boroughs identified housing need. The proposal is for a well designed small development of housing, providing a high quality residential environment. No adverse impact on the residential amenities of the neighbouring residents have been identified. No objections have been raised by the statutory or internal consultees.

The submitted Unilateral Undertaking secures the appropriate mitigation for the identified impact on the TBHSPA, and subject to the suggested conditions, which include but are not limited to, mitigation of protected species and habitat, trees, landscaping (including buffer to the Ancient Woodland), materials, highway, sustainability, drainage and noise measures the proposed development is recommended for approval