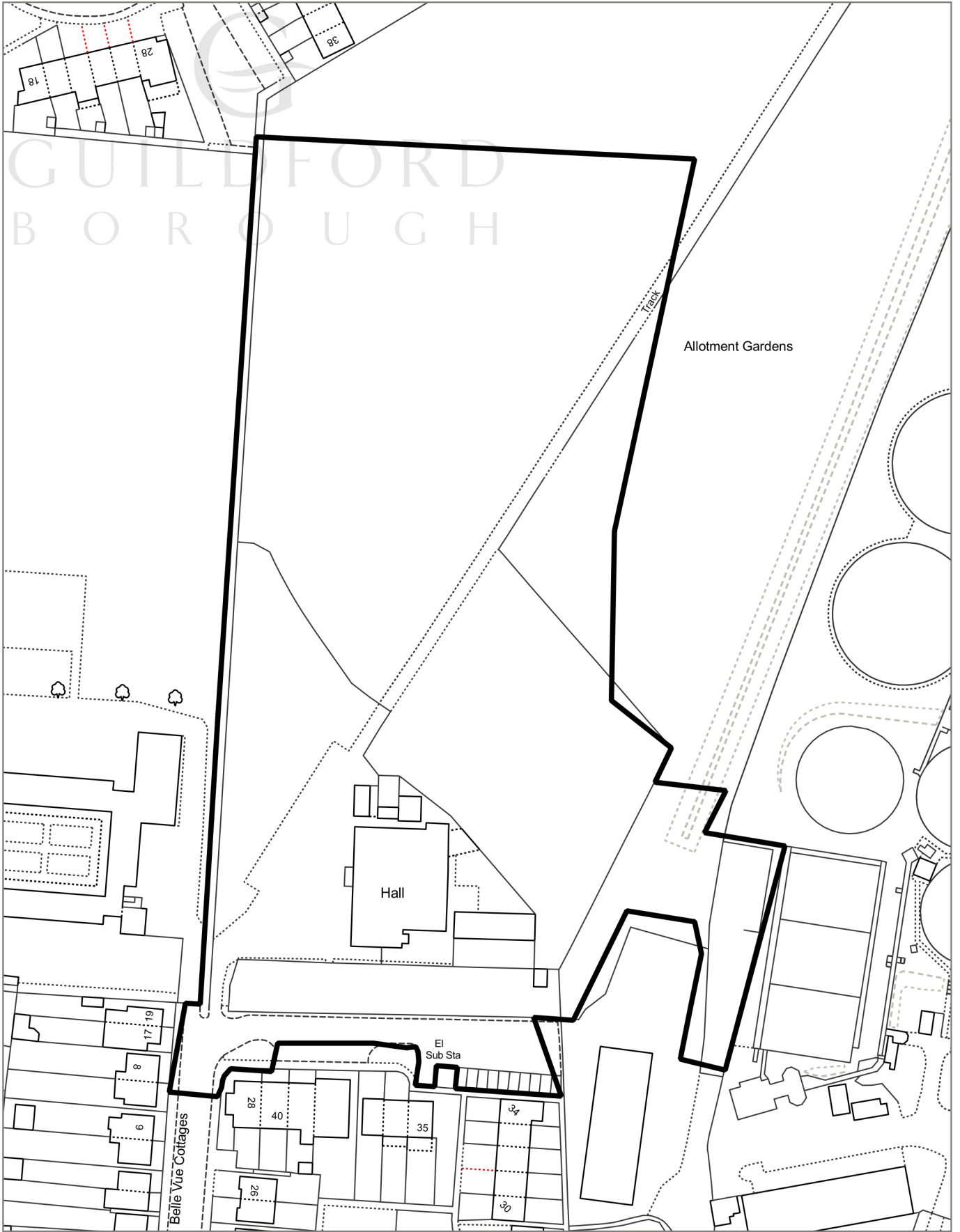


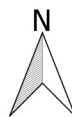
22/P/01786 - Weyside Urban Village (slyfield Regeneration Programme), Slyfield Green, Guildford



© Crown Copyright 2023. Guildford Borough Council.
Licence No. 100019625.

This map is for identification purposes only and should
not be relied upon for accuracy.

Print Date: 07/07/2023

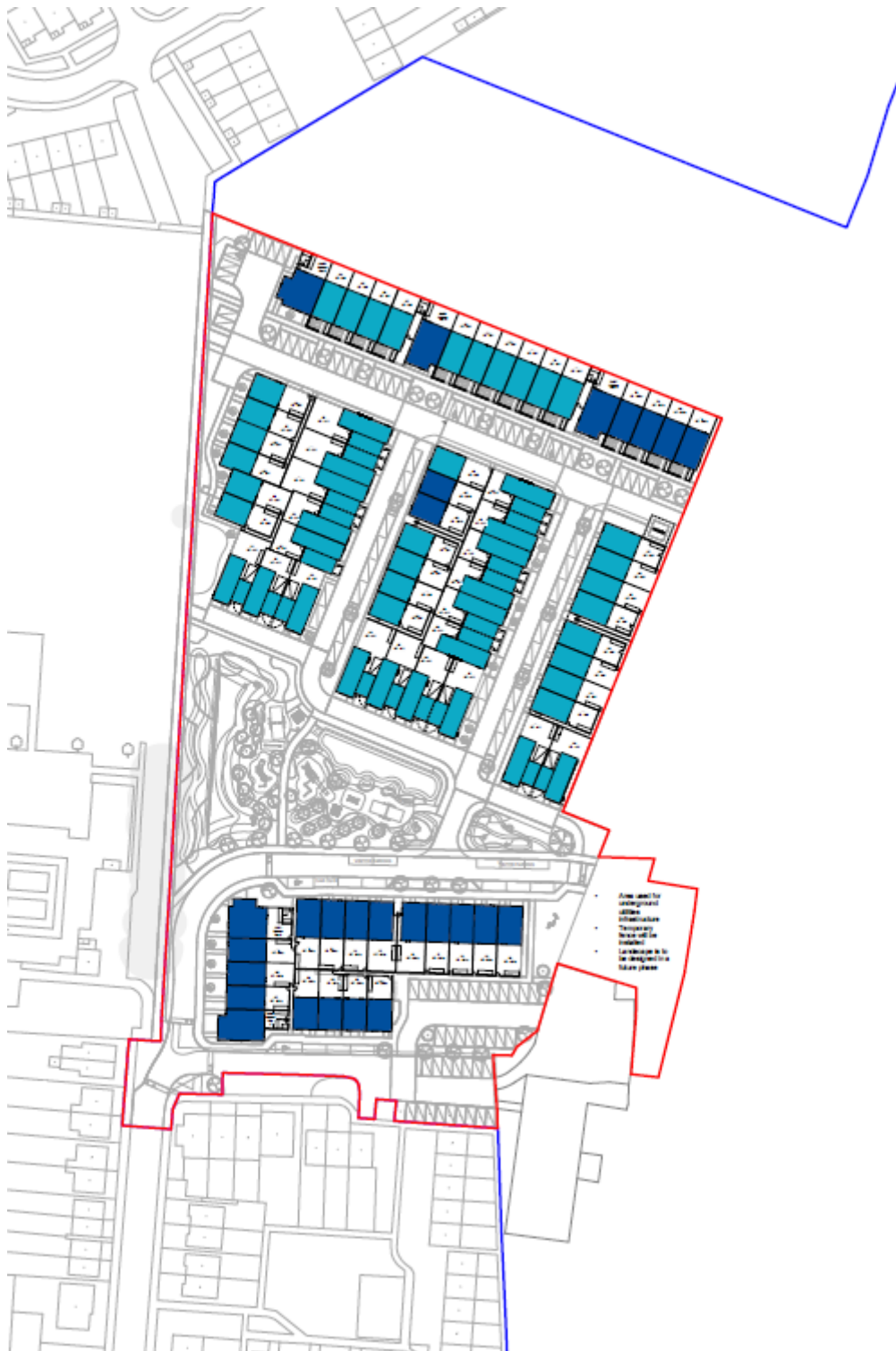


Not to Scale



GUILDFORD
BOROUGH

22/P/01786 – Weyside Urban Village (Slyfield regeneration Programme),
Slyfield Green, Guildford, GU1



Not to scale

App No: 22/P/01786
Appn Type: Full Application
Case Officer: Joanna Chambers

8 Wk Deadline: 10/02/2023
Extension of Time: 31/07/2023

Parish: NA
Agent : Savills
Mountbatten House
1 Grosvenor Square
Southampton
SO15 2BZ

Ward: Stoke
Applicant: Guildford Borough Council

Location: Weyside Urban Village, Slyfield Green, Guildford, GU1
Proposal: Reserved Matters Application pursuant to outline consent 20/P/02155 (siting, design and external appearance, access and landscaping) for the erection of 81 dwellings and associated infrastructure, parking and landscaping.

Executive Summary

Reason for Referral

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

Key Information

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

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

This application is a Reserved Matters Application (RMA) pursuant to the outline consent which seeks consent (appearance, means of access, landscaping, layout and scale) for the Phase 1 residential development comprising the erection of 81 dwellings and associated infrastructure, parking and landscaping. The principle of the proposed development for this phase of development accords with the approved outline proposals for the WUV Masterplan.

Summary of Considerations and Constraints

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

The principle of the proposed development has been established under the Hybrid planning consent (Ref: 20/P/02155) for the redevelopment of part of the allocated site for the mixed use development now referred to as Weyside Urban Village (WUV). The principle considerations therefore relate to the compliance of the application with the parameters established in the outline consent and details of appearance, means of access, landscaping, layout and scale. The approval of other matters relating to the development will require the discharge of a range of conditions attached to the parent consent.

The Parameter Plans were recently amended through an application under s96a of the Town and Country Planning Act 1990 (Reference: 23/N/0003) and the proposed development is in accordance with the approved Parameter Plans.

The design has been developed in consultation with the local community and is considered to provide a high standard of development and a high quality, distinctive living environment in accordance with the Design Code. It will be well integrated with the wider community through an enhanced network of footpaths and cycleways.

GBC's Ecological Advisors (LC Ecological Services) have reviewed the proposals and are satisfied that it meets the requirements as previously detailed under the outline consent and no objections are therefore raised to the development on ecological grounds. However, it is recommended that conditions should be included requiring the submission of a detailed Biodiversity Mitigation and Enhancement Plan and a pre-works survey prior to the felling of any trees.

The Proposed Development will deliver a high level of sustainability benefits. Analysis completed suggests that up to 61 dwellings could achieve Passivhaus Classic, with the remaining dwellings achieving Low Energy Building Status. The Applicant is targeting to achieve the above accreditations on Phase 1 to provide an exemplar development and future-proofed homes that incorporate occupant health and wellbeing, minimising their impact on the climate and set a precedent for future phases of WUV. With the incorporation of Air Source Heat Pumps and Solar Photovoltaic Panels, the proposed energy strategy for the Site would result in calculated site-wide regulated carbon savings of 31% a major improvement above the GBC Policy D2 20% requirement. This is in accordance with the commitments in the consented WUV Energy Statement.

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

RECOMMENDATION:

Approve- subject to the following conditions and reasons:

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

Drawing Title	Drawing Number	Revision
Site Location Plan	01715D-JTP-MP-XX-DR-A-00100	P1
Existing Site Plan	01715D-JTP-MP-XX-DR-A-00101	P1
Proposed Ground Floor Plan	01715D-JTP-MP-XX-DR-A-00102	P3
Proposed Roof Plan	01715D-JTP-MP-XX-DR-A-00103	P3
Proposed Parking & Cycle Strategy	01715D-JTP-MP-XX-DR-A-00104	P3
Proposed Refuse Strategy	01715D-JTP-MP-XX-DR-A-00105	P3
Proposed Housing Mix Plan	01715D-JTP-MP-XX-DR-A-00106	P3
Proposed Tenure and Block Plan	01715D-JTP-MP-XX-DR-A-00107	P3
Proposed Street Elevation A & B & C	01715D-JTP-MP-XX-DR-A-00200	P1
Proposed Street Elevation D & E & F & G	01715D-JTP-MP-XX-DR-A-00201	P1
Cottage Flat A Plans & Elevations	01715D-JTP-BA-XX-DR-A-00001	P1
Cottage Flat B Plans & Elevations	01715D-JTP-BB-XX-DR-A-00002	P1
Cottage Flat C Plans & Elevations	01715D-JTP-BC-XX-DR-A-00003	P1
HT 201 Plans & Elevations	01715D-JTP-HT201-XX-DR-A-0001	P2
HT 201a Plans & Elevations	01715D-JTP-HT201a-XX-DR-A-00002	P2
HT 201b Plans & Elevations	01715D-JTP-HT201b-XX-DR-A-00003	P2
HT 202 Plans & Elevations	01715D-JTP-HT202-XX-DR-A-00004	P2
HT 202a Plans & Elevations	01715D-JTP-HT202a-XX-DR-A-00005	P2
HT 301 Plans & Elevations	01715D-JTP-HT301-XX-DR-A-00006	P1
HT 301a Plans & Elevations	01715D-JTP-HT301a-XX-DR-A-00007	P1
HT 311 Plans & Elevations	01715D-JTP-HT311-XX-DR-A-00008	P2
HT 401a Plans & Elevations	01715D-JTP-HT401a-XX-DR-A-00009	P1

HT 411 Plans & Elevations	01715D-JTP-HT411-XX-DR-A-00010	P1
Cycle/Refuse Store Plans & Elevations	01715D-JTP-AS-XX-DR-A-00011	P1
Substation Plans & Elevations	01715D-JTP-AS-XX-DR-A-00012	
Accommodation Schedule	01715D-JTP-ZZ-XX-SH-A-30100	P1
Statement of Community Engagement		
Illustrative Masterplan	BMD.21.0040_L02.DR.P100	B
Overall Landscape General Arrangement Plan	BMD.21.0040_L02.DR.P101	C
Landscape General Arrangement Plan (1 of 3)	BMD.21.0040_L02.DR.P102	B
Landscape General Arrangement Plan (2 of 3)	BMD.21.0040_L02.DR.P103	C
Landscape General Arrangement Plan (3 of 3)	BMD.21.0040_L02.DR.P104	C
Play Area Sample General Arrangement Plan	BMD.21.0040_L02.DR.P105	
Kerb / Edging Treatment Plan	BMD.21.0040_L02.DR.P106	B
Boundary Treatment Plan	BMD.21.0040_L02.DR.P107	B
Landscape Detailed Section (1 of 4)	BMD.21.0040_L02.DR.P201	B
Landscape Detailed Section (2 of 4)	BMD.21.0040_L02.DR.P202	
Landscape Detailed Section (3 of 4)	BMD.21.0040_L02.DR.P203	
Landscape Detailed Section (4 of 4)	BMD.21.0040_L02.DR.P204	
Landscape Planting Plan (1 of 3)	BMD.21.0040_L02.DR.P301	B
Landscape Planting Plan (2 of 3)	BMD.21.0040_L02.DR.P302	C
Landscape Planting Plan (3 of 3)	BMD.21.0040_L02.DR.P303	C
Typical Tree Pit Details (1 of 6)	BMD.21.0040_L02.DR.P401	
Typical Tree Pit Details (2 of 6)	BMD.21.0040_L02.DR.P402	
Typical Tree Pit Details (3 of 6)	BMD.21.0040_L02.DR.P403	
Typical Tree Pit Details (4 of 6)	BMD.21.0040_L02.DR.P404	
Typical Tree Pit Details (5 of 6)	BMD.21.0040_L02.DR.P405	
Typical Tree Pit Details (6 of 6)	BMD.21.0040_L02.DR.P406	
Typical Surfacing / Edging Details (1 of 2)	BMD.21.0040_L02.DR.P501	
Typical Surfacing / Edging Details (2 of 2)	BMD.21.0040_L02.DR.P502	
Street Furniture Bin	BMD.21.0040_L02.DR.P503	
Street Furniture Bench with Backrest	BMD.21.0040_L02.DR.P504	
Closeboard Fence Detail	BMD.21.0040_L02.DR.P505	
Boundary Treatment Detail	BMD.21.0040_L02.DR.P506	
Planting Schedule (document)	BMD.21.0040_L02.SP.P001	B

Landscape Maintenance and Management Plan (document)	BMD.21.0040_L02.SPB.P002	
Design Code Addendum: Phase 1	JTP, May 2023	
Design and Access Statement	JTP, October 2022	
Design and Access Statement Addendum	JTP, May 2023	
Biodiversity Mitigation & Enhancement Plan	Stantec, October 2022	
Waste Storage and Servicing Statement	JTP, September 2022	
Transport Assessment Addendum Rev B	Markides Associates, September 2022	
Phase 1 Vehicle Tracking Large Car Sheet 2	WUV1-ACM-PH1-XX-SK-CE-260041	P02
Phase 1 Vehicle Tracking Large Car Sheet 2	WUV1-ACM-PH1-XX-SK-CE-260042	P02
Phase 1 Vehicle Tracking Large Refuse Vehicle Sheet 1	WUV1-ACM-PH1-XX-SK-CE-260011	P02
Phase 1 Vehicle Tracking Large Refuse Vehicle Sheet 2	WUV1-ACM-PH1-XX-SK-CE-260012	
Phase 1 Vehicle Tracking Fire Tender Sheet 1	WUV1-ACM-PH1-XX-SK-CE-260021	
Phase 1 Vehicle Tracking Fire Tender Sheet 2	WUV1-ACM-PH1-XX-SK-CE-260022	
Phase 1 proposed earthworks isopachyte plan	WUV1-ACM-PH1-XX-DR-CE-0600	
Phase 1 vehicle tracking hiab mobile crane sheet 1	WUV1-ACM-PH1-XX-SK-CE-260031	
Phase 1 vehicle tracking hiab mobile crane sheet 2	WUV1-ACM-PH1-XX-SK-CE-260032	
Heritage Statement	Orion Heritage, September 2022	
Lighting Assessment	Stantec, October 2022	
Flood Risk Assessment	Stantec, September 2022	
EIA Compliance Note	Stantec, September 2022	
Noise Impact Assessment	Stantec, October 2022	
Highways lighting design lighting contours	WEY-ACM-ZZZ-ZZ-DR-CE-130006	
Highways lighting design lighting calculation results	WEY-ACM-ZZZ-ZZ-DR-CE-130005	
Highways lighting design lighting layout	WEY-ACM-ZZZ-ZZ-DR-CE-130004	
Invasive species survey	GBC, June 2021	
Bat surveys 2021	Stantec, May 2022	
Badger mitigation	Pierce Environmental Ltd, December 2021	
Energy Statement	Aecom, September 2022	
Sustainability Statement	Aecom, September 2022	

Biodiversity Statement	Stantec, October 2022	
Archaeological Desk Based Assessment	Orion Heritage, September 2022	
Utilities & Infrastructure Strategy	Daniel Parkinson Engineers, September 2022	
Aboriginal Impact Assessment	Treework Environmental Practice, October 2022	

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

2. Prior to the commencement of any development above slab level works, 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.

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

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

4. The development hereby approved shall not be first occupied unless and until secure cycle storage has been provided for all dwellings and cycle parking has been provided in accordance with the approved plans. Thereafter the cycle parking shall be retained and maintained for its designated purposes.

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

5. The development hereby approved shall not be occupied unless and until all of the allocated parking spaces and at least 20% of the unallocated parking spaces are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply), and the remaining unallocated parking spaces have been provided with a passive connection for EV charging, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

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

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

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

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

Reason: To protect and ensure enhanced biodiversity across the site.

8. Prior to the commencement of above ground works, a detailed Lighting design shall be submitted to and approved in writing by the Local Planning Authority. The Lighting design will be required to minimise any potential light spill and impacts on bat foraging and commuting and public amenity. The development shall be implemented in accordance with the approved details and maintained for the life of the development.

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

9. Facilities for waste storage and recycling shall be provided in accordance with the approved drawings prior to the first occupation of the development and shall be maintained and managed for the life of the development.

Reason: To ensure that the collection of refuse can be adequately managed and to ensure that adequate waste and recycling storage and access is provided in the Phase 1 development.

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

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

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

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

12. A detailed specification for the Local Equipped Area of Play (LEAP), benches and other fixed equipment to be provided on the Community Green shall be submitted to and approved by the Local Planning Authority prior to the commencement of works to the Community Green. The LEAP shall be implemented as approved prior to first occupation of the development and thereafter maintained in accordance with the approved scheme.

Reason: To ensure high quality play provision to meet the needs of residents in accordance with national and local policy.

13. Notwithstanding the details shown on the approved drawings and documents, details of the road crossing in the vicinity of Weyside Primary School shall be submitted to and approved by the Local Planning Authority in consultation with the Highway Authority.

Reason: In the interests of highway and pedestrian safety.

14. Details of the boundary treatment to PRoW Footpath 4 shall be submitted to and approved by the Local Plan Authority. This shall include details of how the creation of the proposed new pedestrian access to Weyside Primary School will be facilitated and connected with pedestrian and cycle routes within the development.

Reason: To enhance pedestrian and cycle routes and promote sustainable travel modes.

INFORMATIVES

1. The applicant is advised that all conditions of the parent consent (ref 20/P/02155) are relevant to this approval and may require separate written consent from the Local Planning Authority.
2. The applicant has satisfied the requirements of Conditions 37, 53, 54, 69, 70, 71, 72, 73, 75, 83 and 84 in respect of the information required to be submitted with the Phase 1 Reserved Matters Application.
3. The applicants should be aware of the requirement for a site wide archaeological strategy when future applications are submitted for areas where there is potential for archaeological remains to be impacted.
4. The applicant is advised that prior to the commencement of development, an Aboricultural Impact Assessment and Aboricultural Method Statement and a Tree Protection Plan shall be submitted to and approved in writing by the local planning authority in accordance with Condition 23 of the parent consent (Ref: 20/P/02155).
5. The applicant is advised that prior to the first occupation of the development, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved by the local planning authority in accordance with Condition 60 of the parent consent (Ref: 20/P/02155).
6. The applicant is advised that prior to the commencement of development, a sustainability statement for this phase of development shall be submitted to and approved in writing by the local planning authority in accordance with Condition 22 of the parent consent (Ref: 20/P/02155).
7. The applicant is advised that the submitted Drainage Strategy does not provide sufficient detail for the partial discharge of Condition 32 in respect of the Phase 1 development and a separate application for the discharge of this Condition will be required to be made. The applicant is advised to engage with the LLFA and other stakeholders during the process of finalising proposals for the Phase 1 development in order to satisfy the requirements of this Condition.
8. 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.

9. 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

Officer's Report

Site Description

The wider Weyside Urban Village (WUV) site comprises a circa 30 hectare (ha) site occupied by a number of existing uses on the western side of the River Wey, approximately 2km north from Guildford Town Centre. The existing uses of the WUV site comprise the existing GBC depot, part of the existing Bellfields Allotments and Agricultural Club, the existing Thames Water Wastewater Treatment Works and the existing Surrey County Council (SCC) Recycling Centre. The wider WUV site is bounded to the west by existing residential areas around Waterside Road and Slyfield Green, the Weyfield Primary Academy and the Bellfields Allotments. The Slyfield Industrial Estate is located to the north and north-west of the site. The existing residential area of Parsons Green and Bellfields Road is to the south and Woking Road provides access to the existing GBC Depot to the south.

The application site forms the first residential phase of development. The Phase 1 site is located on the south west corner of the wider WUV site on an area of existing allotments and the Agricultural Club building at Society Hall, where access is provided from Bellfields Road. The site is bounded by Weyfield Primary School and playing fields along the western edge of the site, and existing settlement along the north-western and southern edges. To the west lies the existing Thames Water Sewerage Treatment Works, which will be relocated to a new facility within the wider SARP area to the north. Directly to the north of the site sits a proportion of the Bellfields Allotments which will be retained. An existing Public Right of Way (PRoW) linking Bellfields Road and Waterside Road runs along the west boundary of the site, adjacent to the boundary of the Primary School. This route is a key pedestrian and cycle route to school for pupils of Weyfield Primary School.

The site is currently and has historically been occupied by allotments with allotment holders living all across Guildford. At the entrance of the site stands a small collection of buildings which form part of the Agricultural Club, locally known as the Aggie Club. An area of hard standing provides parking for the allotments and clubhouse, as well as functioning as an informal drop-off area for the primary school.

The application is the second reserved matters application to be submitted to the local planning authority pursuant to the grant of the hybrid planning consent. Planning permission was given for the first reserved matters application in respect of the relocated Council Depot (Ref: 22/P/01050) in March 2023. The development will be the first built phase of the new neighbourhood and will provide one of the primary access points for the wider Weyside Urban Village masterplan. Phase 1 will be a key area to set the tone in terms of design and built quality for the new development and will play a key role in the integration between the existing community of Bellfields and the new residents of Weyside Urban Village.

Proposal

Planning consent for WUV was granted on 30 March 2022 (Ref: 20/P/02155) following completion of the accompanying Section 106 Agreement. This application seeks Reserved Matters Approval in respect of appearance, means of access, landscaping, layout and scale relating to the provision of 81 dwellings as the first residential phase of the WUV development pursuant to Condition 66 of the extant hybrid consent.

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

Condition 37 (Biodiversity and Environmental Management Plan)

Condition 53 (Quantitative provision of open space)

Condition 54 (Design Code Check List)

Condition 69 (Details of waste storage and collection)

Condition 70 (Nationally Described Space Standards)

Condition 71 (Details of Housing Mix)

Condition 72 (Schedule of accommodation)

Condition 73 (Details of hard and soft landscaping)

Condition 75 (Details of cycle parking)

Condition 83 (Details of Utilities Strategy)

Condition 84 (Details of lighting)

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

A detailed Statement of Community Involvement (SCI) has been submitted alongside this application, which details the applicant's engagement with local stakeholders. The objective of the consultation was to ensure that local residents, amenity interest groups, and elected representatives were made fully aware of the emerging development proposals and had an opportunity to provide their feedback. The SCI details how the Phase 1 proposals have been designed to be in accordance with the outline consent and to take account of the comments raised during the public consultation.

Following responses to consultation and further design workshops with the Council, amended plans were submitted in May 2023 which have resulted in scheme improvements. These relate in particular to a reduction in hard surfacing and increase in soft landscaping, enhancements to the central community green and community link, the introduction of greater detailing to elevations and improved pedestrian and cycle connections with the wider area.

Relevant planning history

20/P/02155

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

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

Granted 30 March 2022

22/P/01050

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

Granted 9 March 2023

23/N/00031

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

Granted 27 June 2023

Consultations

Statutory consultees

County Highway Authority: Requested further information relating to proposed uses and transport assessment and amendments to the submitted drawings. Further discussions have taken place and the applicant has made changes to the submitted drawings and supporting documents in response to the issues raised. Confirmation is awaited from the Highway Authority that they are happy with the proposed changes.

Environment Agency: No comments. Requested that account is taken of any relevant planning conditions, informatives or advice and comments provided in response to the outline application when determining this reserved matters application.

SCC Lead Local Flood Authority: Not satisfied that the submitted document(s) provide sufficient information to partially discharge planning condition 32 of planning permission 22/N/00062. *Officer Note:* the application was subsequently amended to remove the discharge of Condition 32. Approval of the Drainage Strategy will be subject to a separate application to part discharge this condition and the LLFA will be consulted during this process.

SCC Archaeology: The proposed development is large, well over 0.4 hectare limit that requires archaeological assessment under Guildford Local Plan Policy and recent investigations elsewhere close to the River Wey have revealed the potential for highly significant archaeological remains, particularly from the early prehistoric period. The application area is within a wider site has been subject to an initial programme of archaeological desk based research and geo archaeological site investigations in order to determine the nature, extent and significance of any archaeological remains that may be present on the site so that an informed decision can be made regarding the need for any further archaeological evaluation and mitigation measures. The site investigations confirmed that the wider site has potential to contain undesignated heritage assets of archaeological interest, particularly from the prehistoric period, Roman and post medieval periods and so a condition (36) was attached to the Outline planning consent 20/P/02155 requiring a programme of archaeological works secured by a Written Scheme of Investigation submitted to and approved in writing by the Local Planning Authority in advance of any works below current ground level, by phase or for general site preparation works and site grading infrastructure. The application for Phase 1 is supported by a desk based archaeological assessment prepared by Orion Heritage that confirms that the site has potential for archaeological remains and also that this area was not available for initial geoarchaeological assessment that occurred elsewhere on the wider site due to access issues at the time and so the geoarchaeological potential of the site remains to be determined. The report therefore recommends an archaeological strategy for Phase 1 consisting of an initial examination of geotechnical records and an update to the existing site wide deposit model, followed by a trial trench and geoarchaeological evaluation of the Phase I study area. Further evaluation and mitigation works may then be required depending on the results of the initial work. Provision for this work is secured by the existing condition 36 attached to planning consent 20/P/02155 and so in accordance with the condition a Written Scheme of Investigation setting out the scope of the required archaeological investigation works is now required specific to the Phase 1 works. This will need to be provided and the evaluation work set out therein completed in advance of any intrusive works within the Phase 1 area.

SCC Minerals and Waste: The application site is located within proximity of the Slyfield Community Recycling Centre (CRC), which is important waste infrastructure and is safeguarded in accordance with Policy 7 of the Surrey Waste Local Plan 2020 (SWLP). Policy 7 states that proposals for non-waste development in proximity to safeguarded waste sites must demonstrate that they would not prejudice the operation

of the site, including through incorporation of measures to mitigate and reduce their sensitivity to waste operations. You will be aware of ongoing discussions between Surrey County Council and Guildford Borough Council regarding the relocation of the existing CRC. However, the existing site cannot be closed until a replacement site is provided, and until such time as this relocation takes place, Guildford Borough Council will need to ensure that the development to which this application relates does not prejudice the operation of the existing CRC, in accordance with Policy 7 of the SWLP. The National Planning Policy for Waste 2014 (NPPW) explains at paragraph 8 that in determining planning applications for non-waste development Guildford Borough Council should ensure that new development makes sufficient provision for waste management and promotes good design to secure the integration of waste management facilities with the rest of the development. This includes providing adequate storage facilities (e.g. ensuring that there is sufficient and discrete provision for bins) to facilitate a high quality, comprehensive and frequent collection service; and the handling of waste arising from the construction in a way that maximises reuse/recovery opportunities and minimises off-site disposal. Accordingly, Policy 4 of the SWLP seeks to ensure that planning permission for any development is granted only where: CD&E waste is limited to the minimum quantity necessary; opportunities for re-use and for the recycling of CD&E waste on site are maximised; on-site facilities to manage waste arising during the operation of the development are of an appropriate type and scale, and; integrated storage to facilitate reuse and recycling of waste is incorporated in the development. No objection to the proposed development subject to:

1. Guildford Borough Council being satisfied that the development includes adequate facilities for waste storage and recycling during its operational phase, and that adequate controls exist to ensure that waste storage and recycling is maintained and managed for the life of the development, in accordance with Policy 4 of the SWLP.

2. Guildford Borough Council being satisfied that the waste generated during the construction, demolition and excavation phase of the development is limited to the minimum quantity necessary; and that opportunities for re-use and recycling of construction, demolition and excavation residues and waste are maximised, in accordance with Policy 4 of the SWLP.

Thames Water: Thames Water have no comments to make regarding SuDS,

Historic England: No comments

Internal consultees

Head of Environmental Health and Licensing: No comments received.

Head of Parks and Countryside: No comments received.

LC Ecological Services (GBC Independent Specialist Ecology Advisor):

The Biodiversity Statement (BS) confirmed that there are no new impacts to designated statutory or non-statutory sites that need to be considered for this RMA, and the Environmental Statement (ES), ES Addendum and Shadow Habitats Regulations Assessment (HRA), submitted with the hybrid application (20/P/02155), considered the two potential cumulative effects that could arise from the development including recreational impacts and potential air quality impacts to the Thames Basin Heath (TBH), which concluded there would be no residual significant effects arising from the wider Slyfield Area Regeneration Project (SARP) following implementation of the approved mitigation measures. Since this RMA is for a smaller development within the wider SARP, the same conclusion can be drawn for this application. The report discusses the potential impact to the Riverside Park Site of Nature Conservation Interest (SNCI) through the proposed temporary surface water drainage outfall on the River Way. Details of the sighting of the temporary headwall and construction plan need to be provided in writing and agreed with the Local Planning Authority (LPA) (note: the headwall has now been removed in the amended drainage design).

In support of this application, the Illustrative Masterplan, and overall Landscape General Arrangement Plan identifies SuDs and landscaping with biodiversity value. The planting schedule and landscape maintenance and management plan confirms the use of native species planting, and where ornamental / non-native species are proposed, these include species that will provide nectar and fruit sources for the local wildlife. The creation of rain gardens using wetland meadow mixes will also provide biodiversity value within the development site. These measures all align with the design committed to within the ES and ES addendum. The hybrid application stated that Biodiversity net gain (BNG) would be achieved through delivery of an off-site off-set through the council owned land at Burpham Court Farm. At the time of the outline application, the Local Plan: Development Management Policies was to be adopted, however this plan has since been adopted and Policy 7 (requires a 20% net gain in BNG to be achieved. This will be achieved through the off-site off-set measures. A BNG report will be provided in writing to the Local Planning Authority (LPA), prior to commencement of works on site in order to discharge condition 38 of the outline consent. . The Biodiversity Statement confirmed that there were no significant changes to the baseline condition of the RMA site, and the proposed mitigation and enhancement measures detailed within the ES and ES addendum are still relevant, including the reptile translocation, to the approved off-site receptor site, and provision of nest boxes for bats and birds.

As part of the RMA submission a Biodiversity Mitigation and Enhancement Plan (BMEP) was required in order to assist in discharging condition 37 of the approved hybrid application. The BMEP has been prepared prior to an appointed contractor and therefore the document is a working document. As such once a contractor has appointed the BMEP should be refined and submitted for approval by the LPA. The BEMP confirms that the monitoring, management and remediation measures required as part of the application will be conducted by the appointed contractors responsible for the detailed design and construction of development, as well as the landowner or appointed management company for ongoing responsibility, upon handover from the

contractors. The Outline BEMP (OBMEP) which was submitted as part of the hybrid application included details to avoid, mitigate and compensate for the effects on ecological features during the demolition and construction phases. Those measures that are relevant to this RMA are detailed in the BMEP under paragraph 4.3.1 and need to be implemented in full. Written confirmation of works completed in accordance with this must be provided to the LPA. This includes the results of any update ecology surveys required where current base line date is out of date prior to works commencing on site, for example an update building and tree assessment for bats prior to their removal. The OMEP also included details to avoid, mitigate and compensate for the effects on ecological features during the operational phases. Those measures that are relevant to this RMA are detailed in the BMEP under paragraph 4.4.1 and need to be implemented in full. Written confirmation of works completed in accordance with this must be provided to the LPA. The landscape plans provided as part of this RMA detail species and habitat areas which are to be created. Further details on these habitats and their conditions will be required within the BNG documents submitted to discharge condition 38 of the outline hybrid consent. Features for bats and birds including a minimum of 16 of each integral roost/nest box have been prescribed including height and aspect of boxes, however details on their exact locations and make have yet to be confirmed. Written confirmation and a site layout plan is required to ensure these measures are achievable and are deliverable. The BMEP discusses the requirement for works to avoid impacts on trees, and as such an Arboricultural Impact Assessment, Method Statement and Tree Protection Plan has been included within the RMA. Written confirmation of works required and protection measures must be provided to the LPA. The Lighting Assessment Technical Note submitted as part of the RMA demonstrates that external street lighting will not impact the River Wey Corridor, within this development phase. There is no detailed lighting design, and therefore when there is an appointed contractor the details will need to be approved in writing by the LPA to ensure the River Wey corridor remains unaffected, and dark zones are provided suitable for foraging mammals including bats and badgers. The BMEP details the protection and management measures for the identified ecological features during both construction and operational phases. These must be implemented in full, including (but not limited to) the delivery of tool box talks, protection of trees, translocation of reptiles, updated inspection of building and trees for roosting bats, timings for removal of bird nesting habitat, pre-site inspection for badger, provision of SANG and SAMM, implementing the detailed landscape planting, management of reptile receptor site, management of invasive species, and management of installed bat and bird boxes.

The BMEP will need to be reviewed and updated against the detailed design and submitted to the LPA for approval. Each individual RMA that comes forward, must show how the outline submission (including OBEMP, Demolition and Construction Environmental Management Plan and Landscape design) is consistent with that vision. The RMA needs to show that it delivers 'its part' of the overall development. The RMA needs to deliver the final detail, and we are currently lacking this information.

statutory consultees

Surrey Hills Area of Outstanding Natural Beauty Officer: As the site is located a considerable distance from the Surrey Hills AONB and the development would relate visually with the neighbouring built up area, and with no highrise development proposed, I consider there are no protected landscape implications arising from this proposal.

Forestry Commission: Existing trees should be retained wherever possible, and opportunities should be taken to incorporate trees into development. Appropriate measures should be in place to secure the long-term maintenance of newly planted trees. A requirement for most development to deliver a minimum of 10% BNG is expected to become mandatory from November 2023. The planning authority should consider the wide range of benefits trees, hedgerows and woodlands provide as part of delivering good practice biodiversity net gain requirements.

Worplesdon Parish Council: Comments as follows:

1. It is proposed that the 20 private homes have two allocated spaces each, but what other visitor spaces are available for these homes? *Officer Note:* There is no requirement for visitor parking as over 50% spaces are unallocated, However, 5 visitor spaces are proposed until visitor spaces in other parts of WUV such as the Local Centre have been delivered.
2. For the remaining 61 homes, which are not private, there would no allocated parking and 75 unallocated spaces would be provided. Whilst less than one for one for the flats would be acceptable, the level of unallocated spaces for the homes appears to be low and could lead to inconsiderate on street parking. *Officer Note:* The parking standards in Policy ID10 are maximum figures. It is considered that the applicants have presented a rationale for lower level of parking taking into account site location and the context of the wider WUV and sustainable transport measures proposed.
3. The residents using the unallocated spaces would need to apply for a parking permit (one per house) which would limit the vehicle parking. *Officer Note:* This is normal practice and will be managed and monitored by the Management Company.
4. Whilst five disabled spaces have been proposed, which is welcome, these would be located in close proximity to the accessible units. These should be closer than 20m from the dwelling. However, there is no mention how additional disabled spaces would be delivered, when required. *Officer Note:* the disabled spaces are considered to be conveniently located in relation to the entrances to M4(3) homes.
5. EVC charging is welcomed, though there is nothing mentioned how the passive spaces will be brought into operation. *Officer Note:* Parking will be monitored under the terms of the s106 agreement and this will be the responsibility of the Management Company.
6. Cycle parking will be in rear gardens with direct access, which is welcome.
7. A Travel Plan has been submitted for this site, which is welcome.

8. There are no plans showing visibility splays, forward visibility splays, and pedestrian visibility splays. The Parish Council would have expected these to be submitted. *Officer Note:* Vehicle visibility splays have been provided and the site layout has been designed to prioritise sustainable travel modes and to provide legibility and safe navigation through the site for residents and visitors.
9. Worplesdon Parish Council agrees with Surrey County Council's SUDS comments and requests additional information to be submitted to confirm compliance. *Officer Note:* Approval of the Drainage Strategy will require a separate planning application to discharge Condition 32. Consultation will be undertaken and full information will be required for this condition to be discharged.
10. It is Worplesdon Parish Council's opinion that the Biodiversity monitoring should not be passed onto the contractor. The monitoring should be passed onto any management company that is appointed to control the site in order that biodiversity is monitored in perpetuity. *Officer Note:* Biodiversity monitoring will be undertaken in accordance with the relevant conditions of the hybrid planning consent.

National Trust: Objection: The Wey Navigation, which runs roughly south west-north east to the south and east of the application site, is owned and managed by the National Trust. It is a heritage asset situated in a designated conservation area. The drainage strategy submitted with the application makes provision for surface water to be discharged to the Wey Navigation, initially south of Stoke Lock and ultimately north of Stoke Lock. Any such discharge would require a written agreement from the National Trust, which has not yet been obtained. Given that discharge to the Wey Navigation is integral to the implementation of the drainage strategy, the absence of an agreement, even in-principle, means that the drainage strategy cannot be approved by the Borough Council in its current form. The National Trust would welcome a dialogue about the drainage strategy with the Borough Council, in its capacity as applicant and project promoter, on the terms and conditions for an agreement to discharge surface water into the Wey Navigation. In the Trust's view the heads of terms of an agreement should be reached before the above application is determined. Having reviewed the revised drainage strategy submitted in respect of the above application the National Trust have made further representations in relation to the surface water drainage proposals. The Trust's position remains as it was in December 2022.

Officer Note: The Drainage Strategy has been amended to remove the previously proposed new outfall to the River Wey and under the revised Drainage Strategy, it is proposed to use existing Thames Water infrastructure and outfall. Approval of the Drainage Strategy will be addressed through a separate application under Condition 32 of the hybrid consent. An informative is recommended to the effect that the applicant should work with the LLFA and National Trust in finalising the Drainage Strategy.

Third party comments:

None received

Planning Policies

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

The Guildford Borough Local Plan: Strategy and Sites was adopted by Council on 25 April 2019. The Plan carries full weight as part of the Council's Development Plan.

Policy S1 Presumption in favour of sustainable development

Policy S2 Planning for the borough- our spatial strategy

Policy H1 Homes for all

Policy H2 Affordable homes

Policy P4 Flooding, flood risk and groundwater protection zones

Policy P5 Thames Basin Heaths Special Protection Area

Policy D1 Place shaping

Policy D2 Climate change, sustainable design, construction and energy

Policy D3 Historic environment

Policy ID1 Infrastructure and delivery

Policy ID3 Sustainable transport for new developments

ID4 Green and blue infrastructure

Site Allocation A24: Slyfield Area Regeneration project, Guildford

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

Guildford's Local Plan Development Management Policies (LPDMP) was adopted by the Council on 22 March 2023. This now forms part of the statutory development plan and the policies are given full weight.

Policy H7: First Homes

Policy P6: Protecting Important Habitats and Species

Policy P7: Biodiversity in new developments

Policy P8: Land affected by contamination

Policy P9: Air quality and Air Quality Management Areas Policy

Policy P10: Water quality, Waterbodies and Riparian Corridors

Policy P11: Sustainable Surface Water Management

Policy D4: Achieving High Quality Design and Respecting Local Distinctiveness

Policy D5: Protection of Amenity and Provision of Amenity Space

Policy D6: External Servicing Features and Stores

Policy D7: Public Realm

Policy D11: Noise Impacts

Policy D12: Light Impacts and Dark Skies Policy

D14: Sustainable and Low 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 Developments

Policy ID7: Community Facilities

Policy ID9: Achieving a Comprehensive Guildford Borough Cycle Network

Policy ID10: Parking Standards

National Planning Policy Framework (NPPF):

Chapter 2. Achieving sustainable development

Chapter 4. Decision-making

Chapter 5. Delivering a sufficient supply of homes

Chapter 8. Promoting healthy and safe communities

Chapter 9. Promoting sustainable transport

Chapter 11. Making effective use of land

Chapter 12. Achieving well-designed places

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

Chapter 15. Conserving and enhancing the natural environment

Chapter 16. Conserving and enhancing the historic environment

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

Policy NRM6 Thames Basin Heath Special Protection Area Page 6

Surrey Waste Local Plan (SWLP) 2019-2033

Policy 4 Sustainable Construction and Waste Management in New Development.

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

Supplementary planning documents:

Strategic Development Framework SPD (July 2020)

Parking Standards SPD (March 2023)

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

Thames Basin Heaths Special Protection Area Avoidance Strategy (2021)

Surrey Design Guide (2002)

Residential Design Guide (2004)

Other guidance:

Healthy Streets for Surrey (2022)

National Design Guide (NDG) (2019)

National Model Design Code (2021)

Surrey County Council Vehicular and Cycle Parking Guidance 2018

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

Guildford Children's Play Strategy 2016-2021

National Trust Guidance on Developments Adjoining River Wey

Planning Considerations and Appraisal

1. Principle of Development

- 1.1 The Guildford Borough Local Plan identifies the site at Slyfeld (Policy A24) (including the application site) as a location for strategic development, with capacity for approximately 1,500 dwellings, community facilities and approximately 6,500 sqm of light industrial (B1c) / trade counters (B8) uses over the plan period. The policy establishes the land uses for the site, which are aimed at providing a new urban residential quarter. Sustainable transport measures include the northernmost section of the SMC to deliver bus, pedestrian and cycle connections between the site, the town centre and the station.
- 1.2 The principle of the overall development has been established through the original hybrid planning permission consented in March 2022 (Ref: 20/P/02155). The Strategic Development Sites SPD is predicated on the basis that land at Slyfeld should be used efficiently. The Phase 1 site is identified for residential development in the hybrid planning permission.

- 1.3 The principle of development is supported by the consented masterplan for the redevelopment of the wider WUV site for a residential-led, mixed use development. The concept is 'landscape led' and comprises of buildings and uses responding to a series of landscaped open spaces, and a sequence of 'green fingers' that provide functional open spaces. The landscape-led masterplan is driven by the site's riverside location and is divided into a number of character areas.
- 1.4 The proposal is therefore considered to be acceptable in principle subject to consideration of the following matters:
- Compliance with Parameter Plans
 - Housing Mix
 - Design
 - Residential amenity
 - Public open space
 - Landscaping
 - Ecology and Biodiversity
 - Access, Traffic and Parking
 - Minerals and Waste
 - Waste and Utilities
 - Lighting
 - Flooding and Drainage
 - Noise
 - Air Quality
 - Sustainability and Energy
 - EIA Conformity

2. Compliance with Parameter Plans

- 2.1 A set of parameter plans was approved under the outline application which establish the framework for this Reserved Matters application and for the phased development of the site with regards to the layout, scale, appearance, and landscaping of the proposed development. Condition 2 of the hybrid planning consent for WUV (Ref:20/P/02155) states that development shall be carried out substantially in accordance with the vision, objectives and principles contained in the Design and Access Statement, as illustrated on the illustrative masterplan together with the mitigation requirements contained in the Environmental Statement and Environmental Statement addendum submitted in support of the outline planning application and in compliance with the development parameters plans, design code and regulatory plans.
- 2.2 The boundary of the Phase 1 development and as a result, the parameters for development have been amended since the grant of planning consent and this has been addressed through the approval of a non-material amendment (Ref: 23/N/00031). The approved parameter plans were based on the re-provision of the existing Bellfields allotments which lie to the north of the Phase 1 site through new and improved space at North Moors and Aldershot Road, which have planning consent

that has been implemented. However, following a refusal from the Secretary of State for the relocation of the Bellfields allotments in 2020, a subsequent application to the Secretary of State confirmed that 2.58ha of statutory allotment land could be relocated. This was not received until 08 November 2022, significantly after the issue of the planning consent for WUV and confirmed that a proportion of the existing Bellfields Allotments were required to be retained. The retention of the allotments has impacted on certain development parameters for part of the WUV site, which includes the part of the site now defined as the Phase 1 residential parcel. The location of the retained allotments also impacts the approved route of the Wey Water Journey, which is part of the pedestrian/cycle and green infrastructure provision and one of the proposed pedestrian/cycle access points to and from the existing community on Waterside Road. The locations of these are shown on the approved parameter plans. As a result, the site boundary for the phase 1 residential and the green infrastructure, pedestrian/cycle infrastructure and access point have been moved southwards on this distinct part of the site to accommodate the retained allotment area. In addition, it has been necessary to remove the new school access route from the approved plans as the Highway Authority had objected to this prior to the resolution to grant consent for the WUV development and the approved drawings were not amended at the time to reflect this. These changes were not considered to materially affect the planning consent and were approved under the s96a application on 27th June 2023.

- 2.3 As a result of the change to the site boundary, the Phase 1 development comprises 81 dwellings compared to the 122 dwellings included within the illustrative masterplan which accompanied the Outline planning application.

Appraisal of scheme against revised Parameter Plans

- 2.4 The proposals comply with the parameters set by the revised Parameter Plans and Design Code and the approved outline planning consent. The approved Regulatory Plan identifies the site for residential use and for the western part of the Wey Walk Community Green Finger. In addition, the approved Regulatory Plan identifies the site to deliver the western part of Wey Water Journey Community Link. The proposed development would deliver residential use and the Green Finger and Community Link, consistent with the requirements of the approved Regulatory Plan. The approved Land Use Parameter Plan identifies the site for residential (including internal access, parking, incidental place spaces and associated infrastructure) and landscape and open space. The proposed development would deliver residential, landscape and open space, consistent with the requirements of the approved Land Use Parameter Plan.
- 2.5 The approved Green and Blue Infrastructure Parameter Plan identifies public open space, including a Neighbourhood Equipped Area of Play (NEAP), SuDS features and location of allotment/community orchard/garden in the Green Finger in the centre of the site. The proposed development would deliver these features in accordance with the approved Green and Blue Infrastructure Parameter Plan. The approved Building Heights Parameter Plan allows for buildings of up to four storeys on parts of the site. The maximum height of any building within the proposed

development is three storeys, with the majority of the built form between two and three storeys. The proposed development would be consistent with the requirements of the approved Building Heights Parameter Plan.

- 2.6 The approved Access and Movement Parameter Plan identifies key cycle, pedestrian, vehicular and bus access routes across the WUV development. The proposed development would provide a vehicular entrance in the south west corner to provide access from Bellfields Road. Additionally, the proposed development would provide footpaths/cycle paths, consistent with the requirements of the approved Access and Movement Parameter Plan.
- 2.7 The proposed development is allocated under Policy A24, benefits from outline planning consent and accords with the approved Parameter Plans. It is considered that the principle of development should be accepted.

3. Housing Mix and Tenure

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

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

- 3.2 The hybrid consent for the WUV development states the exact housing mix will come forward as part of future Reserved Matters applications and will respond to the scheme parameters and urban design considerations as well as external factors, including market demand as set out in the most up to date SHMA. The Phase 1 development provides a higher proportion of family housing than the overall development which reflects site characteristics and the suitability of the site for family housing (67% 3 and 4 bed units compared to 43% in the overall development). The balanced will be redressed in later phases of development to ensure the overall development has a housing mix which accords with the range specified in Condition 71. The overall mix will continue to be monitored through the submission of subsequent reserved matters applications to ensure the overall mix is achieved.

Table 1: Housing and Tenure Mix

Unit Size	Private	Affordable	Total	% Total
1 bed apartment	0	5	5	6%
2 bed apartment	0	5	5	6%
2 bed house	11	6	17	21%
3 bed house	29	14	43	53%
4 bed house	9	2	11	14%
	49	32	81	100%

3.3 The tenure mix comprises 40% affordable rent and 60% market housing in accordance with the hybrid consent and the requirements of Policy H2. Policy H7 of the recently adopted LPDMP states that a minimum of 25% of affordable homes provided either on-site or off-site are expected to be First Homes. Planning consent for the WUV development was granted before the adoption of the Local Plan in March 2023 and is subject to the provisions of the hybrid planning consent and accompanying s106 dated 30th March 2022. The s106 stipulates that 70% of affordable housing will be provided as rented housing and 30% as shared ownership housing or other form of intermediate housing to be agreed with the local planning authority which could in principle include First Homes.

3.4 In accordance with the requirements of Condition 72, the reserved matters application includes a schedule of accommodation and accompanying plans to demonstrate that:

- 5% of the units are designed to meet Building Regulations M4(3) 'wheelchair accessible dwelling' standards including storage space for the storage of mobility scooters/wheelchairs and associated charging points, where practicable;
- 10% of the units are designed to meet the Building Regulations 'accessible and adaptable dwellings' M4(2).

3.5 The submitted scheme includes 4 units (5%) designed to meet M4(3) standards and the remaining 77 units (95%) are designed to M4(2) standards thereby exceeding the requirements of Condition 72. The development therefore provides a very flexible housing stock capable of meeting a wide range of housing needs.

4. Design

4.1 Policy A24 (SARP) of the Local Plan (April 2019) sets out the requirements that the development must accommodate. Policy D1 (Place Shaping) states that strategic allocation sites must create their own identity to ensure cohesive and vibrant neighbourhoods.

4.2 The design for Phase 1 has been underpinned by the following documents and constraints:

- The approved Design Code
- The revised Design Code (The Community Design Code)

- Amendments to the Phase 1 boundary line (as shown on the revised parameter Plans and Regulatory Plan)
- Further amendments and improvements to the Phase 1 design as requested by Officers.

4.3 The site-specific design strategy has evolved through review of relevant local policy, guidance and design principles, including the aspirations to regenerate and make best use of this brownfield site for the development of a new mixed-use neighbourhood adjacent to the River Wey and existing residential neighbourhoods. The design responds to an assessment of the local context and surrounding development, as well as key site constraints and opportunities identified through detailed technical assessments. It proposes a 'landscape led' scheme that is heavily influenced by its adjacency to the River Wey to the east and wider natural landscape and seeks to connect new communities with existing neighbourhoods to the west.

The Design Code approved under the outline application sets out the key design requirements for the site with the aim of ensuring a consistent level of high-quality development is implemented throughout the scheme. The Design Code is fundamental to delivering the vision for WUV along with the key land uses.

4.4 Phase 1 forms the Garden Mews character area which is described as 'medium density community living that links the existing and new residents together'. It provides one of the key accesses to the WUV site and connects the existing Weyfield community and Weyfield Primary School with the new development with green spaces and play areas which will be accessible to all. The Design Code has been revised for the Phase 1 development to reflect further design development but the underlying principles set out in the approved Design Code remain unchanged. Revisions to the Design Code have been informed by community engagement within the National Model Design Code (NMDC) testing and learning programme in which GBC is participating as one of 14 Councils across the UK. The revised Design Code provides design guidance on community priorities for the future development of WUV, with a particular focus on the Phase 1 area and has been developed with representatives from a range of local organisations. The revised Design Code has been submitted alongside the Reserved Matters Application in accordance with the requirements of Condition 7.

4.5 Key community and stakeholder comments that have influenced the Phase 1 proposals include:

- *Parking spaces*- The design team reviewed the parking spaces following the public exhibition, and added car club space, wheelchair parking and extra unallocated parking spaces to meet the requirement of residents with various needs.
- *Materials*- The use of durable brick materials. Each unit has its own entrance. Glazed bricks in different tones are selected to be used as accent colours to give each unit its individual character and helps wayfinding across the site.
- *Increased number of affordable units*- Affordable unit numbers have increased following the community engagement to meet the need of affordable housing in the local area.

- *Private Gardens*- Outdoor space is as important as the indoor space, therefore the design has allowed all houses and ground floor apartments to have private gardens; all units to have private amenity spaces.
- *Sustainability*- The development is designed to meet Passivhaus standard. All homes will have Air Source Heat Pump for heating and hot water. They will also be equipped with Mechanical Ventilation with Heat Recovery (MVHR) for improved air quality

4.6 The Design and Access Statement (DAS) and the Design and Access Statement Addendum (May 2023) that accompanies the application sets out the design evolution process and the factors that have shaped the proposals, including the surrounding built and landscape environment that have significantly influenced the design response. The DAS details how the character, design and appearance of the proposed development has evolved to meet the objectives of the approved Design Code and the aspiration of the applicant to deliver a high-quality development influenced by the allotment site and the forms and massing of the existing community adjacent.

4.7 The DAS Addendum details the changes made to the design of the Phase 1 development following further workshops with officers to address issues relating to landscape, cycle and pedestrian connections and layout. A Design Code Check List has been provided as part of the RMA submission in accordance with the requirements of Condition 54. The design changes have further enhanced the Garden Mews character by tightening hard surfaces and introducing more street trees and understorey planting and improving pedestrian and cycle connectivity to the wider area.

4.8 The Council's Urban Design and Conservation Team Leader has welcomed the revisions to the Phase 1 development and is supportive of the amended proposals. She has advised that she is content that this phase of the development does successfully observe the vision, character and design principles instilled in the original masterplan and design codes and sets a good marker for the remaining phases. The architectural language and detailing, whilst contemporary in nature, is interesting and helps to cement the scheme with its own character and identity, with the proposed architectural and public realm material palettes also helping to reinforce the development's distinctive character.

5. Appearance

5.1 Innovative and bespoke housing typologies have been carefully designed to respond specifically to the criteria set out by the Design Code, Regulatory Plan and wider aspirations for the WUV development. The house types are typically two storey terraced units which are either part of a continuous solid run or broken into link-detached homes where a section of the massing is cut away on the ground floor to facilitate parking underneath. The three storey units facing the community green space have a section of the top-storey massing cut away to allow the scale to better correspond to the rest of the Phase 1 development.

- 5.2 The materials used are a carefully selected palette of warm tones that seek to compliment the broad range of surrounding buildings rather than trying to directly address or mimic a selective few and set a high-quality precedent for the subsequent phases.
- 5.3 To bring interest at ground level, accent colours are used to provide visual interest as well as a unity across the new character area. Entrances are celebrated using accent materials depending on the location:
- Entrances facing onto public realm or key routes use the richest green glazed brick.
 - Entrances facing onto tertiary streets or the community green use neutral sage-green glazed bricks or the secondary dark-buff brick with vertical stack bond detailing.
 - Entrances facing north use white glazed brick to reflect the light as much as possible
- 5.4 Brick detailing has been introduced on some flank/ rear elevations to add visual interest where large windows are not appropriate due to either potential overlooking or energy performance reasons.
- 5.5 It is considered that the proposed development meets the requirements of Policy D1 and objectives of the Design Code.

6. Layout & Scale

- 6.1 The layout and scale of the proposed development is in accordance with the principles set out in the approved Design Code. The internal parcels are formed by compact urban blocks with minimal back to back distances. The height of the development responds sensitively to the existing properties in the Weyfield neighbourhood. The houses range from 2-3 storeys with 3 storey apartments marking the key corners or acting as wayfinders.

7. Residential Amenity

- 7.1 The submitted plans and DAS demonstrate that the incorporation of different building typologies would enable high-quality living environment across the development for future residents. In addition, the siting and scale of development has been considered so to maintain a good level of amenity for residents of the existing community adjacent to the site. This consideration includes the positioning and orientation of the proposed buildings to ensure good standards of outlook, access to natural light and levels of privacy.
- 7.2 In accordance with Policy H1 (Homes for All), Condition 70 of the hybrid consent requires reserved matters applications for residential buildings to meet National

Described Space Standards (NDSS). In addition, Condition 72 requires at least 10% of dwellings to be designed to meet Building Regulations M4 (2) category and 5% Building Regulations M4 (3) category so that they are wheelchair accessible. The proposed housing typologies have been designed to ensure compliance with NDSS and accessibility standards and to allow for higher density solutions that respond to the specific criteria set out by the Design Code and Regulatory Plan. As such, the proposal is considered in accordance with Conditions 70 and 72, and Policies G1 and H1 of the Local Plan as well as the approved Design Code.

8. Open Space Provision

- 8.1 The application demonstrates how the whole site open space quantitative provision shall meet the minimum Guildford open space standards (using the calculation method in that statement) and the overall landscape strategy as shown on the Green and Blue Infrastructure parameter plan in accordance with the requirements of Condition 53.
- 8.2 The layout takes a balanced approach to maintain open space provision, provide amenity value, enhance local biodiversity, incorporate sustainable drainage, offer a high quality LEAP and introduce orchards and productive or edible landscapes.
- 8.3 The public open space provision has been calculated by using an average occupancy rate of 2.13 people per household. Based on the average occupancy rate 2.13, Phase 1 will generate a population of 173 people and a requirement for 4,490m² of open space. As illustrated Table 2, Phase 1 provides 4,830 sqm open space including parkland, community orchard, amenity space and a local equipped area of play (LEAP) which is in excess of the calculated requirement of 4,500 sqm. Residents will also have access to extensive areas of open space within the wider WUV development including 4.45 ha parks and recreation grounds and 4 play areas.

Table 2: Schedule of Open Space Provision

Types of Open Space	Recommended (ha/1000 pop)	WUV Phase 1 Requirement	WUV Phase 1 (Proposed)
Community Gardens/Orchard	0.25 ha	0.043 ha	0.043 ha
Amenity / Natural Green Space	1.0 ha	0.173 ha	0.068 ha
Parks and Recreation Ground	1.35 ha	0.234 ha	0.37 ha
Play space (children)	0.05 ha	1 no LEAP	1 no LEAP
Play Space (Youth)	0.03 ha	-	-
Total		0.45 ha	0.481 ha

- 8.4 The focal point of the development is the central green space which forms a community hub providing flexible spaces and opportunities for community events; a range of facilities and activities; a community orchard and play spaces for all ages.

The Community Green acts as a gateway to WUV and brings existing and new communities together.

9. Landscaping

- 9.1 Details of hard and soft landscaping have been submitted as part of this RMA in accordance with the requirements of Condition 73. The proposals would provide a nature-led landscape for community cohesion and integration and would deliver high quality and multifunctional green spaces and streets for both existing and future residents. This would be achieved by creating a framework of green spaces, which are interlinked with attractive pedestrian focused routes, helping to integrate the scheme into the wider context and provide easy permeability. A detailed Landscape Maintenance and Management Plan has been submitted alongside this application to ensure that the proposed landscaping would be successfully managed. Condition 53 of the hybrid consent requires each RMA to demonstrate its contribution to the whole site open space quantitative provision.
- 9.2 Landscape proposals have sought to build upon the Design Code principles of securing a holistic approach to the integration of nature, landscape and wildlife across the site. This has been achieved by creating a framework of green spaces, which are interlinked with attractive pedestrian focused routes, helping to integrate the scheme into the wider context and provide easy permeability. The Community Green will be the key destination, providing play, recreational, SuDs and biodiversity benefits. The Community Link offers a direct and well greened east-west route for both people and wildlife. The Green Edge will form a soft interface with the school and an attractive setting for new development. Secondary and Tertiary Streets will add another layer of green infrastructure to the masterplan, offering a distinctive streetscape
- 9.3 The site does not contain any areas of Ancient Woodland or Tree Preservation Orders and the design has been developed to minimise the impact on the most important trees. Twenty-eight trees and groups have been identified for removal to facilitate the development, of which one is category A, one is category B, 24 are category C, and two are category U. Thirty-five trees and groups of the total surveyed will be retained and integrated into the development. Sufficient space and adequate protection measures have been set out to ensure that retained trees are not damaged during the pre-construction and construction phase and to enable their successful development post-construction. Eight trees and groups will be subject to construction within their root protection areas. Special measures are recommended to ensure that these trees are not damaged. Condition 23 requires the submission and approval of a finalised Arboricultural Impact Assessment and Arboricultural Method Statement and a Tree Protection Plan prior to the commencement of the Phase 1 development. Replacement tree planting is proposed as part of the landscaping proposals.

9.4 Officers have worked with the applicant to further develop the Landscape Masterplan. The design changes are underpinned by the principle of tightening the hard surface areas and creating additional soft landscape for informal activities. The amendments include:

- Create a continuous route along the northern edge of the open space as a shared street for cyclists and cars;
- Replacement of cycle and pedestrian route within the community green by amenity grass and wild flower meadows to provide a stronger natural environment;
- Edge of the community green to be formed by soft landscape elements including native hedgerows, street trees and planting;
- Play space designed to be integrated into the wider landscape setting through the creation of mini landforms, stepping logs etc;
- Additional street furniture such as picnic tables and cycle stands will be installed in key locations

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

10. Ecology and Biodiversity

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

10.2 The hybrid consent was supported by an Environment Statement which provides an overview of the ecological baseline of the site and a description of the effects of the WUV development. This reserved matters application is also supported by a Biodiversity Assessment (Stantec, October 2022), which updates the ecological baseline conditions within the site and finds no significant changes or ecological issues to address.

10.3 Condition 3 of the hybrid consent requires implementation of the approved Outline Biodiversity Mitigation Plan. A Biodiversity Mitigation and Enhancement Plan (BMEP) has been submitted as part of this RMA in accordance with the requirements of Condition 37 which sets out how the design, demolition/site clearance and construction of Phase 1 accords with the Outline BMEP and details the proposed the proposed mitigation, compensation and enhancement measures across the site and off site. Following the principles of the mitigation hierarchy, the BMEP confirms the measures required to avoid, mitigate and compensate for effects on biodiversity from demolition, construction and operation. It also describes how biodiversity enhancements will be delivered in this phase.

- 10.4 The BMEP acknowledges the requirements and provides as much information as was possible to provide against the design submitted with the Phase 1 RMA. The introduction of the BMEP also notes interactions of the BMEP with other Condition requirements and says “The contractor(s) responsible for the detailed design and delivery of Phase 1 of WUV are yet to be appointed. This BMEP will need to be kept under review and updated where necessary by the Design and Build Contractor, with reference to the detailed design’. The BMEP is a live working document and will require reviews and updates following the production and submission of the pre-commencement and pre- occupation documents relevant to biodiversity (as required by Conditions 32, 38, 43, 60 and 91), including the detailed Demolition and Construction Environmental Management Plan (DCEMP). The BMEP has been prepared prior to an appointed contractor and therefore the document is a working document. As such once a contractor has appointed the BMEP should be refined and submitted for approval by the LPA.
- 10.5 The landscape plans provided as part of this RMA detail species and habitat areas which are to be created as detailed within paragraph 4.5.5 of the BMEP. Further details on these habitats and their conditions will be required within the BNG documents submitted to discharge condition 38 of the outline hybrid consent. The Illustrative Masterplan, and overall Landscape General Arrangement Plan identifies SuDs and landscaping with biodiversity value. The planting schedule and landscape maintenance and management plan confirms the use of native species planting, and where ornamental / non-native species are proposed, these include species that will provide nectar and fruit sources for the local wildlife. The creation of rain gardens using wetland meadow mixes will also provide biodiversity value within the development site. These measures align with the design committed to within the ES and ES addendum. Although no Biodiversity Net Gain (BNG) report has been submitted with this RMA, due to it being a separate pre-commencement condition (Condition 38) of the outline consent, the design of this phase closely resembles that within the parameter plans submitted as part of the outline consent. BNG was not achievable within the wider SARP and therefore off-site measures were explored. The hybrid application stated that net gain would be achieved through delivery of an off-site off-set through the council owned land at Burpham Court Farm. At the time of the outline application, the Local Plan: Development Management Policies was still to be adopted, however this plan has now been adopted and requires under Policy 7 a 20% net gain in BNG to be achieved. Through the off-site off-set measures this will be achieved, as detailed within the BNG technical note and metric calculator provided to support the hybrid application. A BNG report will be provided in writing to the Local Planning Authority (LPA), prior to commencement of works on site in order to discharge Condition 38 of the outline consent.
- 10.6 The Biodiversity Statement report discussed the potential for the site to support protected and notable species and an update badger survey was conducted during the site visit in September 2022. No badger activity was recorded within the site boundary, although the site does hold potential to support foraging badger, with setts

located within the wider SARP. No further update surveys were conducted for protected species; however, the site was concluded to still support a good population of slow worm, with the potential to support grass snake and common lizard, which were recorded within the wider SARP, and common toads. Buildings and trees were assessed as part of the hybrid application for their potential to support roosting bats. No roosting bats were recorded on site and the visit in September confirmed that the buildings had not altered since the survey in 2021. The site was assessed as providing suitable habitat for breeding birds, and honey bee hives were present within the allotments. The Biodiversity Statement confirmed that there were no significant changes to the baseline condition of the RMA site, and the proposed mitigation and enhancement measures detailed within the ES and ES addendum are still relevant, including the reptile translocation, to the approved off-site receptor site, and provision of nest boxes for bats and birds.

- 10.7 The BMEP confirms that the monitoring, management and remediation measures required as part of the application will be conducted by the appointed contractors responsible for the detailed design and construction of development, as well as the landowner or appointed management company for ongoing responsibility, upon handover from the contractors.
- 10.8 The BMEP discusses the requirement for works to avoid impacts on trees, and as such an Arboricultural Impact Assessment, Method Statement and Tree Protection Plan has been included within the RMA. Written confirmation of works required and protection measures must be provided to the LPA. The Lighting Assessment Technical Note submitted as part of the RMA demonstrates that external street lighting will not impact the River Wey Corridor. There is no detailed lighting design, and therefore when there is an appointed contractor the details will need to be approved in writing by the LPA to ensure the River Wey corridor remains unaffected, and dark zones are provided suitable for foraging mammals including bats and badgers. Section 4.6 and 4.7 of the BMEP details the protection and management measures for the identified ecological features during both construction and operational phases. Features for bats and birds including a minimum of 16 of each integral roost/nest box have been prescribed including height and aspect of boxes, however details on their exact locations and make have yet to be confirmed. Written confirmation and a site layout plan is required to ensure these measures are achievable and are deliverable. These must be implemented in full, including (but not limited to) the delivery of tool box talks, protection of trees, translocation of reptiles, updated inspection of building and trees for roosting bats, timings for removal of bird nesting habitat, pre-site inspection for badger, provision of SANG and SAMM, implementing the detailed landscape planting, management of reptile receptor site, management of invasive species, and management of installed bat and bird boxes. A report will be submitted following the monitoring to ensure compliance and any remediation measures reported.
- 10.9 GBC's Ecological advisors have reviewed the proposals and are satisfied that they meet the requirements as previously detailed under the outline consent and no objections are therefore raised to the development on ecological grounds. However,

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

11. Access, Transport and Parking

- 11.1 The hybrid consent was supported by a Transport Assessment and Travel Plan which assessed the impact of the proposed development and provided mitigation measures. This application is supported by updated transport information to supplement that of the hybrid consent. Policy ID3 (Sustainable transport for new development) sets out that new development will be required to contribute to the delivery of an integrated, accessible and safe transport system, maximising the use of sustainable transport. It also states that walking and cycling should be prioritised over vehicular traffic and a permeable layout should facilitate and encourage short distance trips.
- 11.2 The application is supported by a Transport Assessment Addendum (Markides, October 2022) to examine the transport impacts of Phase 1 and provide an update to the Transport Assessment submitted as part of the hybrid consent. The assessment addresses the proposed ratios of car parking that are consistent with the hybrid consent and the levels of proposed cycle parking in line with Surrey County Council's 2021 guidance. The assessment also shows how the site would connect to Waterside Road in accordance with Condition 46 of the hybrid consent.

Vehicular Access

- 11.3 Access to the WUV site from Bellfields Road was approved as part of the hybrid planning consent. Bellfields Road will provide a connection to the Secondary Movement Corridor (SMC) once WUV is fully constructed. In the interim period, this access will serve phase 1 only until the SMC is constructed. Bellfields Road is currently a cul-de-sac, providing access to Weyfield Allotments, the associated 'Aggie Club' and Parsons Green. The existing road has a significant amount of parking on both sides, with approximately 53 vehicles parked overnight along its entire length (including Parsons Green). This parking demand will be accommodated in the proposed design, whilst also providing a wider available carriageway width to allow 2-way vehicle movements. By providing parking along the western side of the carriageway, as well as additional new parking bays off Parsons Green, enough bays can safely be accommodated to allow for a sufficiently wide carriageway of at least 5.5m, enabling 2-way flow and refuse access. Parking spaces for existing residents on Bellfields Road / Parsons Green will be re-provided on Parsons Green, and within a new parking court in the phase 1 development site (also accessed via Parsons Green). Parking restrictions will be introduced along Bellfields Road with a mix of single and double

yellow lines introduced. Single yellow lines are proposed to have restrictions between 8am-8pm.

- 11.4 The site layout has been designed to prioritise sustainable travel modes and to provide legibility and easy navigation through the site for residents and visitors. Detailed consent was granted for the internal road layout as part of the hybrid consent but it has been necessary to amend this as a result of the boundary changes and further design development. This is reflected in the amended Regulatory Plan and the Access and Movement Parameter Plan. Condition 86 states that prior to commencement the approved drawings will be reviewed and revised in accordance with the revised Access and Movement Parameter Plan and Regulatory Plan and submitted to the local planning authority for approval.
- 11.5 The tertiary roads have been designed as shared surfaces to a minimum width of 4.8m, in line with SCC adoptable standards for roads serving 26-50 dwellings. SCC guidance states that streets may be designed as shared surfaces where serving up to 50 dwellings and where traffic speed is less than 20mph.

Access to Weyfield Primary School

- 11.6 Access to Weyfield Primary School is currently possible via both School Close and Bellfields Road. Whilst School Close is used by school staff, Bellfields Road is used by some parents for the purposes of pick-up and drop-off, with parents parking on Bellfield Road adjacent to the school gate at the start and end of the school day. Given that Bellfields Road will form the route to Phase 1 of the development, it is proposed to implement traffic restrictions along this route to prevent any on-street parking that might restrict access. These restrictions will take the form of double and single yellow lines on Bellfields Road. Double yellow lines will be marked along the spine road into the site until after the 90 degree bend adjacent to the school, to ensure this section of road is kept free of parking at all times.
- 11.7 The main vehicle access to the existing school car park will remain via School Close. The Phase 1 development and highways works for Bellfields Road propose an alternative arrangement in front of the Bellfields Road school gate. The area in front of the gate is to be converted to a wide footway, at a continuous level for those walking between Bellfields Road and the Public Right of Way (PRoW) which runs along the boundary between the school and the Phase 1 development. This will significantly improve pedestrian safety. A raised table (i.e. a raised area of carriageway) is proposed on the road outside the school to slow vehicle speeds and improve pedestrian safety when crossing the road. Four bollards are proposed outside the school gate, close to the proposed kerb line of the carriageway, to protect this footway and stop vehicles parking on it. The proposed bollards at the Bellfields Road access would be retractable, allowing the school to lower them mainly for emergency access or when a contractor/servicing vehicle requires entrance to the school. The school would be provided with keys to control the operation of the bollards. Consequently, in restricting the ability to park on Bellfields Road, school-based travel by other modes

will be encouraged. Improving the PRow linking Bellfields Road and Farm Close, will also help to make the school more accessible to the local community. The Highway Authority is of the view that options to the raised table should be considered to slow vehicle speeds and improve pedestrian safety and a condition is recommended to this effect.

- 11.8 An additional pedestrian access to the school from the development will be provided in the future, considering the school's plans to reorientate the school's layout to face the new development. Although the school boundary is not included in the red line of the planning application for WUV Phase 1, Guildford Borough Council (GBC) intends to present the pedestrian access as part of the development proposals. An indicative location for the access is shown on the submitted plans.
- 11.9 The Head Teacher has confirmed that Weyfield Primary School is happy with the proposed access arrangements.

Pedestrian and Cycle Access

- 11.10 Improvements to existing pedestrian and cycle links will be implemented as part of the proposals. In addition to the pedestrian/cyclist access that will be provided from Bellfields Road into the site, Footpath 4 will also be improved to provide a legible pedestrian link to the existing Weyfield community. Farm Close connects to the northern section of PRow Footpath 4, which runs along the western site boundary. The footway is presently 1.75m wide and is fenced along its length, resulting in an isolated and intimidating pedestrian route between Farm Close and Bellfields Road. As part of the proposals, the eastern fence will be removed, and the route will be integrated with the site. The PRow will continue to provide a route between Farm Close and Bellfields Road, and a new connection will be introduced providing a route into the development. This will result in a significant improvement in the attractiveness of the pedestrian environment as the route will have significantly increased natural surveillance, as well as providing direct pedestrian routes aligned with desire lines. Footpath 4 will connect to one of the internal 'Green Fingers' described in the OPA, offering a landscaped pedestrian-friendly route from the Riverside into the existing neighbourhood in the future, once the later phases have been constructed. Further to the Footpath 4 improvements, an access to the retained allotments will be provided via Farm Close, with 6 parking spaces on site, as well as bicycle parking and a footpath

Parking

11.11 Parking provision is detailed in Table 3.

Table 3: Parking Provision

Type of Parking	No parking spaces
Allocated residential parking (on plot)	40
Unallocated residential parking	70
Disabled parking	5
Visitor parking	5
Car club space	1
Total	121

11.12 The level of parking provision is lower than the maximum number of spaces which would be required by applying the maximum standards set out in Policy ID10 and the Guildford Parking Standards SPD (March 2023). Applying the *maximum* standards would require the provision of 149 parking spaces as compared to the number of spaces proposed. However, it must be acknowledged that this figure is based on maximum standards and Policy ID10 encourages lower parking provision. Furthermore, on strategic sites, developers are allowed to provide lower levels of parking where this can be appropriately justified.

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

11.14 Parking provision is well distributed across the site in a range of different ways to minimise the impact of cars on the street scene. Parking for homes is either, on-plot between dwellings or on-street. On-street parking is a combination of parallel and perpendicular arrangements with spaces broken up by soft landscape and tree planting. 20 proposed dwellings would have their own 'on-plot' parking, in each case providing two parking spaces, totalling 40 spaces. For the remaining dwellings within Phase 1, 75 unallocated spaces would be provided. Five spaces have been provided across the development to a standard appropriate for disabled access and are located within 20m of each of the accessibility designed dwellings on the site.

- 11.15 Visitor parking in the longer term is intended to be accommodated through the publicly accessible parking areas around the WUV development including the local centre, community centre and industrial units parking. However, these are all to be delivered in a later phase and therefore visitor parking needs to be considered on a temporary basis for phase 1 whilst it sits in isolation. During daytime hours, it is expected that unallocated parking across the development will be under-utilised, with many residents at work or elsewhere. Therefore, daytime visitors could park in these spare spaces. However, once residents return home with their cars overnight, this could present an issue for any overnight visitors. Therefore, 5 on-street visitor parking spaces are proposed. These will be marked as such to ensure that they are for overnight visitor use only with parking only permitted between 6pm and 8am. These visitor bays are intended to be temporary in nature (until the publicly accessible parking areas across WUV have been constructed in subsequent phases).
- 11.16 Condition 82 of the hybrid consent requires that a phase-specific Travel Plan be submitted and approved prior to occupation. This application is supported by a Residential Travel Plan (Markides, October 2022), which outlines the long-term management strategy to deliver sustainable transport objectives for Phase 1. The Travel Plan outlines that the site is accessible by a range of transport modes and that there are a significant number of facilities available within walking and cycling distances. The proposed development includes 'hard' and 'soft' measures to achieve the objective of encouraging sustainable travel methods and reducing the need for private car use. The Travel Plan provides a mechanism to monitor and control its progress and aims to be transformative through playing a significant role in delivering an exemplar sustainable development.
- 11.17 The level of parking provision has been reviewed by the Highway Authority who advise that given the parking standards in Policy ID10 are maximum figures, the level of parking provision proposed is acceptable taking into account the wider development context and the sustainable transport objectives for Phase 1. It is necessary to encourage sustainable modes of travel which are alternative to the private motor vehicle and a higher level of parking may encourage an increased level of car ownership. With the provision of the car club space and the sustainable transport measures which will be delivered as part of the WUV development, it is considered that the level of parking proposed should be acceptable.
- 11.18 One disabled parking bay is provided for each M4(3) home and is conveniently located close to each entrance. Electric vehicle (EV) charging will be provided to all allocated spaces and to 20% of unallocated parking spaces. The remaining 80% of unallocated spaces will be provided with the necessary infrastructure for the EV charging to be activated in future as demand increases. The car club space is provided in a prominent location to the south of the Community Green and is provided with a fast charging EV socket.

- 11.19 In addition to the proposed residential provision and car club space, it is also proposed to provide 26 additional spaces for existing residents on Bellfields Road. These bays will become part of a future controlled permit zone for Bellfields Road residents only and will be excluded from use by the new residents of WUV. These bays are being provided in order to cover the loss of parking along Bellfields Road as a result of the development related road improvements scheme, which introduces some parking restrictions along the road. These restrictions will ensure ease of access.
- 11.20 The S106 Agreement requires full details of the ongoing management, enforcement and funding of the on-site measures to ensure that the on-site measures are maintained, enforced and funded. Parking will be managed by an appropriate management company and residents' permits will be required for the unallocated spaces. The distribution of permits will be dependent on demand. Occupiers of the development will not be permitted to apply for a parking permit within any controlled parking zone in the locality. Future parking reviews of the WUV development will take place in accordance with the requirements of the s106 agreement.
- 11.21 Details of cycle parking have been submitted as part of this RMA and secure and covered cycle parking accessible to or within the curtilage of each dwelling is provided in accordance with the requirements of Condition 75. Cycle parking will be provided in accordance with SCC's Vehicle, Cycle and Electric Vehicle Parking Guidance for New Development (November 2021). The minimum cycle parking standards for residential dwellings require one cycle parking space for one and two-bedroom dwellings, and 2 spaces for three and four-bedroom dwellings, for flats/houses without a garden or garage. Cycle storage units have been provided for every property as per the guidance set out by SCC. These are typically located within back gardens, where there is direct access to these via a driveway/side gate.

Sustainable Transport Measures

- 11.22 The site benefits from being located close to several established bus routes that operate at good frequency levels and provide access to a range of destinations in Guildford and beyond. The nearest bus stops to the site are located on the Old Woking Road, approximately 200m from the Bellfields Road access.
- 11.23 As part of the OPA, a total sum of £1,541,482 was agreed in the section 106 agreement to cover the fees needed by SCC to introduce a new bus service linking the wider WUV site with the town centre. The analysis undertaken at the time indicated that £96,386 per year will go towards services for the first two years of the development, when Phase 1 is occupied. SCC are currently working on the details of the proposed bus service for Phase 1, with the intention being that some form of improved bus service connection to the town centre will be provided in the short term. This is important to help inbuild the use of public transport from an early stage.

12. Waste and Utilities

- 12.1 A Waste Storage and Servicing Statement has been included with the RMA submission in accordance with the requirements of Condition 69. This addresses bin provision, bin collection and refuse vehicle tracking and demonstrate that refuse can be adequately stored, managed and collected. Condition 25 requires the submission and approval of a Site Waste Management Plan prior to the commencement of the Phase 1 development.
- 12.2 Refuse and recycling bins for the houses and flats will either be accommodated in integrated stores located in the front garden or in designated areas within back gardens, thus limiting the time bins are visible in the street. Houses with stores to the rear of the property will have direct access via alleyways to allow them to move their bins on the street for kerbside collection. Houses with on-plot parking in carports underneath buildings have been designed to allow sufficient space for bins to be pulled past parked vehicles to the front of the property for collection. Refuse and recycling for the cottage flats will be provided to the rear of the property in the form of separate, secure bin stores. The designated bin refuse spaces can be accessed to the side of the property and rear of the ground floor cottage flat. Swept path analysis has been carried out to confirm that the streets are suitable to accommodate the size of the vehicle used by the local waste authority. The proposed circulation of refuse vehicles will follow a one-way loop. The maximum distance of the refuse vehicles from each collection point is 25m to accord with Manual for Streets guidance. Residents have a maximum expected towing distance of 30m from their private bin stores to the kerbside collection point
- 12.3 The proposed provision is in accordance with the Council's Climate Change, Sustainable, Construction and Energy SPD and is considered to satisfy the requirements for storage of waste storage and recycling.
- 12.4 A utilities connection strategy has been provided as part of this reserved matters application in accordance with the requirements of Condition 83.

13. Lighting

- 13.1 Condition 84 of the hybrid consent requires lighting information to be submitted with any RMA that includes external illumination. This application is supported by a Lighting Strategy (Stantec, October 2022). A suite of lighting plans and diagrams have been submitted alongside this application. The Lighting Strategy has been sensitively designed to promote safe and efficient movement around the site during night-time conditions. In addition, the Lighting Strategy has considered precautionary and sensitive measures where wildlife is present. Energy use has also been optimised through the proposed use of energy efficient measures, along with the desire to create an uncluttered landscape with a sensitive approach to the landscape character of Phase 1.

13.2 The key principles underlying the Phase 1 lighting proposals may be summarised as follows:

- Promote safe and efficient movement around the site during night time conditions
- Ensure all lighting specified is essential, appropriate and has mitigation in place where necessary
- Take precautionary and sensitive measures where wildlife is present and utilise low heat output lights, minimum spread lamps and downward pointing lights
- Optimise energy use through energy efficient luminaries, dimmed and timed systems, recyclable products, re-use of components at the end of their life and renewable energy as a power source where appropriate
- Create an uncluttered landscape with a sensitive approach to the landscape character of the site whilst utilising best practice for lighting design

13.3 Roads and streets will be lit using column mounted luminaries. In some cases it may be possible to use wall/ building mounted luminaries to help reduce street furniture within the pedestrian corridor. Private and semi-private courtyards and shared surface links will be lit using the same family of column lighting as for streets and wall/building mounted luminaries where possible to minimise clutter in restricted spaces. Lighting within open space is limited to paths, nodal points and play spaces. Low level column or downward directional bollard lights will be used along strategic movement routes such as 3m shared cycle and pedestrian route. Feature lighting elements integrated in street furniture, ground lighting and up-lighters to feature trees will be used at nodal points and the LEAP to form points of interest that limit street clutter.

14. Heritage and Archaeology

14.1 The hybrid consent was supported by an Environment Statement in which the Historic Environment chapter provides an overview of the heritage baseline of the site and a description of the effects of the WUV development. There are no designated heritage assets within the site, which is located at the furthest extent of the WUV site from the Wey and Godalming Navigation. Condition 36 of the hybrid consent requires implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation. This application is supported by a Desk Based Assessment (Orion, October 2022), which will inform such an Investigation. The Desk Based Assessment confirms that the site contains no designated archaeological assets or is within or adjacent to an area of High Archaeological Potential. This application is also supported by a Heritage Statement (Orion, October 2022), which found no harm to off-site heritage assets or their setting in the vicinity. In addition, no new or different likely significant construction or operation heritage effects have been identified in the EIA Compliance Note.

15. Noise

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

16. Air Quality

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

17. Flooding and Drainage

- 17.1 Paragraph 166 of the NPPF state that where planning applications come forward on sites allocated in the development plan through the sequential test, applicants need not apply the sequential test again, (except in circumstances such as more recent information which have panned out not to apply here as more recent modelling has not shown flood sensitive uses being affected). WUV is allocated as a strategic development site under GBC's adopted Strategy and Sites Local Plan (April 2019), and so the sequential test does not need to be applied again.
- 17.2 Policy P4 (Flooding, flood risk and groundwater protection zones) of the Local Plan (April 2019) sets out that "all development proposals are required to demonstrate that land drainage will be adequate and that they will not result in an increase in surface water run-off. Proposals should have regard to appropriate mitigation measures identified in the Guildford Surface Water Management Plan or Ash Surface Water Study. Priority will be given to incorporating SuDs (Sustainable Drainage Systems) to manage surface water drainage, unless it can be demonstrated that they are not appropriate.

- 17.3 The hybrid consent was supported by an Environment Statement in which the Water Environment chapter provides an overview of the water environment baseline of the site and a description of the effects of the WUV development. No unacceptable constraints were identified. Condition 3 of the hybrid consent requires implementation of the approved Surface Water Drainage Strategy (SWDS) and Flood Risk Assessment. Condition 32 of the hybrid consent requires grade levels of the development and drainage details of the design of a whole site surface water drainage scheme. Condition 80 of the hybrid consent requires development to be carried out in accordance with the approved Flood Risk Assessment. This application is supported by levels drawings, a Drainage Strategy (AECOM, October 2022) and a Flood Risk Assessment (Stantec, October 2022).
- 17.4 When the reserved matters application was originally submitted, the applicant had sought to discharge Condition 32 as part of this application. SCC as the Lead Local Flood Authority commented on the proposed discharge of Condition 32 and advised that they were not satisfied that the submitted document provided sufficient information and further additional information was required to satisfy requirements of this condition. The applicant subsequently amended the application and is no longer seeking to discharge Condition 32 and a separate application will be required. The LLFA will be consulted on any such application.
- 17.5 The submitted Flood Risk Assessment and Drainage Strategy demonstrate that the site is located in Flood Zone 1 and that the proposed drainage networks and associated attenuation features would successfully accommodate storm events up to the 100-year return period, plus a 45% allowance for climate change. Through the implementation of SuDS, the Drainage Strategy demonstrates that the proposed development would discharge at equivalent greenfield runoff rates and would not increase surface water runoff. This would ensure no increase to flood risk within or outside the site. Surface water discharge would be pumped to the River Wey until a gravity connection is established in Phase 4 of the development. The use of the SuDS Manual Simple Index Approach demonstrates that the design is appropriate and water quality will be improved by the proposed SWDS in accordance with the hybrid consent condition requirements.
- 17.6 The National Trust has objected to the application and raised concerns about the Drainage Strategy which made provision for surface water to be discharged to the Wey Navigation, initially south of Stoke Lock and ultimately north of Stoke Lock. Any such discharge would require a written agreement from the National Trust, which has not yet been obtained. Agreement would be required with the National Trust on the terms and conditions for an agreement to discharge surface water into the Wey Navigation.
- 17.7 The Drainage Strategy has subsequently been revised to address the National Trust's concerns by utilising the existing Thames Water infrastructure and outfall rather than creating a new outfall into the River Wey. It is understood that there is a right to connect to the Thames Water infrastructure through the Water Industry Act, which the project

team has obtained in writing. Despite the changes to the Drainage Strategy, the National Trust has maintained its objection. However, as stated in para 17.3, details of the Drainage Strategy are not being approved as part of the Reserved Matters Application and will be subject to a separate planning application to discharge Condition 32. It is not therefore necessary to resolve this matter as part of this Reserved Matters Application as it will be addressed through the discharge of relevant conditions. The applicant is encouraged to engage with Surrey County Council as the Lead Local Flood Authority and the National Trust in this process.

18. Utilities

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

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

19. Sustainability and Energy

19.1 The hybrid consent was supported by an Environment Statement in which the Climate Change chapter provides an overview of the climate change baseline of the site and a description of the effects of the WUV development. Energy and Sustainability Statements have been submitted in support of and to inform this Reserved Matters Application but will not be approved as part of this application. Details will be approved through the discharge of Conditions 3 and 22 of the parent consent. The Sustainability Statement, and its accompanying Energy Statement (with appended SAP modelling showing TERs and DERs), show that Phase 1 is on course to meet the requirements of Condition 22 and provide potable water maximum use of up to 110 litres per person per day and a carbon emission reduction of 31%. The commitments in the Energy and Sustainability Statements will need to be implemented in full and a condition is proposed to this effect.

19.2 The energy hierarchy has been followed delivering carbon reduction via the use of:

- Energy-efficient design and building fabric
- A design that enables the inclusion of an array of photovoltaic panels that is equivalent to 40% of the building footprint and the use of Air Source Heat Pumps to provide heating and hot water
- All homes are designed following the Passivhaus principles and anticipated to target on Passivhaus Classic or Passivhaus Low Energy Building standards

- 19.3 Passivhaus is an accreditation system that aims to deliver net-zero-ready new and existing buildings optimised for a decarbonised grid. Members of the Savills Earth team, as Certified Passivhaus Designers, have worked in conjunction with the design team to inform the development of Phase 1. Analysis completed suggests that up to 61 dwellings could achieve Passivhaus Classic, with the remaining dwellings achieving Low Energy Building Status. The Applicant is targeting to achieve the above accreditations on Phase 1 to provide an exemplar development and future-proofed homes that incorporate occupant health and wellbeing, minimising their impact on the climate and set a precedent for future phases of WUV.
- 19.4 With the inclusion of a Passivhaus Building Fabric, ASHPs to provide heating and hot water and large areas of PV panels it is anticipated that the modelling results will show a carbon reduction of more than 31%. A key feature of the design will be to utilise only systems that require electricity as the primary fuel source. It is known that the carbon intensity of UK National Grid electricity has reduced significantly in recent years and although constantly fluctuating, the carbon intensity of electricity is regularly less than that of natural gas (~0.18 kgCO₂e/kWh). The strategy for Phase 1 means that as the grid decarbonises so too will Phase 1.
- 19.5 The Overarching Sustainability Statement for the Weyside Urban Village included the Building for a Healthy Life (Homes England 2020) checklist. It states that The Building for Healthy Life Guidance influenced the decision making design process.

20. EIA Conformity

- 20.1 An Environmental Statement (ES) was submitted with the original planning application (ref 20/P/02155) and an Environmental Statement Addendum (Stantec, 2021) was submitted in response to amendments made to the 2020 Proposed Development, following responses given by the GBC Design Review Panel and other Statutory Consultees. A formal request for an EIA Screening Opinion under Regulation 6(3) of the Environmental Impact Assessment (EIA) Regulations 2017 (as amended) was submitted by Stantec in May 2022 in respect of this RMA. An EIA Compliance Note has been prepared to document whether there are any new or different likely significant effects resulting from the Proposed Development for the RMA compared to those reported in the 2020 ES and 2021 ES addendum.
- 20.2 It is therefore concluded that the Proposed Development is not likely to have new or different significant environmental effects to those documented in the 2020 ES and 2021 ES Addendum in relation to traffic and access, air quality, biodiversity, noise and vibration, the water environment, ground conditions, socioeconomics, climate change, health and wellbeing, historic environment and landscape, townscape and visual impact.

21. Conclusions

- 21.1 This application seeks Reserved Matters approval for the first residential phase of the WUV Development, which will comprise 81 dwellings.
- 21.2 The proposed development would deliver an exemplar, high-quality and highly sustainable development to meet the objectives of the approved Design Code of the hybrid consent and the aspiration of the applicant to deliver a Garden Mews character development influenced by the allotment site and the forms and massing of the existing community adjacent to the site. The application and its supporting information demonstrate how the proposed development has been considered through a careful analysis of the conditions pursuant to the hybrid consent, the constraints and opportunities of the site and the overarching guidance supplied by the approved documentation of the hybrid consent.
- 21.3 The proposed development would accord with local and national policy to deliver a development that would significantly exceed energy and sustainability targets and would meet Passivhaus standards. In doing so, the proposed dwellings would deliver significant carbon and energy reductions through energy efficient fabric and heating technologies supplemented by solar panels to better current and future energy demand targets. In addition, the proposed development would provide multifunctional open space above requirements and would provide pleasant living conditions for future occupants. Parking provision is below the maximum standards set out in Policy ID10 but this is considered acceptable in the wider context of the WUV development and the objective of promoting sustainable transport modes. The Highway Authority have advised that the level of parking provision is acceptable.
- 21.4 Further work is required on the Drainage Strategy before this can be approved by the local planning authority and the applicant is encouraged to engage with Surrey County Council as Lead Local Flood Authority and the National Trust in this process.
- 21.5 For these reasons, and the reasons set out in the body of the report, the proposal is in accordance with the development plan. The material considerations do not indicate that a decision should be taken other than in accordance with the development plan (s. 38(6) Planning and Compulsory Purchase Act 2004).

Positive and Proactive Working

In determining this application, the local Planning Authority has worked with the Applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application by liaising with consultees, respondents and the Applicant/agent and discussing changes to the proposal where considered appropriate or necessary. This approach has been taken positively and proactively in accordance with the requirements of the NPPF, as set out in the Town and Country Planning (Development Management Procedure) (England) Order 2015