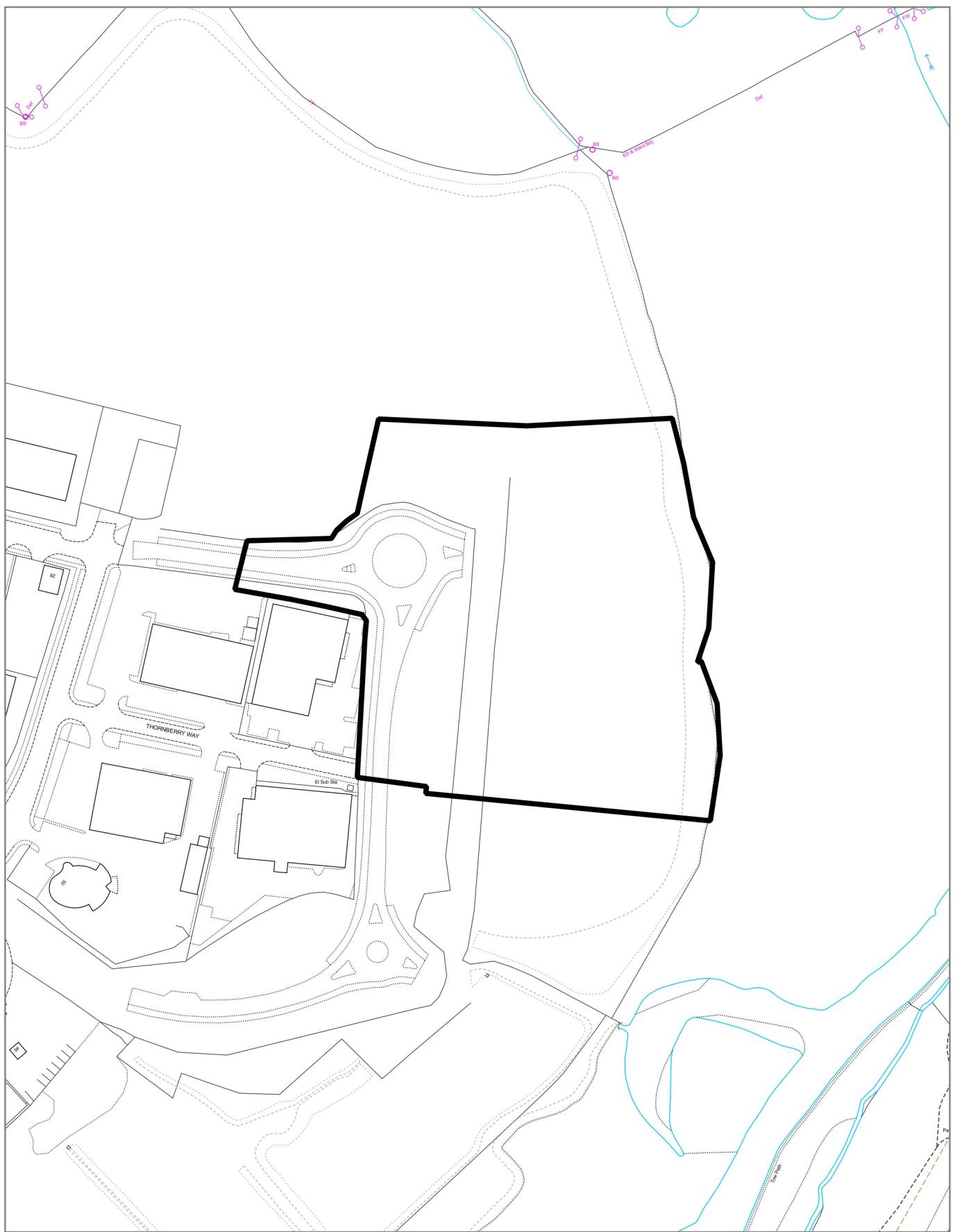


24/P/00331 - Weyside Urban Village (slyfield Regeneration Programme), Slyfield Green, Guildford



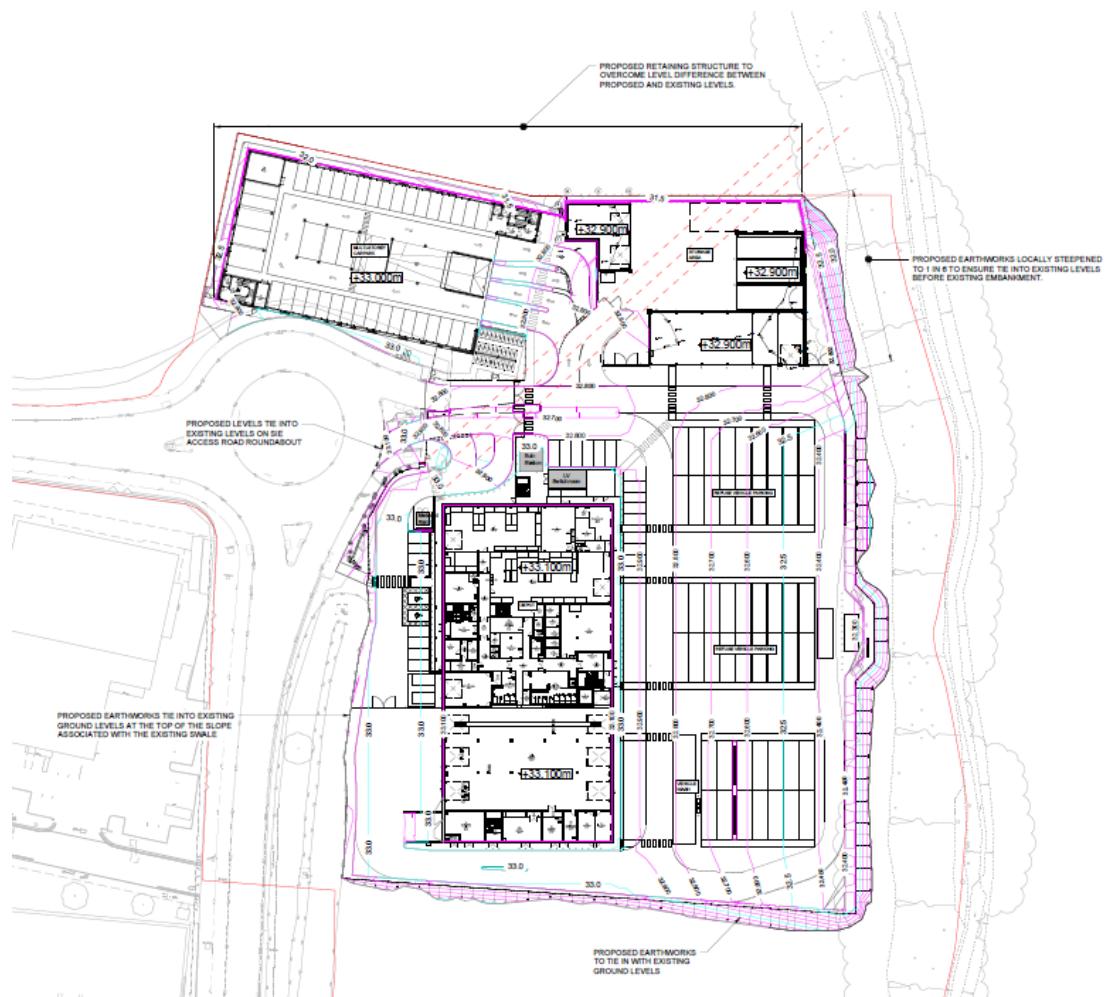
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Print Date: 06/06/2024

Not to Scale

24/P/00331 – Weyside Urban Village (Slyfield regeneration Programme), Slyfield Green, Guildford



Not to scale

App No: 24/P/00331 **8 Wk** **21/06/2024**
Deadline:

Appn Type: Reserved Matters Application

Case Officer: Joanna Chambers

Parish: NA

Ward: Bellfields and Slyfield

Agent : Savills

Applicant: Guildford Borough Council

Mountbatten House
1 Grosvenor Square
Southampton SO15 2BZ

Location: Weyside Urban Village (Slyfield regeneration Programme), Slyfield Green, Guildford, GU1

Proposal: 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, storage buildings and workshops with associated external areas of hard and soft landscaping, parking and storage. (EIA Development).

Executive Summary

Reason for Referral

This application has been referred to the Planning Committee because the Council is the owner of the land and also the applicant. It relates to the Slyfield Area Regeneration Project (SARP) which is one of the largest strategic sites (Site A24) in the Guildford Borough Local Plan: strategy and sites (LPSS) 2019 and the Council's main regeneration project.

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). Hybrid planning consent (Ref: 20/P/02156) was granted in March 2022 for a sustainable, mixed-use riverside community now referred to as 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 together with community and employment uses. It also makes provision for the relocation of the Council's existing Woking Road 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 application comprises a revised Reserved Matters Application (RMA) in respect of the new Council Depot (Phase 6). The principle of the proposed development accords with the approved outline proposals for the WUV Masterplan.

Reserved Matters approval was previously granted in March 2023 for the new Council Depot (22/P/01050). Since that time, a number of updates and amendments to the design, layout and configuration of the proposed Depot have been made and the new RMA reflects these changes and is intended to supersede and replace the previous consent.

As in the approved scheme, the new depot site replaces and expands the existing GBC depot which is currently located just north of the bridge over the River Wey on Woking Road. The new depot facility brings together a range of the Council's departments and services onto one site including; waste services, street scenes, parks, housing repairs and supporting admin teams. The new depot will act as an important piece of infrastructure for the delivery of basic services to the wider community and will facilitate the early redevelopment of the existing Woking Road Depot site as part of the wider WUV development.

The facilities on the new Depot site will include:

- Depot building;
- Multi-storey car park;
- External storage compounds and areas of hard and soft landscaping.

The new depot will provide bespoke, state-of-the-art facilities for the departments and services that will be relocated there and allow for a major upgrade in the quality of the facilities for staff, and the delivery of council services to the local community. The new facilities will also provide benefits in terms of environmental performance and reduced maintenance costs when compared with the existing depot buildings. The multi-storey car park has been designed to be ancillary to the depot site through providing parking capacity for

both the council and visitor vehicles, as well as storage space for equipment, salt and sand and abandoned vehicles.

The principal changes to the previously approved scheme comprise a reduction in the size of the multi-storey car park and changes to the proposed uses to be accommodated in the Depot building. Unlike the previously approved reserved matters application, additional lettable office and conference space is not now proposed. A smaller office area remains in connection with the depot use but the additional office and conference space in the previous application is now proposed to be used for storage only.

The Depot has been designed to meet current operational requirements but has been designed to accommodate potential changing accommodation needs in the future. To allow for this possibility, there is an overprovision of parking capacity (65 spaces) in the multi-storey car park to allow for potential changes in use of the bulk storage areas to offices and associated operational requirements over time. Any future changes of use of the Depot building would however be subject to planning approval.

It is anticipated that the WUV development programme will be phased over a 12-year period. The development of the new depot is programmed to commence later this year to allow for the relocation of the existing uses from the Woking Road Depot and to facilitate the early phases of the redevelopment.

Summary of Considerations and Constraints

The principle of development has been established by the hybrid planning permission (Ref: 20/P/02155) for mixed use development now referred to as Weyside Urban Village (WUV).

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 proposed development is compliant with the requirements of the allocation. The relocation of the existing facilities from Woking Road Depot to the new Depot will facilitate the delivery of the WUV including affordable housing, open space and community facilities.

Reserved Matters approval was first granted for the new Council Depot in March 2023 and whilst changes have been made to the proposed layout and use of the

Depot, the revised proposals are overall very similar to the approved scheme. In summary, the principal updates to the scheme include:

- Reduction in the scale and massing of the MSCP creating a building that is more compact and better proportioned and greatly reducing the visibility of the structure when viewed over the eastern tree line from the direction of the River Wey.
- Relocation of the MSCP to the north-western corner of the site allowing the structure to sit more comfortably in context with the large-scale buildings of the surrounding industrial estate.
- Revised colour palette to help soften the overall appearance of the development.
- Increased soft landscaping with particular focus on placing soft landscaping in areas which provide the maximum benefit in terms of ecology and visual appearance.

In assessing the scheme, the principle considerations 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 proposed development is in accordance with the approved Parameter Plans. The design has been developed to meet operational requirements and will enable the rationalisation of Council services on a single site. It represents an efficient use of the site and the design has responded positively to site constraints and conditions.

Concerns were raised by the Guildford Society and the Burpham Neighbourhood Forum in respect of the previous RMA about the visual impact of the development and the limited landscaping proposals. The reduction in the scale and massing of the MSCP building and its new location to the north-western corner of the site are considered as a positive improvement from the previous RMA consent. These changes allow the structure to sit more comfortably in context with the surrounding industrial estate and reduce the visibility of the structure when viewed over the eastern tree line from the direction of the River Wey.

However, whilst the siting, layout and scale of the proposed development are considered to be acceptable within the framework of the WUV development, Officers remain of the view that further consideration should be given to the

materiality and colour of the Depot building and multi-storey car park. A condition is therefore proposed to require details of materials and sample cladding panels to be submitted and approved by the local planning authority. Officers also wish to work with the applicant to further develop the Landscape Masterplan Specification to enhance the existing landscape buffer and where possible the external environment within the site. A condition is proposed to ensure no net loss of trees within the woodland belt and the replacement planting of appropriate species where tree removal is necessary due to ground works.

The additional facilities will result in an increase in vehicular movements to and from the site but this will be lower than the previously approved scheme due principally to the change in use of the Depot floorspace. The County Highway Authority has not raised objections to the proposed development. Furthermore, a modal shift toward more sustainable modes of transport is expected to be realised through the implementation of both on- and off-site measures as part of the wider WUV development.

A significant change to the approved RMA is the exclusion of public parking from the multi-storey car park. Whilst this has enabled a reduction in the size of the multi-storey car park, the provision of public parking was seen as an additional benefit of the consented scheme. The County Highway Authority has expressed a strong preference for some provision to be made. However, it should be noted that this is not a requirement of the hybrid consent or the Depot development and the applicant has advised that there is no longer a requirement for public parking to be provided within the Depot site for the following reasons:

- The improvements proposed for Woodlands Road/Slyfield Green will adequately re-provide the maximum observed parking demand on these streets.
- The proposed depot provides sufficient parking for the depot employees, including additional spaces for potential office space provision in the future, ensuring no parking overspill from the depot is anticipated.
- With adequate parking facilities and resilience provided on site, the proposed development is not anticipated to generate any additional off-site parking demand.

Opportunities for the provision of public parking have been explored with the applicant but it is accepted that whilst this would have provided an additional public benefit, the design of the depot and security requirements do not allow

for public access to the site compound and multi-storey car park. Further discussions have taken place between the applicant and the County Highway Authority and it has been agreed that an informative will be added to ensure that the impacts of the WUV development on parking provision on surrounding roads are carefully monitored and where necessary, alternative provision made elsewhere to ensure any spaces lost as a result of the wider development are re-provided in accordance with the requirements of the s106 agreement.

Whilst the number of parking spaces in the multi storey car park has been reduced, the revised scheme has been futureproofed with an 'over-provision' of 65 parking spaces in the event that the space within the Depot is ever repurposed to additional office space or made available to additional GBC Teams as part of the Council's wider Estates Strategy (subject to the necessary planning permission). The overprovision will ensure that the additional parking demand from any future repurposing of the building can be accommodated on site and not lead to parking overspill on neighbouring roads. The overprovision is based on the areas currently designated for 'bulk-storage' at first floor, first floor mezzanine and second floor (totalling 1970 sqm) being converted to office space in order to account for maximum parking demand.

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, it is recommended that conditions should be included requiring the implementation of the detailed Biodiversity Mitigation and Enhancement Plan and a pre-works survey prior to the felling of any trees identified as potential roost features.

The Proposed Development will deliver a high level of sustainability benefits. It incorporates mitigation measures help to create a development which has the capacity to adapt to the projected effects of climate change including fabric first approach to the building envelope and biodiverse (green) roof areas and Sustainable Drainage Systems (SuDS) will be implemented where practicable and viable to provide source control management, improve water quality, reduce flood risk and provide amenity and biodiversity. Rainwater Harvesting will be incorporated into the SWDS to enable a sustainable method of supplying water for vehicle washing. The design of the Depot has also been future proofed to allow for the accommodation of changing operational requirements over time.

Indoor comfort and health and wellbeing will be promoted by providing generous levels of daylight, internal acoustics designed to ensure that the acoustic performance is fit for purpose, and provision of cyclist parking and facilities will encourage physical activity for the building users.

Within the locality of the Site there is a wide network of footways, providing connections to a wide variety of amenities. Cycle facilities will be provided including cycle spaces and changing facilities. Signposting will be installed to direct cyclists to nearby cycling facilities, including the cycle facilities on Moorfield Road and NCR 223.

Electric vehicle charging points will be provided for 20% of call parking spaces with passive provision for a further 20%. Sufficient energy within the grid has been earmarked to allow the provision of 100% EV charging in the fullness of time. A BREEAM 2018 New Construction assessment is being undertaken for the building, targeting a 'Very Good' rating. To offset the loss of habitat as a result of the proposed development, a combination of blue and brown roof systems will be implemented on the Depot roof. A brown roof system has been proposed specifically to enhance the biodiversity benefits. 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 31.1 tCO₂/year, against a baseline building using gas-fired boilers, representing an 86% reduction, a major improvement above the GBC Policy D2 20% requirement. This is in accordance with the commitments in the consented WUV Energy Statement.

The development will facilitate the delivery of the WUV and associated public benefits. It will also allow for the consolidation of Council services and the creation of improved facilities for staff and the local community. The development will achieve high standards of sustainability and energy performance. It is considered that concerns raised regarding the visual impact of the development can be addressed by the imposition of conditions relating to materials, landscaping and biodiversity enhancement. The County Highway Authority is satisfied with the proposals subject to conditions to ensure the development should 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.

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:

That this application be **GRANTED** subject to the conditions set out below for the reasons set out in the body of the report.

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

Drawing No/Document	Title
Sgcd2-acm-xx-xx-dr-ce-000103 rev p01	Site location plan (wider wuv context)
Sgcd2-acm-xx-xx-dr-ce-000101 rev p02	Site constraints plan
Sgcd2-acm-xx-xx-dr-ce-000005 rev p01	Refuse and recycling plan
Sgcd2-acm-xx-xx-dr-ce-060 rev p02002	Scape Guildford Council Depot Sections Plan
Sgcd2-acm-xx-xx-dr-ce-060001 rev p02	Proposed earthworks isopachyte plan
Sgcd2-acm-st-zz-dr-a-00003 rev p01	Site sections
Sgcd2-acm-xx-xx-dr-ce-010001 rev p02	Proposed contour plan
Sgcd2-acm-xx-xx-sk-ce-055102 rev p02	Proposed utility requirements plan
Sgcd2-acm-xx-xx-sk-ce-055101 rev p02	Existing utilities plan
Sgcd2-acm-dp-zz-dr-a-04001 rev p03	Depot building - sections
Sgcd2-acm-dp-zz-dr-a-03001 rev p04	Depot building - elevations
Sgcd2-acm-dp-m1-dr-a-01002 rev p04	Depot building - first floor mezzanine
Sgcd2-acm-dp-03-dr-a-01004 rev p04	Depot building - roof plan

Sgcd2-acm-dp-02-dr-a-01003 rev p04	Depot building - second floor plan
Sgcd2-acm-dp-02-dr-a-01001 rev p04	Depot building - first floor plan
Sgcd2-acm-dp-02-dr-a-01000 rev p04	Depot building - ground floor plan
Sgcd2-acm-cp-01-dr-a-01000 rev p05	MSCP level 00 plan
Sgcd2-acm-cp-01-dr-a-01001 rev p05	MSCP level 01 plan
Sgcd2-acm-cp-01-dr-a-01002 rev p05	MSCP level 02 plan
Sgcd2-acm-cp-01-dr-a-01003 rev p05	MSCP level 03 plan
Sgcd2-acm-cp-01-dr-a-01004 rev p05	MSCP level 04 plan
Sgcd2-acm-cp-zz-dr-a-03001 rev p05	MSCP elevations
Sgcd2-acm-cp-zz-dr-a-04001 rev p04	MSCP sections
Sgcd2-acm-s1-xx-dr-a-21001 rev p04	Proposed storage building 1 - plans, elevations and section
Sgcd2-acm-s1-xx-dr-a-21002 rev p04	Proposed storage building 2 - plans, elevations and section
Sgcd2-acm-s1-xx-dr-a-21003 rev p04	Proposed storage building 3 - plans, elevations and section
Sgcd2-acm-xx-xx-dr-ce-010165 rev p01	Site hard landscaping/ pavements plans
Sgcd2-acm-xx-xx-sk-ce-010161 rev p01	Site layout plans markings and street furniture
Sgcd2-acm-xx-xx-dr-la-000051 rev p01	Landscape masterplan specification
Sgcd2-acm-xx-xx-dr-dr-050005 rev p01	Proposed surface water drainage exceedance flow plan
Sgcd2-acm-xx-xx-dr-dr-050003 rev p01	Proposed surface water drainage catchment area plan
Sgcd2-acm-xx-xx-dr-dr-050002 rev p02	Proposed foul water drainage general arrangement
Sgcd2-acm-xx-xx-dr-dr-050001 rev p02	Proposed surface water drainage general arrangement

Sgcd2-acm-xx-xx-sk-ce-260001 rev p02	Riba stage 2 vehicle tracking swept path analysis sheet 1
Sgcd2-acm-xx-xx-sk-ce-260002 rev p02	Riba stage 2 vehicle tracking swept path analysis sheet 2
Sgcd2-acm-xx-xx-sk-ce-260003 rev p02	Riba stage 2 vehicle tracking swept path analysis sheet 3
Sgcd2-acm-xx-xx-sk-ce-260004 rev p02	Riba stage 2 vehicle tracking swept path analysis sheet 4
Sgcd2-acm-xx-xx-sk-ce-260005 rev p02	Riba stage 2 vehicle tracking swept path analysis sheet 5
Sgcd2-acm-xx-xx-dr-ut-130003 rev p02	Depot exterior lighting proposed contours sheet 1 of 2
Sgcd2-acm-xx-xx-dr-ut-130004 rev p02	Depot exterior lighting proposed contours sheet 2 of 2
Sgcd2-acm-xx-xx-dr-ut-130001 rev p02	Depot exterior lighting proposed layout sheet 1 of 2
Sgcd2-acm-xx-xx-dr-ut-130002 rev p02	Depot exterior lighting proposed layout sheet 2 of 2
Sgcd2-acm-xxx-xx-rp-ut-000002	Utilities and infrastructure report
Sgcd2-acm-xx-xx-rp-ce-000002	Site levels report
	Design and Access Statement
	Addendum to Statement of Community Involvement
	Drainage Strategy
	Biodiversity Mitigation and Enhancement Plan
	Energy Statement
	Planning Statement
	EIA Compliance Note
	Workplace Travel Plan
	Transport Assessment
	Sustainability Assessment

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

2. The development hereby approved shall not be first brought into operation unless and until the proposed vehicular and pedestrian access hereby approved has been constructed and provided with visibility zones in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.

Reason: 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 2023.

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, loading and unloading, 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 2023.

4. The development hereby approved shall not be occupied unless and until *at least* 20% of the available 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 a further 20% of the available spaces provided with a passive connection for EV charging. The fleet service vehicle parking spaces shall be provided with cable routes for the future provision of charging points. To be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of 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 2023.

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

Reason: To ensure that 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 2023.

6. Prior to the occupation of the development an updated Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Heads of Travel Plan' document. The approved Travel Plan shall be implemented prior to occupation of the development and thereafter maintained and developed to the satisfaction of the Local Planning Authority.
7. The detailed Biodiversity Mitigation and Enhancement Plan (dBMEP) hereby approved will be implemented in full. Any revision to the dBMEP must be submitted to the local planning authority for approval at the pre-commencement stage. The dBMEP 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 (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 with DMP Policy P6: Protecting Important Habitats and Species, and to ensure biodiversity gains are achieved in accordance with LPDMP Policy P7: Biodiversity in New Developments, and LPSS Policy ID4: Green and Blue Infrastructure.

8. A pre-works survey shall be conducted prior to the felling of trees which were identified in the ecological surveys as supporting potential roost features, due to the highly mobile nature of bats.

Reason: To safeguard protected species in accordance with LPDMP Policy P6 Protecting Important Habitats and Species.

9. Notwithstanding the details shown on the approved drawings and documents, details and samples of materials (including colour and finish) proposed to be used on all external surfaces of the development shall be submitted to and approved in writing by the local planning authority prior to the commencement of above ground works. The development shall be carried out in accordance with the approved materials and thereafter so retained.

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

10. Notwithstanding the details shown on the approved drawings and landscape specification, the development hereby approved shall not be occupied until full details of hard and soft landscape proposals, including a schedule of landscape management and maintenance for a minimum period of five years, have been submitted to and approved in writing by the Local Planning Authority. The proposals shall include details of planting, proposed levels and tree pits. The approved landscape scheme shall be implemented prior to the occupation of the development hereby approved and thereafter so retained.

Reason: To ensure a satisfactory appearance and provide tree planting and biodiversity improvements, in accordance with LPSS Policy D1 and LPDMP Policies P6, P7 and D4.

11. Notwithstanding the details shown on the approved drawings and documents, prior to the commencement of above ground works, a landscape management plan shall be submitted to and approved in writing by the local planning authority detailing the trees to be removed from the woodland belt adjacent to the eastern boundary of the site and proposed replacement and additional tree planting and treatment of the woodland edge. There shall be no net loss of trees and replacement/ new tree planting should be of an appropriate species and size. The tree planting shall be carried out in accordance with the approved details and completed prior to the occupation of the development with all planting to be completed within the next planting season after first occupation. Any trees planted (including any such

replacements) which die within three years from the date of planting shall be replaced in the next planting season with the same species, and of comparable maturity. In the fifth year after completion of the landscape planting, a review of the success of the landscape planting shall be undertaken. A Landscape Review Report, setting out requirements for additional planting or revised management actions shall be submitted and approved in writing by the local planning authority. The requirements set out in the Landscape Review Report shall be carried out in accordance with the details as approved.

Reason: To ensure a satisfactory appearance and provide tree planting and biodiversity improvements, in accordance with LPSS Policy D1 and LPDMP Policies P6, P7 and D4.

12. Details of the brown and blue roofs shall be submitted and approved in writing by the local planning authority prior to the commencement of above ground works. This shall include details of how the roof will provide habitats and features for biodiversity. The approved scheme shall be implemented as approved prior to first occupation of the development and thereafter maintained in accordance with the approved scheme.

Reason: To ensure the proposed brown and blue roofs are provided and maintained in a satisfactory manner and to ensure enhanced biodiversity in accordance with LPDMP Policies P6 and P7 of the Local Plan 2003 (Saved Policies).

13. Prior to the commencement of above ground works on the multi-storey car park, details of the treatment of the boundary with the adjoining Thames Water Sewage Treatment Works shall be submitted to and approved in writing by the Local Planning Authority. Such details shall be implemented as approved prior to first occupation.

Reason: In the interests of the occupiers of both developments and to ensure the satisfactory appearance of the development in accordance with LPLSS Policy D1 and LPDMP Policy D4.

14. Prior to the first occupation of the development, a Lighting Strategy/Management Plan for the development shall be submitted to and approved in writing by the Local Planning Authority. The Lighting Strategy/Management Plan shall provide details of internal and external

lighting and set out how lighting on the site has been designed 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 retained in perpetuity.

Reason: To ensure a satisfactory appearance and to protect amenity and safeguard protected species in accordance with LPDMP Policies D5 and D12.

15.Prior to the first occupation of the development and commencement of use of the multi-storey car park, a car park management plan shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the satisfactory operation of the development and to satisfy the requirements for fleet vehicle, staff and visitor public parking in accordance with the approved details

16.Notwithstanding the details shown on the approved drawings and documents, prior to the commencement of above ground works, details of roof top plant and any other permanent structures which are proposed to be erected on the roof of the approved buildings shall be submitted to and approved in writing by the local planning authority. The development shall be implemented in accordance with the approved details.

Reason: To control the appearance of the buildings and safeguard the appearance of the area in accordance with LPDMP Policy D4 and D5.

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 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.
3. The applicant is advised that prior to the commencement of development, details of the design and maintenance of the surface water drainage scheme shall be submitted to and approved in writing by the planning authority in accordance with Condition 32 of the parent consent (Ref: 20/P/02155). The design must satisfy the SuDS Hierarchy and be compliant with the national

NonStatutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS.

4. The applicant is advised that prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority in accordance with Condition 33 of the parent consent (Ref: 20/P/02155).
This must demonstrate that the surface water drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls), and confirm any defects have been rectified.
5. The applicant is advised that prior to the commencement of development, an Arboricultural Impact Assessment and Arboricultural 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).
6. 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).
7. The applicant is advised that any proposals to repurpose the Depot building including the conversion of areas designated for 'bulk-storage' at first floor, first floor mezzanine and second floor to office space will be subject to the necessary planning consent.
8. As part of the previous Reserved Matters application, the multi-storey car park (MSCP) included provision of public car parking to benefit the wider area - this planning application does not include this. Whilst the County Highway Authority (CHA) cannot justify recommending refusal for the lack of public provision as this revised Reserved Matters application (24/P/00331), were this to be provided within the MCSP, this would be supported by the County Highway Authority. Section 5 of the S106 Agreement for the Weyside Urban Village (WUV) stipulates that, prior to the occupation of the 750th and 1000th dwellings, a Parking Survey shall be undertaken. Should this survey indicate that there be a need for further parking to be provided, the Master

Developer will be required to provide this within the vicinity of the WUV development.

9. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
10. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
11. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2023. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
12. The County Highway Authority recommends that 50% of the proposed parking spaces are provided with a fast-charging Electric Vehicle charging point in accordance with Surrey County Council's LTP4 policy on improving

emissions intensity and energy efficiency of vehicles and operational efficiency of roads through technology improvements.

13. It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a non-domestic building, the premises should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-1 of the code of practice for designing, installing, commissioning, and maintaining fire detection and alarm systems in non-domestic buildings.
14. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
15. 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.

Officer's Report

Site Description

The Weyside Urban Village (WUV) site comprises a circa 30ha site located on the western side of the River Wey and its associated open spaces and lies approximately 2km north from Guildford Town Centre. The site is bounded to the west by existing residential areas around Waterside Road and Old Farm Road primarily developed in the 1960s and 1970s and Weyfield Primary Academy along with the Bellfield Allotments. The Slyfield Industrial Estate is located to the north and north-west of the site, along with open fields adjacent to Clay Lane. Woking Road adjoins the site at its southern end. The River Wey runs along the site's eastern boundary. The area between the site and the river is due to be formally converted into a SANG which will link to the existing SANG to the south.

The existing Guildford Borough Council (GBC) Woking Road Depot is currently located in the southern part of the site adjacent to the Thames Water Sewage Treatment Works (STW). Both facilities are to be relocated to the north-east of the site facilitate the redevelopment of the area. This application relates to the north-eastern part of the site which is identified in the WUV Masterplan for the relocation of the existing GBC Depot.

The site of the new depot is located to the north-east of the Weyside site on an area of existing scrub land, east of the Slyfield Industrial Estate. A newly constructed road provides access to the site from the estate. To the east of the site is an area of green space with the River Wey and the A3 beyond. The site and surrounding area was formerly used for waste landfill by the Council, but has since been covered over and left as unmanaged scrub. The site adjoins the site of the new STW to the north which was granted planning permission in November 2022 (Ref 22/CON/00006) and is currently under construction.

The Slyfield Industrial Estate is accessed via Moorfield Road from the junction with Woking Road. Moorfield Road runs through the centre of the industrial estate. A newly constructed road provides access to the site from the estate. To the east of the site is an area of green space with the River Wey and the A3 beyond.

Proposal

Planning permission for WUV was granted on 30 March 2022 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 for the relocated GBC Depot pursuant to the extant outline consent (Ref: 20/P/02155).

The new Depot will facilitate the relocation of the existing GBC Depot and the GBC Parks and Leisure site from Nightingale Lane and bring together a range of the Council's departments and services onto one consolidated site including: waste services, street scenes, parks, housing repairs and supporting admin teams. The proposed depot building also includes ancillary office space and conferencing facilities for use by GBC staff.

Since the previous RMA was approved in March 2023, the applicant has worked with the end users of the new depot facility to review the brief, operational principles and site constraints and develop a revised set of proposals for the development. An options appraisal was undertaken primarily encompassing the multi storey car park, its associated storage areas and the sprinkler compound. The area to the south of the site including the depot building and refuse vehicle parking area has remained largely as per the previous proposal, with some internal remodelling and changes to the proposed uses.

A revised set of proposals has been developed which responds to the updated operational needs of the depot users and responds more sympathetically to the constraints of the site. The main changes made to the approved scheme may be summarised as follows:

- Reduction in parking numbers and restriction of the use of the MSCP to Depot staff and operational vehicles only;
- Reduction in the footprint and scale of the MSCP and omission of the access ramp from the IER roundabout;
- MSCP building relocated to the north-west corner of the site;
- MSCP positioned away from the site boundary with the aim of reducing the extent of fire rated façade, mechanical ventilation, simplification of the fire escape strategy and improved access for construction and maintenance;
- The storage facilities that were previously housed on the ground floor of the MSCP have been re-provided in standalone structures around a service yard;

- Simplification of the structural proposals to improve the buildability of the scheme. It is no longer proposed to build any major structures over the Burpham Main;
- The sprinkler system and associated compound has been omitted from the scheme;
- Abandoned vehicles will no longer be housed on the depot site.
- The form and footprint of the main depot building has not been altered; however, some internal remodelling has taken place.
- The number of WCs has been rationalised, and overall numbers were reduced in line with HSE guidance;
- Alterations to the ground floor operations, bulk store and housing repair offices;
- The museum store was relocated from the ground floor to the first-floor mezzanine. The former location of the museum store is to be used as bulk store;
- Minor alterations were made to the external fenestration as a result of the internal alterations;
- The rentable conference and office accommodation is no longer provided on the second floor. This area has been replanned as a bulk storage facility.

The new depot facility brings together a range of the Council's departments and services onto one site including; waste services, street scenes, parks, housing repairs and supporting admin teams. The development comprises:

- Depot building - 7038 sqm (including additional ancillary 2409 sqm offices and 463 sqm conference/training facilities)
- Multi-Storey Car Park (including 1849 sqm storage)
- Council MOT Test Centre and sprinkler tank compound
- Associated external areas of hard and soft landscaping, parking and storage.

The facilities to be accommodated in the proposed Depot are summarised in the following table. These comprise uses to be relocated from the existing Woking Road Depot and Nightingale Road together with a multi-storey car park and ancillary office and conference/training facilities for use by GBC.

Table 1: GBC Depot: Existing Facilities to be relocated and new Facilities

	Department/Land Uses
Existing GBC Functions to be relocated from Woking Road Depot and Nightingale Road	<ul style="list-style-type: none"> • Depot Building • Waste Collection (refuse and recycling) • Street cleansing

	<ul style="list-style-type: none"> • Other associated cleansing services • Parks and countryside operations • Public weighbridge • Vehicle maintenance • Public MOT station • Borough Housing Repairs Team • Engineering Services • Business Support • Museum Store/Archive
Additional Facilities	<ul style="list-style-type: none"> • Multi storey car park (MSCP)

A series of bulk stores have been provided within the depot building. The primary ground floor bulk store is accessed from the eastern side of the site. Forklift access is required to this space. There is a lifting area between the ground and first floor bulk stores. Goods can be lifted between the two floors using a forklift. A second bulk store is provided on the ground floor, however it has been agreed that forklift access will not be required to this bulk store.

A separate area has been identified with the mezzanine bulk store which will be segregated for use as a museum store. This area will be caged off from the rest of the bulk store to provide a secure storage area dedicated for the storage of museum items. The arrangement of the existing museum store storage was reviewed in conjunction with the depot users to generate an indicative shelving layout for this space. In addition two smaller rooms have also been provided within this area for the storage of human remains and high value artworks. The high value art work store requires separate environmental controls. Access to the museum store will be via the goods lift.

The site will provide capacity for an increase in the operational fleet compared to the existing Depot to allow for the rationalisation of services and to meet future growth requirements.

The size of the Depot building is the same as approved under the previous RMA consent granted in March 2023. However, changes have been made to the proposed use of the floorspace within the Depot building with the removal of the separate conference facilities, a reduction in office floorspace and an increase in workshop and storage space. The changes to the proposed use of the Depot are summarised in Table 2.

Table 2: Depot Floorspace Comparison (sqm)

Floorspace Type	Consented RMA (22/P/01050)	Current RMA (24/P/00331)	Difference
Offices	2409	2216	-193
Conference Space	463	0	-463
Workshops & Storage	3737	4393	+656
Total	6609 sqm (7039 sqm GEA)	6,609 sqm (7,039 GEA)	0

The facilities provided by the new depot building will include:

- A six bay workshop for large vehicle maintenance;
- Mower workshop;
- Council MOT test centre for class 3 / 4 vehicles which would also be available for use by the public;
- Bulk stores for general council storage;
- Offices, meeting rooms and training rooms;
- Staff facilities such as WCs, changing rooms and staff canteen;
- Plant spaces.

The new multi-storey car park will provide:

- Standard parking bays for depot staff;
- Small, medium and large van parking for the council's fleet of vehicles;
- Motorcycle parking bays;
- Accessible parking bays;
- Electric vehicle parking bays.

The external storage areas will provide:

- Covered storage for loose sand and salt;
- Covered storage for bagged sand and salt;
- Secured covered storage;
- Covered recycling storage; and
- Uncovered secure storage areas.

The multi-storey car park (MSCP) has been designed to be ancillary to the depot site and will provide parking for both council vehicles and staff and visitors, as well as storage space for equipment, salt and sand and abandoned vehicles. Changes to the use of the Depot building are reflected in reduced levels of staff parking (reduced from 225 to 116). The approved scheme also included 79 public parking spaces and provision for the storage of 81 vehicles. However, the applicant advises that there is no longer a requirement for public parking (with the exception of 6 visitor spaces) or vehicle storage and this provision has been excluded in the revised RMA. However, the revised scheme has, been consciously futureproofed with an 'over-provision' of 65 parking spaces in the event that the bulk storage space within the Depot is ever repurposed to additional office space or made available to additional GBC Teams as part of the Council's wider Estates Strategy (subject to the necessary permissions). The overprovision will ensure that the additional parking demand from any future repurposing of the building can be accommodated on site, as opposed to creating any instances of overspill on neighbouring roads. The overprovision is based on the areas currently designated for 'bulk-storage' at first floor, first floor mezzanine and second floor (totalling 1970 sqm) being converted to office space in order to account for maximum parking demand. As a result of the revisions to the scheme, the size of the multi storey car park has been reduced from 441 spaces to 245 spaces (excluding motor bike bays). The changes to parking provision from the consented scheme are summarised in Tables 3 and 4

Table 3: Proposed parking provision (Consented Scheme)

Location	Staff	Public	Fleet (Vans)	Limo	Fleet (HGV)	Vehicle Storage	MOT Centre	Total
MSCP	211	73	75	1	0	81	0	441
Surface Car Parking	14	6	0	0	50		4	74
Total	225	79	75	1	50	81	4	515

Table 4: Proposed parking provision (Revised Scheme)

Location	Staff	Public	Fleet (Vans)	Limo	Fleet (HGV)	MOT Centre	Total
MSCP	181	0	64	1	0	0	245
Surface Car Parking		6	14	0	50	4	68
Total	181 staff (116 Depot staff + 65 spaces for office use (future proofing))	6	78	1	50	4	320

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 substations; utilities and drainage (including Sustainable Drainage Systems).

The submitted RMA seeks consent for the new GBC Depot (shown in bold above).

Granted 30 March 2022

22/CON/00006

Construction and operation of a new sewage treatment works and associated above and below ground infrastructure including new final effluent and storm water outfall and new transfer tunnel.

Granted 10 November 2022

22/P/01050

Reserved matters application pursuant to outline permission 20/P/02155 permitted on 30 March 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 1 March 2023

Consultations

County Highway Authority: No objection subject to conditions. A revised Travel Plan is required to be submitted and a condition is recommended to secure this. As part of the previous Reserved Matters application, the MSCP included provision of public car parking to benefit the wider area - this planning application does not include this.

Whilst the County Highway Authority (CHA) cannot justify recommending refusal for the lack of public provision as part of 24/P/00331, were this to be

provided within the MCSP, this would be supported by the CHA. Section 5 of the S106 Agreement for the Weyside Urban Village (WUV) stipulates that, prior to the occupation of the 750th and 1000th dwellings, a Parking Survey shall be undertaken. Should this survey indicate that there be a need for further parking to be provided, the Master Developer will be required to provide this within the vicinity of the WUV development.

Officer Comment: Discussions have taken place with the applicant regarding the provision of public car parking as this was proposed in the approved RMA as an additional public benefit. However, this is not a requirement of the hybrid consent and the design of the depot and security requirements do not allow for public access to the site compound and multi-storey car park. An informative is proposed to address the County Highway Authority's comments.

National Highways: No objection. Unlike the previously approved reserved matters application, additional office and conference space is not proposed. A very small office area remains in connection with the depot use but the additional office and conference space in the previous application is now proposed to be used for storage only. The TA for the current application therefore no longer includes any of these office or conference trips. The size of the multi-storey car park has been reduced, though it retains 65 spaces more than is needed for the depot, to be used should part of the depot be converted to office use in the future. This is significantly less than the previous reserved matters application, which allocated 109 spaces for the office/conference use. On the basis that office and conference centre use is now no longer proposed, the net increase in trip generation is now smaller than previously agreed under application 22/P/01050 and therefore, satisfied that the proposals would not significantly affect the safety or operation of the SRN and the A3.

Environment Agency: Expect that if the proposed details comply with the planning conditions requested on the outline planning permission, together with any advice provided in our consultation response, that the submitted details would be sufficient for you to determine the application.

SCC Flood Risk Team: Satisfied that the proposed drainage scheme meets requirements. Should planning permission be granted, suitably worded conditions should be applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Network Rail: No objection.

Natural England: No comments. The application is not likely to result in significant impacts on statutory designated nature conservation sites.

Historic England: No objection.

Thames Water: No comments as there are no changes to the proposed Foul/Surface water drainage strategy.

Forestry Commission: Advise that existing trees should be retained wherever possible, and opportunities should be taken to incorporate trees into development. And to consider wider range of benefits that trees, hedgerows and woodlands can provide in delivering biodiversity net gain requirements.

GBC Minerals and Waste Team: No objection subject to i) GBC 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 and ii) GBC 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. 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. Given that the current reserved matters application relates to industrial and commercial buildings, it is considered unlikely that the proposal would prejudice the existing CRC.

SCC Archaeology: No objection. The current Reserved Matters application is within an area of former landfill and an overview of geoarchaeological information produced by Archaeology South East in support of the outline application identifies that the landfill deposits are between six and nine metres in depth and so the proposals in this area will not impact archaeological remains. There are no archaeological concerns regarding this application, but the

applicants should be reminded 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.

LLFA (Surrey CC): Satisfied that the proposed drainage scheme meets requirements and are content with the development proposed. Advise that should planning permission be granted, suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Officer Note: Appropriate conditions are attached to the parent consent to ensure surface water drainage meets non-statutory technical design for SuDS and drainage design does not increase flood risk on or off site. These conditions will ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development for this phase of development and there is no requirement for additional conditions to be applied to the RMA.

Internal consultees

Arboricultural Officer: There is a lack of arboricultural documentation - Arboricultural Impact Assessment (AIA) Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP). These should accord with the requirements of the British Standard BS5837:2012 'Trees in relation to design, demolition and construction' and will need to be provided prior to the commencement of development.

Officer Comment: Details of AIA and AMS required to be submitted and approved prior to commencement of development under parent consent.

Environmental Protection: There will be a requirement to discharge relevant conditions relating to noise mitigation, contaminated land and air quality as part of the main application. Trust that the Travel when implemented will be suitably complied with by the site occupiers and staff. The proposed lighting does not appear to impact on any sensitive receptors.

Head of Parks and Countryside: No comments received:

GBC Independent Specialist Ecology Advisor (Ecological Services): No objection. If consent is granted for this application 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 trees.

GBC Independent Specialist Landscape Advisors (HAD): Further arboricultural information and details of planting required. The submitted information is currently inadequate and requires further information and updates in order to be acceptable. Some elements of information need to be identified more clearly, for example: proposed levels, the loss of existing plantation and suggestions have been provided for additional trees and planting improvements. The tree pit detail for different sized trees should be revisited.

Officer comment: A condition is proposed to require further details to be submitted including a landscape maintenance schedule prior to occupation of the development.

Countryside Access Team: No comment- this stage of the development does not affect any Public Rights of Way.

Non-statutory consultees

Surrey Hills Area of Outstanding Natural Beauty Officer: No Objection or AONB concerns for the setting of the Surrey hills AONB as the development would be sufficiently distant from the AONB.

Parish Council:

Worplesden Parish Council: There appears to be a disparity within the Land Designation and Ownership Map. The Parish Council wishes to request that in accordance with the Biodiversity Act 2021, all planting should be UK native, with no hybrid or double plants to improve the habitat for the benefit of all pollinators and other wildlife. All staff using the new council facility should be encouraged to car share to reduce pollution and to reduce pressure on the local highway network.

Officer Comment: This matter has been satisfactorily addressed by the applicant. The Landscaping proposals include native species, and a Travel Plan will be implemented for the development.

Amenity groups/Residents' Associations

Guildford Society: The revised scheme is welcome particularly the reduction in Bulk apparent for the Multi-Storey Car Park. A concern remains the façade materials. The Depot Building has very pale colouration and there is a concern it could be very visible from various viewpoints over the town. The colouration with some muting of tones on the Car Park would look more acceptable.

Officer Comment: A condition is proposed regarding the approval of materials.

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 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
Policy ID4 Green and blue infrastructure
Site Allocation A24: Slyfield Area Regeneration project, Guildford

Guildford Borough Local Plan: strategy and sites (LPSS) 2019:

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 E1: Meeting employment needs
Policy E2: Locations of new employment floorspace
Policy E3: Maintaining employment capacity and improving employment floorspace
Policy D1 Place shaping
Policy D2 Climate change, sustainable design, construction and energy
Policy D3 Historic environment
Policy ID1 Infrastructure and delivery
ID3 Sustainable transport for new developments
ID4 Green and blue infrastructure
Site Allocation A24: Slyfield Area Regeneration project

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

Policy P6: Protecting Important Habitats and Species
Policy P7: Biodiversity in new developments
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
Policy D15: Climate Change Adaptation
Policy ID7: Community Facilities
Policy ID9: Achieving a Comprehensive Guildford Borough Cycle Network
Policy ID10: Parking Standards

National Planning Policy Framework (NPPF):

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 13: Protecting Green Belt Land

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

Chapter 15. Conserving and enhancing the natural environment

Chapter 16. Conserving and enhancing the historic environment

Surrey Waste Plan 2019-2024

Policy 11A: Strategic Waste Site Allocations

Policy 12: Wastewater Treatment Works

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

Policy NRM6 Thames Basin Heath Special Protection Area

Supplementary planning documents:

Strategic Development Framework SPD (July 2020)

Parking Standards SPD (March 2023)

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

Other guidance:

National Design Guide (NDG) (2019)

Surrey County Council Vehicular and Cycle Parking Guidance 2018

Planning Considerations and Appraisal

Principle of Development

The Guildford Borough Local Plan identifies the site at Slyfield (site 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. Other allocations within the site make provision for waste uses including a new sewage treatment works. 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.

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 Slyfield should be used efficiently.

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. The northern parts of the masterplan incorporate the employment uses and the relocated Depot, which are strongly linked to the existing Slyfield Industrial Estate, which wraps around the north-west boundary of the site. The area proposed under this reserved matters application for the GBC Depot is located north of the employment area as part of the WUV development.

The proposal is therefore considered to be acceptable in principle subject to consideration of the following matters:

- Compliance with Parameter Plans
- Layout & Scale
- Appearance
- Landscaping
- Access, Traffic and Parking
- Minerals and Waste
- Ecology and Biodiversity
- Lighting
- Flooding and Drainage
- Sustainability and Energy
- EIA Conformity

Compliance with Parameter Plans

A set of parameter plans were approved under the outline application which establishes the framework for this Reserved Matters application and for the phased development of the site with regards to the layout, scale, appearance, and landscaping of the proposed development. In June 2023 a Non-Material Amendment (NMA) application was granted consent (23/N/00031) to regularise a suite of amendments to the WUV scheme due to the retention of the Bellfields Allotments. This included approval of a set of amended parameter plans.

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. Variation shall not deviate from the scope of the permission or lead to materially different significant environmental effects to those assessed in the Environment Statement without any fresh consent/assessment required to be secured.

Land Use Parameter Plan

The land use parameter plan identifies the mix of uses in accordance with the policy objective of creating a sustainable new community, as well as those required to support employment and relocation of existing uses within the site in more appropriate locations.

The Land Use Parameter Plan identifies the existing GBC Depot Site for redevelopment and a new site for the relocation of the Depot in the north east part of the site to the east of the Slyfield Industrial Estate. Whilst the proposed GBC Depot accommodates a smaller site than shown on the Land Use Parameter Plan, the proposals are in compliance with the approved Parameter Plan.

Green and Blue Infrastructure Parameter Plan

The Green and Blue Infrastructure Parameter Plan includes provision for landscaped spaces, designed to be used as multi-functional green spaces, incorporating opportunities for both formal and informal recreation, play and social interaction. It indicates where existing trees and hedges would be retained along the eastern and western boundaries, which will be reinforced with additional planting. To the north west of the site, near the Woodlands Road entrance, there is a significant area of existing trees and woodland. To the periphery of the site are isolated, good quality, trees that will help to soften the interface between existing and proposed development.

The parameter plan identifies a band of natural green space along the eastern edge of the site of the proposed GBC Depot (comprising an existing woodland copse). Detailed design for the Depot has determined that there would be a requirement for some limited loss of plantation woodland on the embankment to the east of the RMA Site, as a result of site levelling. Whilst the loss of plantation woodland is more than that assessed in the 2020 Environmental Statement (ES) or 2021 ES Addendum assessments, it is not considered significant in EIA terms, because the Proposed Development still retains the majority of the plantation woodland and the loss of a small proportion of this habitat does not affect the functionality of the woodland as a landscape feature, nor for used by wildlife such as foraging/commuting or roosting bats.

The approved Parameter Plan allows land uses to deviate by +/- 5m within the application boundary subject to on-site constraints and a condition is proposed to ensure replacement of any trees which will be required to be removed. As such, the RMA development proposals are considered to be substantially in accordance with the approved parameter plan as required by Condition 2.

Building Height Parameter Plan

In accordance with the Building Height Parameter Plan, the employment areas and relocated GBC Depot to the north (to which this Reserved Matters application relates) will be of a lower scale of development. The Parameter Plan has been amended to allow for an increase in the maximum ridge height of the new GBC Depot from 16m to 17m (with a maximum roof top protrusion of 18.85m). The development proposals are in accordance with the Heights Parameter Plan.

Table 5: Proposed Heights

Building	Maximum Ridge Height	Maximum Protrusion
MSCP17m	17m	17m
Depot Building	13.82m	17.82m
Storage Buildings	8.25m	8.25m

Access and Movement Parameter Plan

The proposals for WUV include four new vehicular access points into the site, which will provide three multi-model access points for vehicular, cycle and pedestrian access at Woking Road, Bellfields Road and Slyfield Green as well as

one access point that will allow for buses along with access to the employment and Gypsy and Traveller pitches only. In line with Policy A24 (SARP), the site will accommodate the northern section of the Sustainable Movement Corridor (SMC), which in policy terms is a priority cycle corridor. This is shown on the Access and Movement Parameter Plan as a dedicated cycle lane on the eastern (river) side of the local distributor road which travels on a north-south access through the site.

This street will be the primary street through the site from the Moorfields Road access at its northern end to the Woking Road access at its southern end. Secondary streets are also shown with access to Bellfields Road and Slyfield Green to the west. The Access and Movement Parameter Plan also includes key cycle and pedestrian routes through the site, which will link the new community to existing communities to the west and the riverside to the east. In accordance with the Access and Movement Parameter Plan the Depot will be accessed via a dedicated spur of the northern roundabout. The proposals are therefore considered to be in accordance with the approved Access and Movement Parameter Plan.

Demolition Parameter Plan

The Proposed WUV development will include the demolition of the existing GBC Depot on Woking Road. No demolition is required to accommodate the new GBC Depot. The existing Depot will be demolished upon completion of the replacement Depot. The proposed works are considered to be in accordance with the approved Demolition Parameter Plan.

Appraisal of scheme against Parameter Plans

The proposals are considered to be substantially in compliance with the parameters set by the approved outline planning consent.

Design Layout and Scale

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. Policy G11 (The Corridor of the River Wey and the Guildford and Godalming Navigations) of the Local Plan (2003) states that development must protect or improve the special character of the River Wey.

The application states 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. It argues 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 and Access Statement (DAS) 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 proposed site occupies an area of scrub land on the eastern edge of the Slyfield Industrial Estate. The Slyfield Industrial Estate is an established area made up of large industrial and commercial buildings and which is complementary to the function of the new depot facility. Together with the proposed relocation of the SCC waste transfer station to the south and the proposed relocation of the Thames Water development to the north, a ribbon of key infrastructure projects will be created with links to the existing industrial estate. Together these facilities will provide key services to the community and offer a wealth of employment opportunities.

The constrained nature of the site has required a design which is both compact and efficient. This would be in accordance with the principle of sustainable development and the need to make the most efficient use of land. The compact footprint of the two buildings maximises space for the external uses on the site. The layout of the site has been developed to allow for large vehicles to enter, exit and navigate in forward gear.

Depot Building

The proposed depot building is orientated north-south and provides the key frontage to the depot site. The roof line of the depot building is 12.399m and as previously stated, all roof structures including plant, escape stairs and lift cores are within the maximum height of 16m established by the Building Heights Parameter Plan.

The revised proposals include some alterations to the internal arrangements of the main depot building including the change of use of the second floor from rentable conference and office facilities to bulk storage. This has resulted in only minor alterations to the external appearance of the building with fenestration adjusted to suit the internal arrangements. The building massing and heights have remained unchanged. However there has been a small reduction in the number of windows on the northern and eastern façades (which face away from the public frontage).

Multi-storey car park

Concerns were raised regarding the scale of the MSCP in the approved scheme when viewed over the eastern tree line from the direction of the river Wey. Of particular concern was the appearance of the stair core above the tree line. The reduction in the size of the MSCP and the repositioning of it to the western side of the site has reduced the visibility of the proposed structure. The area to the east of the site that the MSCP previously occupied now accommodates the dedicated external storage buildings and associated yard. These buildings are of a significantly reduced scale when compared with the former MSCP and are a more appropriate scale for the massing along the eastern edge of the site.

The new MSCP structure has an improved relationship with the depot building and the other buildings in the Slyfield Industrial Estate. The removal of the ground floor storage areas and the external vehicle ramp create a much more legible form for the building which is simplified and more coherent. The reduction in the size of the MSCP and repositioning it to the western side of the site will greatly reduce the visibility of the proposed structure when viewed over the eastern tree line from the direction of the river Wey. The massing of the MSCP on the western side of the site means it sits in context with the large-scale buildings of the surrounding industrial estate.

The site layout and scale of the proposed development are considered to be acceptable. The design has been developed to meet operational requirements and will enable the rationalisation of Council services on a single site. It represents an efficient use of the site and the design has responded positively to site constraints and conditions.

Appearance

The Depot will form an extension to the Slyfield Industrial Estate and the design of the buildings reflects the industrial character of the area and adjoining buildings. The use of the buildings requires a robust set of materials which require minimal maintenance. The use of the buildings also dictates their size and simple rectangular form and massing.

The Depot will be screened from the north by the existing woodland belt and the structures within the new STW and from the River Wey and adjacent land by the existing woodland belt to the east.

The revised proposals for the multi-storey car park remove the concrete panels and mesh from the palette of materials used on the multi-storey car park and pressed and perforated metal panels have been introduced. The movement of the building away from the site boundary means the amount of solid panelling required has been reduced when compared with the previous scheme. The perforated panels allow the building to be naturally ventilated, improving its environmental performance while still maintaining safety and security. The alternating pattern helps to breakdown the massing of the building, with the pattern offsetting at the ground floor to further breakdown the mass and add visual interest. Colour has been introduced to the stair cores to soften their visual appearance and tie them together with the contemporary palette of colours used across the site. The form and massing of the main depot building remains largely unchanged from the previously approved scheme. A central three-storey element with two lower wings to each side breaks down the overall mass of the building.

The materials palette used on the main depot building also remains largely unchanged. Zinc cladding is used to the three-storey central mass reflecting its use as the main office area. Concrete panels are used on the two lower wings on either side of the central mass reflecting their industrial use. Perforated metal panels have been introduced to the external escape stair reflecting the materials used on the MSCP. The colour palette for the depot building has been developed to help soften the proposals.

The colour of the zinc cladding on the central element has been changed from dark grey to a light blue which we feel contrasts better with the concrete panels and complements the contemporary colour palette used across the site. The blanking panels used in the curtain walling have changed to a light shade of blue

which complements the zinc and helps break up the mass of the building. The revised colour palette also makes the vertical solar fins stand out, again helping to breakdown the mass of the building.

The form and massing of the main depot building remains largely unchanged from the previously approved scheme. A central three-storey element with two lower wings to each side breaks down the overall mass of the building. The materials palette used on the main depot building also remains largely unchanged. Zinc cladding is used to the three-storey central mass reflecting its use as the main office area. Concrete panels are used on the two lower wings on either side of the central mass reflecting their industrial use. Perforated metal panels have been introduced to the external escape stair reflecting the materials used on the MSCP. The colour palette for the depot building has been developed to help soften the proposals. The colour of the zinc cladding on the central element has been changed from dark grey to a light blue which contrasts better with the concrete panels and complements the contemporary colour palette used across the site. The blanking panels used in the curtain walling have changed to a light shade of blue which complements the zinc and helps break up the mass of the building.

It is proposed that the car park is clad in two primary materials - concrete panels on the lower areas and stair cores (the same material as used on the depot building) and a lightweight metal mesh to the upper floors. The use of a heavy material to the lower floors helps ground the building and create a base for the lightweight mesh to float above.

The size of the buildings has been determined by operational requirements and Officers consider the size and massing of the buildings to be acceptable within the framework of the WUV development and outline planning consent. However, Officers are of the view that further consideration could be given to the materiality and colour of the Depot building and MSCP to minimise visual impacts and different cladding designs and colours should be assessed. A condition is therefore proposed to require details of materials and sample cladding panels to be submitted and approved by the local planning authority.

Landscaping

A Landscape Masterplan Specification has been submitted as part of this Reserved Matters Application. The revised proposals and the reduction of the

amount of built form on the site has allowed the project team to reconsider the landscaping proposals for the scheme.

Key landscape improvements include:

- **Trees:** The project team have taken the opportunity of the redesign to introduce additional trees in areas which are of a high amenity value. The number of proposed trees has doubled from five to ten, most of the new trees are located around the main entrance to the site meaning they are highly visible from surrounding public areas and help soften the appearance of the proposals. Three additional trees are also proposed to the south-east corner of the site which helps reinforce the existing tree line to the east of the site.
- **Hedging:** New mixed species native hedgerows are proposed along the western, eastern, and northern site boundaries. Continuous native species hedgerows have a high ecological value, and they create continuous green corridors for the movement of wildlife. Their placement along the site boundaries also generates the maximum amenity benefit, as they help soften the overall appearance of the development, creating green edges and appealing boundary treatments.
- The hedgerow along the western boundary helps to soften the visual appearance of the building from the main road and creates a green frontage for the development's main street frontage. The eastern boundary hedgerow creates a green buffer between the site and the treeline beyond, helping the site to visually merge with the treeline and providing an ecological buffer. The northern hedge row creates a green corridor for wildlife and softens the edge with the adjacent Thames Water facility.
- **Shrub Planting:** New areas of low-level shrub planting are proposed along the frontage of the site around the main entrance. This helps create a visually appealing entrance and softens the frontage of the depot and MSCP buildings, maximising the greenery along the street frontage giving the maximum amenity value.

Officers have worked with the applicant to further develop the Landscape Masterplan Specification to enhance the existing landscape buffer and where possible the external environment within the site. A revised specification has been submitted which shows how the edge of the car park will effectively meld into the trees rather than present as a hard engineered edge and the woodland belt will be supplemented with additional trees where designated viable by the

project ecologist. The eastern edge of the scheme will be bounded by a band of species rich grassland/meadow and amenity grassland. Beyond this proposed border to the east the site gives way to the retained and extant plantation woodland. The eastern boundary has been fixed to minimise the amount of tree removal.

There is limited opportunity for on site tree planting and landscaping because of operational requirements of the depot and the need to keep space clear for vehicle movements. The submitted Landscape Masterplan Specification makes provision for grassland planting and some limited native tree and shrub planting around the entrance to the site including the amenity grassland and the use of species rich meadow mixture / wild flowers to enhance biodiversity value. The existing vegetated highway swale to the west of the depot building is to be retained and a new area of swale grassland created adjacent to the northern boundary of the site. However, the revised proposals and the reduction of the amount of built form has allowed more landscaping to be included at the site entrance, which is positive.

The introduction of shrubs and trees in front of the MSCP building is welcomed and will improve the appearance of the entrance. The addition of the triangular landscape area to the south-east corner of site is also considered as an improvement. The overall area of soft landscaping has increased from the previous RMA approval due principally to the retention of more of the existing woodland belt along the eastern boundary of the site which forms part of a more extensive woodland belt and provides an important screen to the River Wey and adjoining open spaces and eastern existing trees. The seven new trees located around the main entrance to the site are welcomed as they will be visible from the roundabout and will help soften the appearance of the building. The three additional trees proposed to the south-east corner of the site will help reinforce the existing tree line to the east. There is the potential to include additional tree planting in this area with additional tree species, such as Oak and Silver Birch which already exist on site within the tree line to the east. The proposals should be cross-referenced with the Tree Removal Plan and with a view to infilling any gaps where existing trees are lost due to the site levelling works.

Whilst the large majority of the existing mature trees and vegetation along the eastern boundary of the site are to be retained, the Arboricultural Officer has raised concerns about the lack of arboricultural information which has been submitted in support of the application. The development will require the removal of three trees within the site. The Trees which are proposed to be

removed are all Category C (as classified in the approved Site Wide Arboricultural Statement submitted with the Hybrid Application) and comprise a Common Hawthorn (removed under the Thames STW consent); Hawthorn/Elder/Dogwood and Sycamore. In accordance with Condition 23 of the outline consent, a detailed Arboricultural Impact Assessment and an Arboricultural Method Statement will be required to be submitted alongside a Tree Protection Plan prior to the commencement of development.

Replacement trees should be provided where tree loss is likely and opportunities for new tree planting on the eastern edge should be considered. From the site clearance drawings the applicant currently anticipates the need to remove two smaller trees on the western edge of the tree line with the vast majority of the trees remaining as these are located on the existing embankment which will not be affected apart from the new drainage outfall. However, the exact number of trees that will be affected cannot be confirmed until excavation works commence although the applicant has confirmed that the intended philosophy is to leave the tree line as unaffected as practicable with trees added where possible. This will be confirmed on site by a qualified arboriculturist who will determine where any suitable locations are to allow a tree to establish itself. The embankment falls outside of the boundary fence and there are no reprofiling works required to facilitate the development.

A condition is proposed to ensure no net loss of trees within the woodland belt and replacement planting of appropriate species where tree removal is necessary due to ground works.

The landscape proposals have been reviewed by the LPA's independent landscape advisors who recommend that further information and updates are required including proposed levels, tree pit details and the loss of existing plantation and suggestions have been provided for additional trees and planting improvements. The native hedgerow mix with 20% feathered trees is welcomed and appropriate and it is considered that the hedgerows would work well along the boundary to soften the appearance of the fence. However, it is considered that using the ornamental shrub mix as part of the landscape buffer next to existing woodland should be replaced with a species rich grass mix. This would be more in keeping with a woodland edge character and could be beneficial to the BNG calculations for the site. It is also recommended to replace the ornamental planting at the triangular landscape area in the south-eastern corner, with a native shrub mix. Suitable plant species could include Dogwood, Elder, Hawthorn, Hazel, Field rose and Wild privet.

It is understood that the detailed design and establishment/ management of the landscape details will be provided by the Design and Build contractor (yet to be determined), with input from specialist providers of biodiverse roofs and suitably qualified ecologist. This will be subject to a condition.

Access, transport and parking

Background

The site is located in close proximity to the A320 Woking Road which connects to Guildford town centre to the south and Jacobs Well and Woking to the north. The A3 is accessed south of the site from the Woking Road, and east of the site from Clay Lane.

A number of Public Rights of Way (PRoW) and cycle routes are located within close proximity to the site. Footpath 66 connects Slyfield Industrial Estate to the north and continues south through WUV and to the Riverside Park Nature Reserve. There are excellent walking and cycling facilities along the River Wey towpath with Footpath 49 connecting to Guildford town centre. National Cycle Route 223 operates through the Riverside Park Nature Reserve and provides an almost entirely green link to Guildford town centre via London Road station. The 34/35 bus operates a 20-minute service 7 days a week and has bus stops on Woking Road. It provides connections to Guildford town centre and Woking. Additionally, the 33 bus provides an AM and PM service Monday-Saturday between Guildford town centre and Woking, and the 538 provides a daily service on Tuesdays and Fridays between Stoughton, Bellfields and Burpham Sainsbury's. These services can be accessed from the Woking Road bus stops.

Proposed access

The development proposals include a new vehicular access into the site from the roundabout to the west of the site, as well as a new pedestrian access on the western site boundary. The proposals also accommodate cycle parking in accordance with adopted standards, with provision being both secure and sheltered.

A new roundabout provides vehicle and pedestrian access connects the new Depot into the Slyfield Industrial Estate's internal access routes. As detailed in the DAS the site has a complex programme in terms of vehicle access

requirements and the design has sought to create a simple and legible access strategy which clearly divides vehicles into small public/visitor vehicles and large Council vehicles.

The new depot has also been designed to provide a clear access and circulation strategy for pedestrian users. The internal footway network connects to the newly constructed public footpaths of the Internal Estate Road. Controlled access points manage pedestrian access across the site's secure lines. Once inside the site pedestrian access routes are clearly defined. All public access routes lead to the main visitor entrance with pedestrians arriving either from the Internal Estate Road, car park or visitor parking to the front of the depot building. Additional controlled access points limit access to the multi storey car park and the staff only rear service yard.

Parking

There has been a proportionate reduction in the parking number as compared to the approved RMA, aligned with the reduction on overall floorspace, however, the ethos of the parking strategy remains the same.

In order to derive the anticipated staff car parking for the proposed depot facility, a 26% increase has been applied to the cars accessing/egressing the existing GBC Depot and Nightingale Road facilities. Following this, a parking accumulation exercise has been undertaken and is presented in the Transport Assessment. The parking accumulation exercise shows that there is a maximum requirement for a maximum of 116 car parking spaces for the staff of the proposed GBC Depot. As in the approved scheme, the scheme has been consciously futureproofed and an 'over-provision' of 65 staff spaces has been allowed for in the MSCP in the event that the space within the Depot is ever repurposed to additional office space or made available to additional GBC Teams as part of the Council's wider Estates Strategy (subject to the necessary permissions). The overprovision is important to ensure that the additional parking demand from any future repurposing of the building can be accommodate on site, as opposed to creating any instances of overspill on neighbouring roads. The overprovision has been carefully considered and is based on the areas currently designated for 'bulk storage' at first floor, first floor mezzanine and second floor (totalling 1970 sqm) being converted to office space in order to account for maximum parking demand. When they aren't required, the additional parking spaces within the MSCP can readily be managed through the Car Park Management Plan.

A comparison of parking provision in the approved and revised RMAs is provided in the following table.

Table 6: Comparison Parking Numbers- Approved and Revised RMA- approved and revised RMAs

Type	Approved No.	Revised No.	Difference
Staff Cars	211	181	-30
Public Cars	73	0	-73
Cars	284	181	-103
Small Vans	36	23	-13
Medium Vans	33	33	0
Long Wheelbase	6	8	2
Vans (Operational Vehicles)	75	64	-11
Vehicle Storage	81	0	-81
Limousine	1	1	0
Motorcycle bays	16	28	12
Other MSCP	98	29	-69
Total MSCP	457	274	-183
Large Van Parking	14	14	0
Public Surface	6	6	0
Refuse HGV	50	50	0
MOT Bays	4	4	0
Surface	74	74	0
Site Total	531	348	-183

Across all parking modes (including motor bike spaces) 183 fewer vehicle parking spaces are being proposed in the multi-storey car park than in the approved RMA. The parking provision planned for the site is deemed suitable and has been determined through an evidence based assessment and with the level of overprovision proposed, there is no anticipation of under provision on site.

The principal change has been the exclusion of public parking from the multi-storey car park. However, it should be noted that this is not a requirement of the hybrid consent and the approved RMA included public parking as an 'additional' public benefit.

Opportunities for the provision of public parking have been explored with the applicant but it is accepted that whilst this would have provided an additional public benefit, the design of the depot and security requirements do not allow for public access to the site compound and multi-storey car park. The applicant has advised that there is no longer a requirement for public parking to be provided within the Depot site for the following reasons:

- The improvements proposed for Woodlands Road/Slyfield Green adequately re-provide the maximum observed parking demand on these streets.
- The proposed depot provides sufficient parking for the depot employees, including additional spaces for potential office space provision in the future, ensuring no parking overspill from the depot is anticipated.
- With adequate parking facilities and resilience provided on site, the proposed development is not anticipated to generate any additional off-site parking demand.

Whilst the County Highway Authority cannot justify recommending refusal for the lack of public provision as part of the amended RMA, they have made it clear that were this to be provided within the MCSP, this would be supported. Section 5 of the S106 Agreement for the Weyside Urban Village (WUV) stipulates that, prior to the occupation of the 750th and 1000th dwellings, a Parking Survey shall be undertaken. Should this survey indicate that there be a need for further parking to be provided, the Master Developer will be required to provide this within the vicinity of the WUV development.

Further discussions have taken place between the applicant and the County Highway Authority and it has been agreed that an informative will be added to this effect to ensure that the impacts of the WUV development on parking provision on surrounding roads are carefully monitored and where necessary, further provision made in accordance with the requirements of the s106 agreement.

Across all parking modes (including motor bike spaces) 183 fewer spaces are being proposed in the multi-storey car park than in the approved RMA. However, the parking provision planned for the site is deemed suitable and has been determined through an evidence based assessment and with the level of overprovision proposed, there is no anticipation of under provision on site.

Transport Impacts

National, regional and local guidance require that development proposals which have transport implications are supported by Transport Assessments and Travel Plans.

Policy ID3 (Sustainable transport for new development) of the Local Plan states 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. It is considered that the proposed development is in accordance with the requirements of Policy ID3.

As part of the TA an assessment of the impact on the highway network has been carried out using trip generation analysis, and it has been demonstrated that the anticipated trip generation from the proposed development does not result in a material impact on the operation of the local highway network.

The proposed development includes a number of elements that were not previously included in the Outline Application for the WUV scheme. The Transport Assessment submitted in support of the application also considers the impact of a future planning application for a new Waste Transfer Station and Community Recycling Centre.

The additional facilities will result in an increase in vehicular movements to and from the site, as set out in the submitted documents but this will be significantly lower than the previously approved RMA due principally to the change in use of the Depot floorspace.

Sustainable Travel

A Sustainable Movement Corridor will be provided within the WUV site as part of the wider strategic cycling network for Guildford and the proposed enhancements to the bus, pedestrian and cycle networks in the vicinity of the site, as well as on-site provisions, will reduce the need to travel by private car.

The site will be served by a three-metre shared cycle/footway that has already been built on the extended piece of road from Moorfield Road. This will provide a good link from the site for pedestrians and cyclists to the existing facilities on

Moorfield Road and then onto the facilities to be constructed within the WUV development.

A new bus stop, with links to/from it, will be implemented relatively close to the proposal, as part of the wider WUV development. This will be located on Westfield Road, close to the north-eastern junction where Westfield Road meets Moorfield Road. In addition to this, the provision of fast-charge EV charging points and cycle parking within the site will encourage sustainable modes of travel to/from the site and is supported by the NPPF and SCC's LTP4. There are future aspirations for the service fleet to switch to the use of electric vehicles and this has been addressed in the proposals.

The County Highway Authority has recommended that 50% of the proposed parking spaces are provided with fast charged Electric vehicle charging points in line with SCC's Parking Guidance (2023) and SCC's LTP4 policy on improving emissions intensity and energy efficiency of vehicles and operational efficiency of roads through technology improvements in order to encourage sustainable modes of travel to/from the site. These requirements exceed those as defined within Building Regulations. The approved RMA requires *at least* 20% of the available parking spaces are provided with a fast charge socket and a further 20% of the available spaces provided with a passive connection for EV charging. The provision of EV charging points exceeds the minimum requirement in the parent consent. Furthermore, sufficient energy within the grid has been earmarked to allow the provision of 100% EV charging in the future. Whilst acknowledging that the County Highway Authority supports higher levels of provision in line with policy, the approach to the provision of EV charging established under the consented RMA is considered to be acceptable in these circumstances. An informative will be added to reflect the County Highway Authority's advice.

During the design phase, extensive consultation was undertaken with the future GBC Depot operations team regarding their requirements for fleet EV. It was confirmed that at this current time there is no requirement for Day One EV for either the van fleet or the refuse fleet, but the infrastructure should be installed to all fleet spaces to permit a change-over in the future without installing potentially incorrect/obsolete charging infrastructure initially, given the nature and demands of the future EV fleet are not known. Accordingly, the development will provide passive cabled infrastructure to the fleet spaces in the MSCP to permit a future switch over. With respect to the external refuse fleet spaces, the requisite below ground ducting infrastructure will be installed as

part of the development to permit future EV charging, however the cabling infrastructure will not be installed initially given that the mechanism for charging larger vehicles is still in general development – at this time we do not know whether pop up chargers or overhead gantry charging will be preferable. It should also be noted that the development features a large 2MVA substation to provide capacity for all future anticipated charging needs, and the power requirements for said charging have been reserved in perpetuity as part of the development to ensure when the fleet switch over occurs there will be sufficient power available to facilitate.

A Travel Plan has been submitted as part of this planning application. This has been reviewed by SCC's travel plan officer and a condition has been recommended to require an updated travel plan to be submitted prior to the occupation of the development.

Summary of Transport Issues

The Transport Assessment indicates that the proposed development may result in additional traffic on the junction of Moorfield Road and Woking Road. However, the potential impact of the development on the operation of this junction must be considered in the wider context of the WUV development and the benefits this will deliver and will be less than the approved RMA due principally to the removal of the office and conference facilities. In particular, it is noted that a modal shift toward more sustainable modes of transport is expected to be realised through the implementation of both on and off-site measures as part of the wider WUV development. Having assessed the application on safety, capacity and policy grounds, the County Highway Authority has recommended a number of conditions be imposed in any permission granted in order that the development should 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 2023.

The provision of public parking was seen as an additional benefit of the approved RMA and the County Highway Authority's preference would have been for some level of provision to be made in the revised RMA. It is, however, accepted that this is not a requirement of the planning consent or of the Depot development and it would be difficult to accommodate on the site for operational reasons. The County Highway Authority has, however, recommended an informative be added to ensure that the impacts of the WUV

development on parking provision on surrounding roads are carefully monitored and where necessary, additional provision made to ensure any spaces lost as a result of the wider development are re-provided in accordance with the requirements of the s106 agreement.

Minerals and Waste

The Minerals and Waste Team have raised no objection to the proposed development subject to the Council being satisfied that the development includes adequate facilities for waste storage and recycling (these facilities should be maintained for the life of the development) in accordance with Policy 4 of the Surrey Waste Local Plan 2020.

The location and size of the bin store was developed by the applicant's specialist waste team which made recommendations as to the quantum of bins required and then validated this through discussions with the GBC Depot Operations Manager who confirmed the bin provision was sufficient to meet their needs based on the size of the building, split of uses within the building and total proposed occupancy.

Based on a 65% mixed dry recycling, 5% food waste and 30% residual waste split and a twice-weekly collection the store has been sized to provide:

- 11 x 1,100L Euro Bins for Mixed Dry Recyclate;
- 5 x 1,100L Euro Bins for Residual General Waste;
- 4 x 240L Wheeled Bins for Food Waste.

The proposed provision is in accordance with the Council's Climate Change, Sustainable, Construction and Energy SPD and is considered to requirements for storage of waste storage and recycling.

Ecology and Biodiversity

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.

The River Wey is identified as a Biodiversity Opportunity Area (BOA), where improved habitat management and efforts to restore and re-create priority habitats will be more effective in enhancing connectivity to benefit biodiversity. Weyside Urban Village is located within the Thames Basin Heaths National Character Area (NCA) which stretches westwards from Weybridge in Surrey to the countryside around Newbury in Berkshire. Semi-natural habitat in this NCA includes mosaics of wet and dry heathland, woodland and acid grassland.

These habitats (and bird populations of nightjar, Dartford warbler and woodlark supported by them) are of international biodiversity importance; they are protected within the Thursley, Ash, Pirbright and Chobham Special Area of Conservation (SAC) and the Thames Basin Heaths Special Protection Area (SPA). These habitats are also nationally designated as Sites of Special Scientific Interest (SSSI). The closest of these designated areas (Whitmoor Common SSSI) lies c.1.4 km northwest of the Site. Much of Whitmoor Common SSSI is also part of the Thames Basin Heaths SPA. Thursley, Ash, Pirbright & Chobham SAC is located 4.8 km northwest of the Site, along with a further number of constituent SSSIs.

This RMA is supported by a Biodiversity Mitigation and Enhancement Plan (BMEP), in accordance with condition 37 of outline consent 20/P/02155. This document expands on the original Outline Biodiversity Mitigation and Enhancement Plan which was previously approved. Further surveys of the GBC Depot were conducted in 2021, 2022 and 2023 in order to support the BMEP. The further surveys addressed the removal of part of the plantation woodland along the eastern boundary of the site to facilitate the cut/ fill for site levelling. The results indicated that whilst potential roost features were present, no bat roosts were detected. It was also noted that the two mature/ veteran trees within the plantation woodland are to be retained within the development. The tree removal was also not considered to impact upon other protected species which may utilise the woodland habitat.

The results also confirmed a new badger sett which was recorded in April/ May 2023 and badgers continue to be active within the woodland plantation to the east of the site. A sett closure was undertaken in August 2023 under a Natural England licence.

The BMEP addresses measures which are required during both construction and operation phases addressing habitats including the adjacent Slyfield Meadows and Riverside Park Site of Nature Conservation Interest (SNCI), invasive species and protected and notable species in accordance with the mitigation hierarchy.

The application also included an EIA Compliance Note, detailing any changes that have resulted from the detailed design of the GCB Depot. The development will result in the loss of a section of plantation woodland. Although there is a small loss, this will not affect the overall functionality of the woodland used by wildlife, including foraging bats. No new significant impacts from air quality, noise and vibration, and drainage on important ecological features were identified. The BMEP and EIA compliance note however identifies the proposed increase in lighting due to the operational use of the GBC Depot site. Lighting will be required at all times and the detailed lighting plan illustrates the lux levels and light spill predicted. The BMEP described how the lighting impacts have been addressed using the mitigation hierarchy and complying with the Bat Conservation Trust lighting guidance (2023).

Where predicted light spill has been identified this has been reduced through the use of lanterns to 'cut-off' light. This will ensure that there is only a partial light spill into the retained plantation woodland and no light spill above 1lux within the adjacent Slyfield Meadow and Riverside Park SNCI.

Visual impacts on the adjacent SNCI and Suitable Alternative Natural Greenspace (SANG) have also been reduced due to the relocation of the Multi-Storey Car Park (MSCP) to the north-west boundary. This redesign of the site has allowed for an increase in approximately 700sqm of soft landscaping. The Landscape Masterplan illustrates there will be an increase in tree planting, and new hedgerow planting which has been designed to benefit ecology and provide connectivity along the eastern boundary to retained habitats. The Landscape Masterplan includes green roofs, native tree and shrub species, as well as species-rich grassland habitats to be created.

Areas of both brown and blue roof are included within the design and will be located under the photovoltaic panels. The brown roof system incorporates enhanced biodiversity benefits to help offset habitat lost resulting from the new development. Details of the brown and blue roofs will be subject to condition.

The Landscape Masterplan Specification also shows the following additional ecological features to be provided in the GBC depot design:

- 3 No bat boxes are required for each of the two large mature retained trees including 1no 1FD Schwegler Bat Box (or similar location and type of bat box to be determined through detailed design with input from a suitably qualified ecologist).
- A further 3 No bat boxes (Schwegler 1FF, 1FS and 2F, or similar) on nearby trees (to be determined through detailed design alongside confirmation of surface water drainage and lighting requirements, with input from a suitably qualified ecologist).

It is noted that 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 (conditions 32, 38, 43, 60 and 91), including the detailed Demolition and Construction Environmental Management Plan (DCEMP) (condition 43) and Biodiversity Net Gain Plan (condition 38).

The specific requirements for the establishment and ongoing management of landscape provision, including the green (biodiverse) roof will be provided in the Landscape and Ecological Management Plan (LEMP) (required by Condition prior to site commencement). It is anticipated that the LEMP will also provide the requirements for management of retained vegetation to maintain and enhance biodiversity value. Management of created and retained habitats will take into account the recommendations of the Arboricultural Consultant and a suitably qualified ecologist, in addition to the Landscape Architect and any specialist contractors (e.g. biodiverse roof specialists). The scheme detailed design, detailed landscape plans and LEMP will also be required to be finalised to inform the Biodiversity Net Gain Plan and updated Defra Metric Calculations for the GBC Depot, with reference to the habitats lost and provided as shown in those designs and plans. The Biodiversity Net Gain Plan is also a pre-commencement condition required for each phase of the development.

It is anticipated that ongoing monitoring and management of invasive species will be required during the operation phase and that this will be undertaken by Knotweed Services, under instruction of GBC at suitable intervals determined by Knotweed Services. The installed bat and bird boxes will be checked by a suitably experienced ecologist on years 1, 3 and 5 post completion of construction. Should any boxes be damaged, they will be repaired or replaced at this time. If any boxes remain unused following the initial two checks, consideration will be given to their siting and whether they should be repositioned to encourage use by bats or birds. During this check, a review of lighting provision will also be

undertaken to confirm that the lighting provision within the depot continues to adhere to the agreed design.

GBC's Specialist Ecological Advisers 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, it is recommended that conditions should be included relating to the Biodiversity Mitigation and Enhancement Plan and a pre-works survey prior to the felling of any trees. Matters relating to Biodiversity Net Gain are addressed in conditions attached to the parent consent.

Lighting

A suite of lighting plans and diagrams have been submitted alongside this application. Details of lighting will need to be submitted and approved under Condition 84 of the outline consent.

Due to the specific operational requirements of the Depot the Proposed Development will need to be fully lit during operational hours. Specific lanterns have been selected to minimise the environmental impact by using cut-off and efficient luminaries that cause minimal intrusion to surrounding properties whilst still providing sufficient illumination for the operational requirements of the depot. Notwithstanding this, the light contours completed for the Proposed Development show some moderate light spill into the vegetation on the eastern boundary. However, the light spill contours only fall partway into the retained plantation woodland, and the adjacent Slyfield Meadow and Riverside Park SINC remains unaffected by light-spill. Therefore, as described above in relation to losses of the plantation woodland, whilst the light spill is more than that assessed during the 2020 ES and 2021 ES Addendum, it is not considered significant in EIA terms, because the Proposed Development still avoids light spill on some of the plantation woodland and the functionality of the woodland as a landscape feature used by wildlife such as foraging/commuting or roosting bats can be maintained.

The lighting strategy is acceptable in principle but further details will be required to be submitted and approved taking into account of concerns regarding light spill into the woodland and the need to minimise impacts of lighting from the upper floors of the MSCP. An appropriate condition is recommended.

Flooding and Drainage

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.

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.

A Surface Water Drainage Strategy (SWDS) has been submitted alongside this application. The proposed drainage networks and associated attenuation features successfully accommodate storm events up to the 100 year return period plus a 45% allowance for climate change. The hydraulic modelling results have demonstrated that the appropriate volume of attenuation to be provided to achieve no flooding for storm events for return periods up to 1 in 10 years plus 45% climate change factor. Through the implementation of SuDS across the proposed development, all areas of the development can discharge at equivalent greenfield runoff rates for the 1 year, 30 year and 100 year + 45% CC storm events. The surface water drainage strategy respects the Surrey County Council (SCC) SuDS Guide; by discharging surface water to the existing ditch that ultimately discharges to the River Wey. Rainwater Harvesting will be incorporated to provide a sustainable means of supplying water for vehicle washing activities. To offset the loss of habitat as a result of the proposed development, a combination of blue and brown roof systems will be implemented on the Depot roof to support a variety of plants and wildlife. The use of the SuDS Manual Simple Index Approach (SIA) demonstrates that the design approach is appropriate, and that the surface water runoff will be adequately treated prior to discharging offsite. An outline maintenance plan has been prepared which will be further developed at the detailed design stage. All

surface water will be managed on site to ensure no increase in flood risk to the site and third-party land.

The SCC Flood Risk Team is satisfied that the proposed drainage scheme meets requirements and advise that suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

Sustainability and Energy

Energy and Sustainability Statements have been submitted in support of this Reserved Matters Application but details will be approved through the discharge of Conditions 3 and 22 of the parent consent.

The new depot will provide bespoke, state-of-the-art facilities for the departments and services that will be relocated there. It will provide a major upgrade in the quality of the facilities for staff, and the delivery of council services to the local community. The new facilities will also provide benefits in terms of environmental performance and reduced maintenance cost when compared with the existing depot buildings. A reduction in site area and floorspaces when compared to the existing Depot facilities has been realised by designing the new Depot to be far more efficient, consolidating uses and by removing duplicate uses across the sites. As detailed in the submission there will be an expansion of the GBC fleet and an increase in respective shift size, however, the references in the submission documents to an 'expansion' are somewhat of a misnomer as in reality the proposals represent the consolidation of a larger number of disparate buildings and uses onto a smaller more efficient site.

The proposed energy strategy for the Site includes measures, which result in calculated site-wide regulated carbon savings of 31.1 tCO₂/year, against a baseline building using gas-fired boilers, representing an 86% reduction, a major improvement above the GBC Policy D2 20% requirement. This will be achieved through the incorporation of Air Source Heat Pumps and Solar Photovoltaic Panels. This is in accordance with the commitments in the consented WUV Energy Statement.

The proposed development will contribute to sustainable development as follows:

- The electrification of the GBC municipal fleet.
- The installation of low water use fittings, water meters, leak detection and flow control devices to minimise water usage is proposed. The design of the Proposed Development will aim to minimise internal potable water consumption within the building by 25% saving over the baseline building water consumption (as calculated by BRE's water calculator tool) in line with the BREEAM NC 2018 credit Wat 01.
- The Proposed Development will provide internal, dedicated and appropriately labelled and segregated waste management facilities, to enable and encourage future occupants to recycle waste.
- The Proposed Development is implementing mitigation measures help to create a development which has the capacity to adapt to the projected effects of climate change including fabric first approach to the building envelope and biodiverse (green) roof areas;
- Sustainable Drainage Systems (SuDS) will be implemented where practicable and viable to provide source control management, improve water quality, reduce flood risk and provide amenity and biodiversity.
- Rainwater Harvesting will be incorporated into the SWDS to enable a sustainable method of supplying water for vehicle washing.
- Indoor comfort and health and wellbeing will be promoted by providing generous levels of daylight, internal acoustics designed to ensure that the acoustic performance is fit for purpose, and provision of cyclist parking and facilities will encourage physical activity for the building users.
- Within the locality of the Site there is a wide network of footways, providing connections to a wide variety of amenities. Cycle facilities will be provided including 85 cycle spaces. In addition to cycle parking, 150 lockers will also be provided for staff. Changing facilities will be provided and will include WCs and shower cubicles large enough to change in, as well as changing benches. Signposting will be installed to direct cyclists to nearby cycling facilities, including the cycle facilities on Moorfield Road and NCR 223.
- Electric vehicle charging points will be provided for 20% of call parking spaces with passive provision for a further 20%. Sufficient energy within the grid has been earmarked to allow the provision of 100% EV charging in the fullness of time.

- A BREEAM 2018 New Construction assessment is being undertaken for the building, targeting a 'Very Good' rating.
- To offset the loss of habitat as a result of the proposed development, a combination of blue and brown roof systems will be implemented on the Depot roof. A brown roof system has been proposed specifically to enhance the biodiversity benefits.
- The Depot building is being assessed under v3.0 of the BREEAM New Construction (NC) 2018 as a BREEAM Industrial (Fully fitted) project. A score of 'Very Good' is being targeted (60.42%).

A range of measures are also proposed to promote sustainable transport modes. Walking will be strongly encouraged for shorter trips to facilities in the vicinity of the site. 62no. Cycle Spaces will be provided together with 150 lockers and changing facilities for staff. Other measures will include the coordination of Cycle to Work/Bike-to-Work Weeks; invitations to join Guildford Bike User Group (G-BUG), or joining the WUV Bicycle User Group if demand is high enough for its creation; priority spaces for car-sharers and encouragement for the use of Public Transport. A condition is recommended to require the submission and approval of a Sustainable Travel Infrastructure Plan to include: locations of new bus stops within 400 metres walking distance of the site; improvement works on Moorfield Road to provide safe pedestrian facilities and accessible crossing points between the site and the proposed bus stop facilities and provision of secure, covered cycle parking in close proximity to the proposed depot building; appropriate dropped kerbs and or paths for cyclists to access the site from the existing cycleway facilities in the vicinity of the site and a phasing strategy for the delivery of these measures.

EIA Conformity

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 the previous RMA.

The EIA Compliance Note identifies that the Proposed Development is compliant with the parameter plans that forms part of the 2022 Permission (Ref

20/P/02155) but that assumptions made for the purpose of the EIA, based on these parameter plans, have been superseded by the proposed Development designs:

- The 2020 ES and 2021 ES Addendum assumed that the GBC Depot land use identified on the parameter plans would be a like for like replacement of the existing GBC Depot that is currently located to the southwest of the Site. The Proposed Development now additional uses which were not assessed within the 2020 ES and 2021 ES Addendum which has resulted in a change in operational traffic flows. An updated Transport Assessment has been prepared and no new or different likely significant construction, operation and cumulative transport effects have been identified as a result of the changes to those reported in the 2020 ES and 2021 ES Addendum.
- The Proposed Development will result in loss of plantation woodland to the east of the Site as a result of cut/fill for site levelling. Whilst the loss of plantation woodland is more than previously assessed, this not considered significant in EIA terms, because the Proposed Development still retains the majority of the plantation woodland and the loss of a small proportion of this habitat does not affect the functionality of the woodland as a landscape feature, nor for used by wildlife such as foraging/commuting or roosting bats. The loss of plantation woodland to the east of the Site that was previously assumed to be retained has the potential to increase visual intrusion of the proposed development's built form. It is not anticipated that this will change the level of likely significant effects identified previously for view point locations given that this area of the RMA Site is screened by topography and other vegetation in the surrounding area. However, this has the potential to affect future visual receptors within the adjacent Sustainable Alternative Natural Greenspace (SANG), which has resolution to grant and is not yet constructed and was considered within the cumulative assessment of the 2020 ES (Volume 2). Condition 23 of the 2022 permission requires an arboricultural method statement and tree protection plan must be completed prior to development taking place. This will secure the retention of trees where practicable along the eastern tree belt against the detailed construction method for the Proposed Development. In addition, the SANG includes additional planting along its western boundary which would help to mitigate this effect. Furthermore, a condition is recommended to be attached to any approval of this RMA requiring the replacement of any trees which are removed as a result of ground works to ensure no net loss

of trees within this woodland belt. It is therefore concluded that as the Proposed Development will not result in any new or different likely significant effects, there are no changes to the mitigation and monitoring measures in the 2020 ES and 2021 ES addendum that have been secured via condition or obligation as part of the parent consent. Furthermore, a condition is recommended to be attached to any approval of this RMA requiring the replacement of any trees which are removed as a result of ground works to ensure no net loss of trees within this woodland belt.

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 that are not covered in the approved mitigation measures and planning conditions.

Conclusions

This application comprises a new Reserved Matters approval for the first phase of the WUV Development, which will comprise a new GBC Depot with multi-storey car park, MOT Test Centre and sprinkler tank compound alongside associated external areas of hard and soft landscaping, parking and storage. The Depot will form an extension to the Slyfield Industrial Estate which is an established industrial area comprising large industrial and commercial buildings. The proposed use is therefore appropriate to its setting and location. The new depot site replaces and expands the existing GBC depot which is currently located just north of the bridge of Woking Road over the River Wey. The new depot facility brings together a range of the Council's departments and services onto one site including; waste services, street scenes, parks, housing repairs and supporting admin teams.

Together with the proposed relocation of the SCC waste transfer station to the south and the proposed relocation of the Thames Water development to the north, the new depot will act as a vital piece of infrastructure for delivery of basic services to the wider community.

The application is very similar to the RMA for the Depot site which was approved in March 2023. The scheme has been amended to reflect changes in occupier and operational requirements. In summary, the principal updates to the scheme include:

- Reduction in the scale and massing of the multi-story car park creating a building that is more compact and better proportioned and greatly

reducing the visibility of the structure when viewed over the eastern tree line from the direction of the River Wey.

- Reduction in the number of parking spaces, principally due to the exclusion of public parking and vehicle storage from the multi-storey car park and restriction of use to Depot staff and operational vehicles only.
- Relocation of the multi-storey car park to the north-western corner of the site allowing the structure to sit more comfortably in context with the large-scale buildings of the surrounding industrial estate.
- Changes in use and minor internal layout changes in Depot Building. The second floor is now to be used as a bulk store and the conference and rentable offices spaces have been removed from the scheme.
- Reduction in occupancy numbers.
- Simplification of the structural proposals to aid the buildability of the scheme.
- Revised colour palette to help soften the overall appearance of the development.
- Increased soft landscaping with particular focus on placing soft landscaping in areas which provide the maximum benefit in terms of ecology and visual appearance.

The new depot will provide bespoke, state-of-the-art facilities for the departments and services that will be relocated there. It will provide a major upgrade in the quality of the facilities for staff, and the delivery of council services to the local community. The new facilities will also provide benefits in terms of environmental performance and reduced maintenance cost when compared with the existing depot buildings. The revised proposals respond more sympathetically to the constraints of the site and have provided the opportunity for the applicant to address some of the principal concerns that the LPA had regarding the previous proposals, including massing, materials, appearance, and landscaping.

One of the concerns that the LPA and the Guildford Society previously had was the scale of the multi-storey car park when viewed over the eastern tree line from the direction of the River Wey. Of particular concern was the appearance of the stair core above the tree line.

The reduction in the size of the MSCP and repositioning it to the western side of the site will greatly reduce the visibility of the proposed structure. The reduced massing of the multi-storey car park on the western side of the site means it now sits more comfortably in context with the large-scale buildings of the surrounding industrial estate. The area to the North-East of the site that the car

park previously occupied now houses the dedicated external storage buildings and associated yard which are of a more appropriate scale for the massing along the eastern edge of the site.

The Depot has been designed to meet current operational requirements but has been designed to accommodate potential changing accommodation needs in the future. To allow for this possibility, there is an overprovision of parking capacity (65 spaces) in the multi-storey car park to allow for potential changes in use of the bulk storage areas to offices and associated operational requirements over time. Any future changes of use of the Depot building would however be subject to planning approval.

The approved RMA included public parking in the multi-storey car park as an 'additional' public benefit and this is no longer proposed in the revised RMA. Opportunities for the provision of some public parking have been fully explored with the applicant but it is accepted that whilst this would have provided an 'additional' public benefit, it is not a requirement of the Depot development and the design of the depot and security requirements do not allow for public access to the site compound and multi-storey car park. Further discussions have taken place between the applicant and the County Highway Authority and it has been agreed that an informative will be added to ensure that the impacts of the WUV development on parking provision on surrounding roads are carefully monitored and where necessary, alternative provision made elsewhere to ensure any spaces lost as a result of the wider development are re-provided in accordance with the requirements of the s106 agreement.

The development will facilitate the delivery of the WUV and associated public benefits. It will also allow for the consolidation of Council services and the creation of improved facilities for staff and the local community. The development will achieve high standards of sustainability and energy performance. It is considered that concerns raised regarding the visual impact of the development can be minimised by the imposition of conditions relating to materials, landscaping and biodiversity enhancement and that any residual impacts would be outweighed by the significant benefits of the scheme. The County Highway Authority is satisfied with the proposals subject to conditions to ensure the development should 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.

The proposals have been designed to ensure that the development accords with the parameters, principles and objectives approved under the outline consent to deliver the high-quality built environment envisaged by the masterplan and design principles. The changes to the massing, scale and siting of the development will have benefits in terms of its visual impact.

The EIA Conformity Statement submitted as part of this planning application, reviews the scheme in the context of the approved design parameters. Notably, it demonstrates that the proposals result in a scheme that is in accordance with the approved parameter plans and design principles of the outline (ref: 20/P/02155). The submitted DAS also explains the design rationale for the scheme and provides a detailed comparison of the approved and proposed scheme.

For these reasons, and the reasons set out in the body of the report, the changes to the previously approved RMA are considered acceptable and 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).