

JOINT PLANNING COMMITTEE
17 February 2016
UPDATE SHEET

Correspondence received and matters arising following preparation of the agenda

Agenda Item A5
WA/2015/2261
Land West of Sweeters Copse, Loxwood Road, Alfold

Update to report

Page 25 of the Agenda:

Environmental Impact Assessment heading – should refer to the EIA Regulations 2015 (as amended).

Additional information:

Comparison of dwelling density between application site, Clappers Meadow and Chilton Close:

Site and number of dwellings	Site Area (hectares)	Number of dwellings per hectare
Application site – 55 dwellings	2.78	19.7
Chilton Close – 24 dwellings	0.73	32
Clappers Meadow – 47 dwellings	2.32	20

Responses from Consultees

Thames Water:

Additional comments received from Thames Water, in response to the Parish Council's representations and further request from Officers to comment about the adoption of the on-site sewage treatment plant:

The application is proposing to deal with the development's foul water flows by using onsite sewage treatment. While this proposal does not directly affect Thames Water at the moment, should it prove not feasible then the alternative is likely to be a connection to the public sewer for which Thames Water would have serious concerns. Thames Water would consider this to be a material change to the planning application and would need to be re-consulted on the alternative proposals.

The Developer is not obliged to offer the onsite treatment plant for adoption, should they do so, Thames Water would adopt the proposed treatment plant as long as it was built to the appropriate adoptable standard.

The local sewerage system serving Alfold has undergone many investigations due to flooding in the area. The flooding has been the subject of a series of public meetings chaired by the local MP and attended by Thames Water, Southern Water, County Council, District Council, Parish Council, EA and many residents. Stakeholders have been working closely to understand the root cause and find a solution.

The conclusion of these investigations has identified large volumes of inflow into the foul sewer system at times of heavy rain.

To try and resolve this, various items of work have or are being undertaken to resolve the flooding in the village of Alfold. These include:

- sealing sections of foul sewer just north of the Clappers Meadow Sewer Pumping Station,
- provision of a standby generator at the Sewer Pumping Station,
- cleaning gullies by Highway Authority in Horsham Rd to alleviate risk of surface water ponding and inflow into foul sewer system,
- ditch and watercourse clearing,
- County Council and District Council to mitigate surface water flooding into foul sewerage system.

The development is close to a Thames Water pumping station (Clappers Meadow sewage pumping station Sewage Pumping Station (SPS)). The proposed solution under consideration at the moment is that Clappers Meadow SPS is decommissioned and a new SPS and rising main are built pumping the flows from Alfold to Cranleigh Sewage Treatment Works (diverting all flows that currently go the Southern Water catchment). This option, should it go ahead, would help to alleviate the current flooding issues being experienced in the Alfold area.

Officer's comment:

Thames Water has confirmed that the on-site foul water sewage treatment plant could be adopted by them, although there is no requirement for an applicant / developer to do so. Accordingly, a condition, should be permission be granted, would require full details of the on-site sewage treatment plant to be submitted to and approved by the Local Planning Authority. Ongoing management and maintenance would be secured through a completed S106 Legal Agreement.

Whilst the above provides useful background to the works required, the proposed scheme does adequately address the impact upon foul sewage by on-site provision and would not therefore harmfully impact upon the capacity of the existing sewer network.

County Highway Authority:

The Highway Authority is satisfied that the latest application on the above site is acceptable on transport sustainability grounds. The NPPF requires all new development to maximise sustainable transport opportunities and, in this instance, the developer is proposing the following measures:

- Improvements to footways and provision of dropped kerbs and tactile paving at junctions on Loxwood Road between the site and Alfold Crossways.
- Improvements to bus stop infrastructure on Loxwood Road and at Alfold Crossways.
- Improvements to Public Rights of Way in Alfold.
- Implementation of a Travel Plan to give future residents all the information they need to use local services/amenities in Alfold and travel to the surrounding area by non-car modes of transport.

The Highway Authority considers these improvements are fairly and reasonably related in scale and kind to the development, and demonstrates to the satisfaction of the Highway Authority that the opportunities to maximise sustainable transport modes have been taken up, relative to the minimal increase in car, public transport, walking and cycling trips that will be generated by 55 No. dwellings

Additional supporting comments from Applicant

In response to Member comments regarding the foul water run-off calculations identified, which suggests a run off rate 12 litres per minute, these are agreed by the applicant, and it is confirmed that the off-site flow rate (the proposed flow rate) for surface water run-off is 12 litres per second.

In combination, the surface water and treated foul water run-off, would average 0.19 litres per second. These runoff rates are considered to be well within the capacity of the ditch.

The restriction to the surface water is the greenfield QBAR rate, which is the average flow off the site, which is about the peak 1 in 5 year storm event. Anything in excess of this will be stored on-site, and the calculations provided at Appendix F of the Flood Risk Assessment within the Micro Drainage calculation, demonstrate that the proposed attenuation ponds would provide enough capacity to cope with the 1 in 100 year event + 30% climate change. Existing runoff during a peak 1 in 100 year storm would be 45 litres per second. The proposal would therefore provide an improvement on the current situation.

Officer comment:

Members should be aware that the detail submitted to date demonstrates that drainage can be adequately dealt with in principle, however, the final specific calculations and the scale of the attenuation ponds are a detailed and therefore reserved matter.

The Lead Local Flood Authority have also agreed the strategy and the final specific calculations, means of control and design would be secured by Conditions 9 -11 on pages 61 – 62 of your agenda.

Additional representations

1 additional letter of objection has been received, raising objection on the following grounds:

- The proposed dwellings are not within the existing character and layout of the village.
- Housing development such as this is inconsistent with Policy C2.
- Development on greenfield land should not be permitted.
- Access would be situated on a blind corner, posing a real danger to traffic in all directions.
- Density not in keeping with current layout of the village and would cause extra traffic on an already busy road.
- Secondary effect would create unreasonable pressure on parking, in an area where many properties do not have off street parking. This is compounded by Surrey County Council's decision to reduce the bus services through the village. This limits opportunity to travel by public transport.
- Insufficient infrastructure, in terms of the current road network, power and sewage network to accommodate new dwellings.
- Density of development will lead to an unreasonable level of noise and light pollution to surrounding properties, which destroy privacy and be unneighbourly.
- No requirement for housing of this scale in recent housing survey, the required number of new affordable properties was for 2 properties.

Officer comment:

The above points are noted and are fully addressed in the Officer's report.

Additional conditions

6 additional conditions to the 16 recommended in the main agenda are proposed to deliver the S278 highway works / improvements as well as require a strategy for the delivery of high-speed broadband and full details of the foul treatment plant:

17. Condition

Prior to commencement of the development hereby permitted the proposed site access and 30 metres of the new access road, with visibility splays shall first be provided to a standard suitable for construction vehicles, in general accordance with RGP's Drawing No. 2014/2175/007 Rev D and subject to the Highway Authority's technical and safety requirements. The approved access shall be laid out and made available prior to the first occupation of any of the residential dwellings at the site.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

18. Condition

Prior to first occupation of the development hereby permitted, speed reduction measures in the vicinity of the site access shall first be provided in general accordance with RGP's Drawing No. 2014/2175/007 Rev D and subject to the Highway Authority's technical and safety requirements.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

19. Condition

Prior to first occupation of the development hereby permitted, the Alfold Crossways junction safety improvement scheme shall first be constructed in general accordance with RGP's Drawing No. 2014/2175/003 Rev A and subject to the Highway Authority's technical and safety requirements.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

20. Condition

Prior to first occupation of the development hereby permitted, accessibility improvements on Loxwood Road, comprising dropped kerbs and tactile paving, between the proposed site access and the Alfold Crossways junction shall first be provided and thereafter maintained.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

21. Condition

Prior to first occupation, a strategy for the provision of the highest available headline speed of broadband provision to future occupants of the site shall first be submitted to and approved in writing by the Local Planning Authority. The strategy shall take into account the timetable for the delivery of "superfast broadband" (defined as having a headline access speed of 24Mb or more) in the vicinity of the site (to the extent that such information is available). The strategy shall seek to ensure that upon occupation of a dwelling, the provision of the highest available headline speed of broadband service to that dwelling from a site-wide network is in place and provided as part of the initial highway works and in the construction of frontage thresholds to

dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

Reason: To ensure suitable provision for all potential occupiers in accordance with paragraph 42 of the NPPF.

22. Condition

The development shall not commence until full details of the proposed foul water drainage scheme have first been submitted to and approved in writing by the Local Planning Authority. (Including details of its routing and design).

No building shall thereafter be occupied until the approved foul water drainage scheme has first been carried out and operational in accordance with the approved details.

Reason: To ensure that the proposed development is satisfactorily drained and in the interest in amenity in accordance with Section 10 of the NPPF and Policies D1 and D4 of the Waverley Borough Council Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

Revised Recommendation

Recommendation A:

That permission be GRANTED, subject to Conditions 1 – 16 within the agenda, informatives 1-14 **plus additional Conditions 17 - 22 listed within the Committee update sheet** and completion of a S106 Legal Agreement to secure the provision of affordable housing, management and maintenance of the SuDS, on-site foul water package treatment plant and public open space, and infrastructure improvements to the highway network and education provision within 2 months of the date of this resolution to grant permission.

Recommendation B:

That in the event that the requirements of recommendation A are not met, permission be refused for the following reasons:

1. Reason

The applicant has failed to enter into an appropriate legal agreement to secure a programme of highway improvement works to mitigate the impact of traffic generated by the development. As such the proposal would fail to effectively limit the impacts of the development on existing infrastructure. The application therefore fails to meet the transport requirements of the National Planning Policy Framework 2012 and Policies M2 and M14 of the Waverley Borough Local Plan 2002.

2. Reason

The applicant has failed to enter into an appropriate legal agreement to secure contributions towards education and the ongoing management and maintenance of SuDS and on-site Foul Water Package Treatment Plant and public open spaces. The

proposal therefore conflicts with Policies D13 and D14 of the Waverley Borough Local Plan 2002 and paragraphs 7 and 17 of the NPPF.

3. Reason:

The applicant has failed to enter into an appropriate legal agreement to secure the provision of affordable housing within the meaning of the NPPF, appropriate to meet Waverley Borough Council's housing need. The proposal would therefore fail to create a sustainable, inclusive and mixed community, contrary to the requirements of paragraph 50 of the NPPF.

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