

To: All Members and Substitute Members of
the Joint Planning Committee
(Other Members for Information)

When calling please ask for:
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Policy and Governance

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Calls may be recorded for training or monitoring

Date: 17 July 2017

Membership of the Joint Planning Committee

Cllr Peter Isherwood (Chairman)	Cllr Nicholas Holder
Cllr Carole Cockburn (Vice Chairman)	Cllr David Hunter
Cllr Brian Adams	Cllr Jerry Hyman
Cllr Mike Band	Cllr Anna James
Cllr Maurice Byham	Cllr Denis Leigh
Cllr Kevin Deanus	Cllr Stephen Mulliner
Cllr David Else	Cllr Nabeel Nasir
Cllr Mary Forsyszewski	Cllr Stewart Stennett
Cllr Pat Frost	Cllr Chris Storey
Cllr Michael Goodridge	Cllr John Ward
Cllr John Gray	Cllr Nick Williams
Cllr Stephen Hill	

Substitutes

Appropriate Substitutes will be arranged prior to the meeting

Dear Councillor

A meeting of the JOINT PLANNING COMMITTEE will be held as follows:

DATE: WEDNESDAY, 26 JULY 2017

TIME: 6.30 PM

PLACE: COUNCIL CHAMBER, COUNCIL OFFICES, THE BURYS,
GODALMING

The Agenda for the Meeting is set out below.

Yours sincerely

ROBIN TAYLOR
Head of Policy and Governance

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(www.waverley.gov.uk/committees), where you can also subscribe to



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NOTES FOR MEMBERS

Members are reminded that contact officers are shown at the end of each report and members are welcome to raise questions etc in advance of the meeting with the appropriate officer.

AGENDA

1. **MINUTES**

To confirm the Minutes of the Meeting held on 28 June and 10 July 2017 (to be laid on the table half an hour before the meeting).

2. **APOLOGIES FOR ABSENCE AND DECLARATIONS OF SUBSTITUTES**

To receive apologies for absence.

Where a Member of the Committee is unable to attend a meeting, a substitute Member from the same Area Planning Committee may attend, speak and vote in their place for that meeting.

3. **DECLARATIONS OF INTERESTS**

To receive from Members declarations of interests in relation to any items included on the Agenda for this meeting in accordance with the Waverley Code of Local Government Conduct.

4. **QUESTIONS BY MEMBERS OF THE PUBLIC**

The Chairman to respond to any questions received from members of the public of which notice has been given in accordance with Procedure Rule 10.

5. **APPLICATION FOR PLANNING PERMISSION - WA/2015/2283 - LAND ON WEST SIDE OF GREEN LANE, BADSHOT LEA (Pages 5 - 94)**

Proposal

Outline application with all matters reserved except for access for the erection

of up to 105 dwellings including 32 affordable together with associated works (as amended by Design and Access Statement received 09/11/2016, amended drainage information and FRA received 28/04/2017 and amended plans and additional information received 07/07/2017)

Recommendation

RECOMMENDATION A That, subject to the applicant entering into appropriate legal agreement within 6 months of the date of the committee resolution to grant planning permission to secure the provision of: 30% on site affordable housing; contributions towards education infrastructure, SuDS management/maintenance, play space provision and maintenance, open space management/maintenance, contributions towards off-site play pitch improvements, off-site highways and public footpath improvements and travel plan, and subject to conditions 1-18 and informatives 1-30, permission be GRANTED

RECOMMENDATION B That, in the event that an appropriate legal agreement is not completed within 6 months of the date of the resolution to grant planning permission, permission be REFUSED for reasons 1-4 in the agenda report.

6. APPLICATION FOR PLANNING PERMISSION - WA/2017/0738 - LITTLE MEADOW, ALFOLD ROAD, CRANLEIGH (Pages 95 - 150)

Proposal

Erection of 75 dwellings to include 27 affordable dwellings and associated parking, landscaping and open space, (details pursuant to outline permission granted under WA/2015/0478, together with the discharge of certain conditions imposed on this consent), the outline application was accompanied by an Environmental Statement; a statement of conformity to the original Environmental Statement has been provided with this application

Recommendation

RECOMMENDATION A That, subject to conditions permission be GRANTED for the reserved matters

RECOMMENDATION B That, details pursuant to conditions 10, 11, 12, 23, 24 and 37 be AGREED

7. EXCLUSION OF PRESS AND PUBLIC

To consider the following recommendation on the motion of the Chairman (if necessary):-

Recommendation

That pursuant to Procedure Rule 20, and in accordance with Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting during consideration of the following item on the grounds that it is likely, in view of the nature of the business transacted or the nature of the proceedings, that if members of the public were present during the item, there would be disclosure to them of exempt information (as defined by Section 100I of the Act) of the description specified at the meeting in the revised Part 1 of Schedule 12A to the Local Government Act 1972.

8. LEGAL ADVICE

To consider any legal advice relating to any application in the agenda.

**For further information or assistance, please telephone
Ema Dearsley, Democratic Services Officer, on 01483 523224 or by
email at ema.dearsley@waverley.gov.uk**

Agenda Item 5.

A1 WA/2015/2283
Lamron Developments Management Ltd
30/11/2015

Outline application with all matters reserved except for access for the erection of up to 105 dwellings including 32 affordable together with associated works at land on west side Of Green Lane, Badshot Lea (as amended by Design and Access Statement received 09/11/2016, amended drainage information and FRA received 28/04/2017 and amended plans and additional information received 07/07/2017)

Committee: Joint Planning
Date: 26/07/17
Public Notice: Was Public Notice required and posted: Yes
Grid Reference: E: 485710 N: 148770

Town: Farnham
Ward: Farnham Weybourne and Badshot Lea
Case Officer: Flo Taylor
Expiry Date: 29/02/2016
Time Extended Date: 03/07/2017
Neighbour Notification Expiry Date: 08/01/2016
Neighbour Notification
Amended/Additional Expiry Date: 02/06/2016

RECOMMENDATION A

That, subject to the applicant entering into appropriate legal agreement within 6 months of the date of the committee resolution to grant planning permission to secure the provision of: 30% on site affordable housing; contributions towards education infrastructure, SuDS management/maintenance, play space provision and maintenance, open space management/maintenance, contributions towards off-site play pitch improvements, off-site highways and public footpath improvements and travel plan, and subject to conditions and informatives, permission be GRANTED

RECOMMENDATION B

That, in the event that an appropriate legal agreement is not completed within 6 months of the date of the resolution to grant planning permission, permission be REFUSED

Introduction

The application has been brought before the Joint Planning Committee because the proposal does not fall within the Council's Scheme of Delegation.

The planning application seeks outline permission for the development proposal with all matters reserved except access.

Access covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site.

All other matters are to be reserved for future consideration. An application for outline planning permission is used to establish whether, in principle, the development would be acceptable. This type of planning application seeks a determination from the Council as to the acceptability of the principle of the proposed development. If outline planning permission is granted any details reserved for future consideration would be the subject of future reserved matters application(s).

Reserved matters include:

Appearance	aspects of a building or place which affect the way it looks, including the exterior of the development.
Layout	includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings and spaces outside the development.
Scale	includes information on the size of the development, including the height, width and length of each proposed building
Landscaping	the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen.

If outline planning permission is granted, a reserved matters application must be made within three years of the grant of permission (or a lesser period, if

specified by a condition on the original outline approval). The details of the reserved matters application must accord with the outline planning permission, including any planning conditions attached to the permission.

Location Plan



Aerial Plan



Site Description

The site measures 3.29 hectares and is located to the south of Lower Weybourne Lane and to the west of Green Lane. The site comprises an agricultural field which has a very gentle slope down from north to south with the highest point to the north-west of the site. There is a public footpath (Footpath 103 Farnham) that runs east-west beyond the southern boundary of the site that links Green Lane to Weybourne Road.

The site is bounded on its northern and western sides by existing residential development in Lower Weybourne Lane and Wentworth Close. Its eastern boundary is formed by vegetation along Green Lane, beyond which is an electricity depot and sub-station, which also takes its access from Green Lane.

The south of the site is bounded by an agricultural field and a recreation ground to the far south west. To the far south-east are various buildings comprising Green Lane Farm, while further south are the David Lloyd Sports Centre and Farnham Rugby Club, in Monkton Lane.

Proposal

Outline planning permission is sought for the erection of up to 105 dwellings, which would include 32 affordable units, together with associated highways works and access, children's play areas and SuDS attenuation measures.

A new vehicular access would be provided at the north east corner of the site from Green Lane. Green Lane is a narrow lane and the proposal would include the widening of the northern section of Green Lane and the creation of an access onto the site. The new access would be specifically designed to prevent vehicles exiting the site in a southerly direction along Green Lane or accessing the site from the south. The junction of Green Lane and Lower Weybourne Lane would be improved to accommodate the additional traffic generated by the residential development.

The application proposes the following mix of housing:

Bedroom Numbers	Market Housing	Affordable Housing
1 Bedroom	10	13
2 Bedroom	22	9
3 Bedroom	26	10
4 Bedroom	15	0
Total	73	32

The indicative plans shows that the proposed units may predominantly be two storeys in height with the exception of proposed blocks of flats in the south-eastern corner of the site and town houses to the north of the centre of the site which may be 2 ½ storey.

The proposal would include the provision of both a Local Area of Play (LAP) and a Locally Equipped Area of Play (LEAP). The indicative plan indicates that these could be in the south east corner of the site.

The proposal includes details of a Sustainable Drainage System (SuDS) that would enable surface water to be captured within a site drainage network and attenuation measures provided, which would include swales and an attenuation basin. It is noted that part of the SuDS is located outside of the application site in the area to the south of the site which is also in the applicants ownership. The final details will therefore require a separate planning permission.

The details submitted in support of the application indicate that 211 parking spaces could be proposed on this site through private garages, parking

spaces within proposed plots and shared car parks. The precise amount and mix of parking would be subject to outstanding reserved matters, should planning permission be granted.

Indicative Plan



Heads of Terms

Highways:

Section 278 Legal Agreement:

- Prior to first occupation of the development, the applicant shall construct the proposed modified vehicle and pedestrian access between the site and Lower Weybourne Lane, including works to prevent direct through vehicular access to/from the proposed development along Green Lane to Badshot Lea Road to the South, in general accordance with Drawing No. 4717.001, and subject to the Highway Authority's technical and safety requirements.
- Prior to first occupation of the development, the applicant shall construct a shared pedestrian/cycling facility on Green Lane, between its junctions with Lower Weybourne Lane and Crown Lane, in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.
- Prior to first occupation of the development, the applicant shall provide dropped kerbs with tactile paving at the junction of Lower Weybourne Lane with Wentworth Close in accordance with a scheme to be submitted to and approved in writing by the Highway Authority

Section 106 Legal Agreement:

- Prior to commencement of the development, to pay to the county council a sum of £4,600 in respect of the future auditing and monitoring of the Travel Plan. The payment of such sum to be index linked from the payment date to the date of any resolution to grant planning consent.
- On occupation of each residential unit, the developer shall offer to each household a voucher for the purchase of a bicycle (up to a maximum value of £200) or a bus pass (up to a maximum value of £200) and thereafter the developer shall monitor and report to the Highway Authority the uptake of the vouchers by each household, all in accordance with a scheme to be submitted to and agreed in writing by the Highway Authority.
- Prior to the occupation of the 35th dwelling, the applicant shall pay an index linked sum of £100,000 to provide pedestrian crossing facilities, environmental enhancements and capacity improvements at the junction of St. Georges Road with Badshot Lea Road.
- Prior to the occupation of the 50th dwelling, the applicant shall pay an index linked sum of £30,000 for improvements to public footpath No. 103 between Weybourne Road and Green Lane.

- Prior to the occupation of the 50th dwelling, the applicant shall pay an index linked sum of £30,000 towards the Blackwater Valley cycle scheme between Aldershot and Farnham Town Centres and Rail Stations.
- Prior to the occupation of the 50th dwelling the applicant shall pay an index linked sum of £20,000 for provision of Real Time Passenger Information (RTPI) at the nearest bus stops to the site on Weybourne Road. The contribution will also be used towards equipping the buses on these routes with RTPI, and with marketing the bus network in the area.

Affordable Housing and Market Housing Mix:

- Provision of 30% affordable homes to be provided in the following mix:

1 Bedroom	2 Bedroom	3 Bedroom	4 bedroom
13	9	10	0

- Tenure mix: 70% rented and 30% intermediate housing

Education:

- £70,670 for early years provision to be applied to a project at Tootsies in Monkton Lane to replace existing demountable buildings with a permanent structure. This would allow the setting to provide an additional 20 pre-school places as well as safeguard its existing 100 places.
- £290,896 for primary provision for a project at William Cobbett Junior School to provide a staff room extension to enable the school to increase its capacity.
- £302, 828 for Secondary provision to be applied to a project at Farnham Heath End School to provide an additional classroom which will increase the capacity of the school and enable more children to attend.

Play Provision:

- Sport Pitches - £64,312.50 towards the support and improvement of playing pitch and changing facilities at Weyburn Recreation Ground

SuDS:

- Future ownership, management, maintenance and financial responsibility

SANG Contribution:

- £300,173 in line with the Waverley Borough Council Thames Basin Heaths Special Protection Area Avoidance Strategy (December 2016).

Open Space:

- Future ownership, management, maintenance and financial responsibility for on site open space, including the LAP and LEAP

Details of Community Involvement

The applicant has provided a Statement of Community Consultation which sets out details of the public and stakeholder consultation which took place prior to the submission of the application.

A public exhibition was held at The Church Rooms, St Georges Church, Badshot Lea Road, Badshot Lea on the afternoon/evening of Tuesday 18 March 2014. Notification of the arrangements for the exhibition was carried out by means of public notices and publicity was organised by Badshot Lea Parish Council via their website and by word-of-mouth. The exhibition was well attended throughout the afternoon/evening by around 100-120 people.

The applicant has indicated that all items of feedback received as a result of this public exhibition were recorded and considered prior to the submission of the application.

Relevant Planning History

WA/1975/1641	Residential development for 100 houses (Outline)	Unknown
WA/1975/0694	Proposed residential development approximately 10 dwellings, acre	Refused 16/07/1975
FAR52/56	Residential Development	Refused 14/04/1956
FAR420A/68	132kv overhead line	Full Permission 08/08/1969
FAR420/68	Overhead Line	Full Permission 05/12/1968
FAR271/59	HV O/H extension	28/10/1959

Planning Policy Constraints

Countryside beyond the Green Belt – outside of any settlement area
Farnham/Aldershot Strategic Gap (southern section only)
Thames Basin Heath 5km Buffer Zone
Minerals Safeguarding Area
Compensation Order
Electricity Supply Line
Gas Pipe Line

Development Plan Policies and Proposals

Saved Policies of the Waverley Borough Local Plan 2002:

Policy C2	Development in the Countryside
Policy C4	Farnham/Aldershot Strategic Gap
Policy D1	Environmental Implications of Development
Policy D4	Design and Layout
Policy D5	Nature Conservation
Policy D7	Trees, Hedgerows and Development
Policy D8	Crime Prevention
Policy D9	Accessibility
Policy D13	Essential Infrastructure
Policy D14	Planning Benefits
Policy H4	Density and Size of Dwellings
Policy H6	Subsidised Affordable Housing in the Green Belt and Countryside Beyond the Green Belt
Policy H10	Amenity and Play Space
Policy HE15	Unidentified Archaeological Sites
Policy M1	The Location of Development
Policy M2	The Movement Implications of Development
Policy M4	Provision for Pedestrians
Policy M5	Provision for Cyclists
Policy M14	Car Parking Standards
Policy RD9	Agricultural Land
Policy LT11	Walking, Cycling and Horseriding

Draft Local Plan Part 1 Policies:

Policy RE1	Countryside beyond the Green Belt
Policy RE3	Landscape Character
Policy TD1	Townscape and Design
Policy NE1	Biodiversity and Geological Conservation
Policy NE3	Thames Basin Heaths Special Protection Area
Policy SP1	Presumption in Favour of Sustainable Development
Policy SP2	Spatial Strategy

Policy ICS1	Infrastructure and Community Facilities
Policy AHN1	Affordable Housing on Development Sites
Policy AHN3	Housing Types and Size
Policy LRC1	Leisure, Recreation and Cultural Facilities
Policy ALH1	The Amount and Location of Housing
Policy ST1	Sustainable Transport
Policy CC1	Climate Change
Policy CC2	Sustainable Construction
Policy CC4	Flood Risk Management
Policy SS2	Land West of Green Lane, Farnham LAAID: 438

Policies of the Surrey Waste Plan Policy 2008:

CW1	Waste minimisation
DC1	Safeguarding Sites

Saved Policy NRM6 of the South East Plan 2009.

The South East Plan 2009 was the Regional Spatial Strategy (RSS) for the South East region, the Plan was revoked on March 2013 except for Policy NRM6: Thames Basin Heaths Special Protection Area. This Policy remains in force.

Farnham Neighbourhood Plan (May 2017) Policies:

FNP1	Design of New Development and Conservation
FNP12	Thames Basin Heaths Special Protection Area (SPA)
FNP13	Protect and Enhance Biodiversity
FNP14b	Housing Site Allocations (Land west of Green Lane, Badshot Lea)
FNP27	Public Open Space
FNP30	Transport Impact of Development
FNP31	Water and Sewerage Infrastructure Capacity
FNP32	Securing Infrastructure

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications for planning permission to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The adopted Local Plan (2002) and the South East Plan 2009 (solely in relation to policy NRM6) therefore remain the starting point for the assessment of this proposal.

The National Planning Policy Framework (NPPF) is a material consideration in the determination of this case. In line with paragraph 215 due weight may only be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The report will identify the appropriate weight to be given to the Waverley Borough Local Plan 2002.

The Council is currently in the process of replacing the adopted 2002 Local Plan with a new two part document. On the 21st December 2016 the Council submitted the draft Local Plan Part 1: Strategic Policies and Sites, for Examination. The Examination Hearings took place between 27th June and 6th July 2017. The Inspector has indicated that modifications will need to be made to the Plan and invited the Council to submit a list of these proposed modifications. These modifications will be subject to public consultation. All representations on the proposed modifications will be taken into account by the Inspector before he issues his written report. It is considered that substantial weight can now be given to the policies where no modifications are proposed and significant weight can be given to those policies where modifications are proposed.

The Farnham Neighbourhood Plan 2013-2031 was submitted to Waverley in July 2016. A referendum was held in May 2017 and the majority who voted were in favour of the draft plan. As such, Waverley Borough Council must 'make' (adopt) the plan within 8 weeks of the referendum (29/06/2017) unless there are unresolved legal challenges. The Plan therefore represents a material consideration to which substantial weight can be given in considering the planning balance when determining applications or appeals.

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance (2014)
- Land Availability Assessment (2016)
- West Surrey Strategic Housing Market Assessment (2015)
- Infrastructure Delivery Plan (2012)
- Statement of Community Involvement (2014 Revision)
- Strategic Flood Risk Assessment (2015/2016)
- Viability Assessment (2016)
- Cycling Plan SPD (April 2005)
- Council's Parking Guidelines (2013)
- Density and Size of Dwellings SPG (2003)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Surrey Design Guide (2002)

Consultations and Town Council Comments

County Highway Authority	<p>Recommends an appropriate agreement should be secured before the grant of permission to provide:</p> <p><u>Financial Payments:</u></p> <p>A. Prior to commencement of the development to pay to the county council a sum of £4,600 in respect of the future auditing and monitoring of the Travel plan.</p> <p>B. On occupation of each residential unit, the developer shall offer to each household a voucher for the purchase of a bicycle (up to a maximum value of £200) or a bus pass (up to a maximum value of £200) and thereafter the developer shall monitor and report to the Highway Authority the uptake of the vouchers by each household, all in accordance with a scheme to be submitted to and agreed in writing by the Highway Authority.</p> <p>C. Prior to the occupation of the 35th dwelling the applicant shall pay an index linked sum of £100,000 to provide pedestrian crossing facilities, environmental enhancements and capacity improvements at the junction of St. Georges Road with Badshot Lea Road.</p> <p>D. Prior to the occupation of the 50th dwelling the applicant shall pay an index linked sum of £30,000 for improvements to public footpath No. 103 between Weybourne Road and Green Lane.</p> <p>E. Prior to the occupation of the 50th dwelling the applicant shall pay an index linked sum of £30,000 towards the Blackwater Valley cycle scheme between Aldershot and Farnham Town Centres and Rail Stations.</p> <p>F. Prior to the occupation of the 50th dwelling the applicant shall pay an index linked sum of £20,000 for provision of Real Time Passenger Information (RTPI) at the nearest bus stops to the site on Weybourne Road. The contribution will also be used towards equipping the buses on these routes with RTPI, and with marketing the bus network in the area.</p> <p><u>Section 278 Highway Works:</u></p> <p>A. Prior to first occupation of the development the applicant shall construct the proposed modified vehicle and pedestrian access between the site and Lower Weybourne Lane, including works to prevent direct</p>
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	<p>through vehicular access to/from the proposed development along Green Lane to Badshot Lea Road to the South, in general accordance with Drawing No. 4717.001, and subject to the Highway Authority's technical and safety requirements.</p> <p>B. Prior to first occupation of the development the applicant shall construct a shared pedestrian/cycling facility on Green Lane, between its junctions with Lower Weybourne Lane and Crown Lane, in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.</p> <p>C. Prior to first occupation of the development the applicant shall provide dropped kerbs with tactile paving at the junction of Lower Weybourne Lane with Wentworth Close in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.</p> <p>Recommends conditions and informatives.</p>
Farnham Town Council	<p>Objects. Whilst the Farnham Neighbourhood Plan proposes the development of this site, the Town Council strongly objects to the density being proposed. The density is completely out of character in this area and would urge the application to review the Farnham Neighbourhood Plan in order to achieve a suitable and sustainable development on the site.</p>
Council's Environmental Health Service – Environmental Protection	<p>No concerns in principle. Recommends condition in respect of agreement of Construction Environmental Management Plan.</p>
Thames Water	<p>Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Recommends 'Grampian Style' condition imposed and informatives.</p> <p>Infrastructure capacity problems are known or suspected, the developer will be required to finance an impact study.</p>
Environment Agency	<p>Records show the site lies within Flood Zone 1, therefore have no objections to the proposed development. The LLFA should be consulted on surface water flooding and drainage ditches located on the proposed site.</p>
Council's Waste	<p>The entrance to, and roads within, the development will</p>

and Recycling Co-ordinator	<p>need to be capable of allowing access for a collection vehicle 2530mm wide and 9840mm overall length, with a maximum gross weight of 26 tonnes. Suitable turning provision to be included.</p> <p>The specifications in respect of refuse storage cannot be commented on at this stage and further consultation should be made when the reserved matters are finalised.</p>
RSPB	<p>Applicant proposes to contribute to an off-site strategic SANG, and contribute to the Strategic Access Management and Monitoring (SAMM) project. RSPB considers that this is an acceptable approach provided that the Council's strategic SANGs have the necessary capacity.</p>
County Archaeologist	<p>Desk based archaeological assessment submitted suggests that further archaeological works are required in order to properly assess the nature and extent of any archaeology that may be present.</p> <p>Agree with this conclusion and recommend that in the first instance this should comprise an evaluation trial trenching exercise, which will aim to establish rapidly what Archaeological Assets are and may be present. The results of the evaluation will enable suitable mitigation measures to be developed. These mitigation measures may involve more detailed excavation of any archaeological Assets, but in the event of a find of exceptional significance then preservation <i>in situ</i> is the preferred option.</p> <p>To allow for the implementation of suitable mitigation measures appropriate to the archaeological significance of the Assets that may be present, recommend a condition on the outline application that any detailed planning application(s) to follow be accompanied by the results of the evaluation. This will provide the opportunity to influence the design and logistics of the development and accommodate any Archaeological Assets worthy of preservation <i>in situ</i> revealed and indicated to be present within the detailed development proposal.</p>
Council's Environmental Health Service –	<p>Proposal involves construction of properties on land not currently in residential use. This can affect the locality through fugitive dust emissions during construction.</p>

<p>Air Quality Officer</p>	<p>Having considered the semi-rural location, and given that there are no safe levels of exposure all measures should be taken to address the impacts of dust that may arise from this development.</p> <p>It should also be noted that the introduction of residential properties may expose future occupants to air pollution associated with road traffic and is likely to increase road usage in the area by the occupants who will commute to their work, educational and shopping destinations daily. The application site is not currently in residential occupation and therefore all additional vehicular traffic, along with the cumulative impact on other local developments, will have a significant additional effect on the air quality at this location and is likely to cause a further deterioration in air quality at the nearby AQMA. This is likely to further compromise the health of those residents living within the most populated area.</p> <p>Recommends conditions and informatives.</p>
<p>Natural England</p>	<p>There is an interim Avoidance Strategy for the Thames Basin Heaths SPA in place with WBC. Provided that the proposals are meeting the requirement of that plan (e.g. in terms of mitigation, such as contributions to SANG and Strategic Access Management and Monitoring (SAMM)) and legislation around protected species has also been addressed, has no objection to the proposal. Understand that the developer is likely to make appropriate contribution to Farnham Park SANG. This is provided that the development site is within the relevant catchment area and that there is currently sufficient capacity to facilitate the proposed 120 dwellings. This must be secured through a legal agreement prior to granting permission, along with the previous SAMM contributions, an also be in agreement with the land owner. If the applicant is not complying with the avoidance plan, then Natural England may review their position.</p>
<p>Surrey Wildlife Trust</p>	<p>The proposed development would result in new dwellings within 5km of part of the Thames Basin Heaths (TBH) Special Protection Area (SPA). The Local Authority may therefore wish to consider this application against their TBH SPA Avoidance Strategy.</p> <p>The Trust would advise that the Ecological Appraisal</p>

Reports (Jan 2014 and Nov 2015), Dormouse Survey Report (Oct 2014), Amphibian and Reptile Survey Report (July 2014) and Bat Activity Survey Report (Oct 2014), which the applicant has provided in support of the above planning application, provides much useful information for the Local Authority to be able to assess the potential status of protected and important species on the proposed development site and the likely effect of the development on them.

We would therefore further advise the Local Authority, that should they be minded to grant this planning application for this particular site, the applicant should be required to undertake all the recommended actions in section 4.0 of the Nov 2015 Appraisal Report, section 4.0 of the Reptile Report (4.4) and section 4.0 of the Bat Report (4.7) including the biodiversity enhancements as detailed. This will help prevent adverse effect to legally protected species resulting from the proposed development works and help to off-set adverse effects to the biodiversity value of the site resulting from the proposed development.

On this proposed development site it would appear that the greatest biodiversity interest on the site is associated with the boundary habitat, which we understand is largely unaffected by development proposals.

We would advise that this important habitat is not included in back gardens as conservation of hedgerows, native trees and associated habitat would not be achievable, if this habitat was in private hands and conservation management unlikely to occur.

We would advise that to help maintain biodiversity value on site that boundary features with a buffer zone several meters wide is retained as public space and made the subject, with any other public spaces proposed for this development, of a Landscape and Ecological Management Plan (LEMP) which the Local Authority should have the opportunity to approve. This should detail planting and seeding plans with species lists, conservation maintenance regimes, ecological enhancements, (for example; bird and bat boxes, hibernacula, log piles, a

	<p>pond) and a monitoring regime.</p> <p>The Local Authority should also look to achieve biodiversity enhancement proposals from the applicant regarding the landscaping of the whole site should the development proceed beyond the current outline stage. We would advise;</p> <ul style="list-style-type: none"> Using native species when planting new trees and shrubs, preferably of local provenance from seed collected, raised and grown only in the UK, suitable for site conditions and complimentary to surrounding natural habitat. The priority should be to source planting stock from the seed zone of the planting site, but with the inclusion of a proportion from other nearby seed zones, particularly from the south east. This will introduce some genetic variation which may allow woodland to adapt more easily to future climate change. Boundary planting is particularly important as native species hedgerows and tree lines can facilitate the movement of animals through a developed area. Where cultivated species are selected, consider using those that provide nectar-rich flowers and/or berries as these can also be of considerable value to wildlife. Plantings of foreign species of invasive habit should be avoided adjacent to natural habitat. The use of peat-based composts, mulches and soil conditioners should be avoided due to the loss of important natural habitat.
Lead Local Flood Authority	Further to revised details, recommends conditions.
Surrey County Council Minerals and Waste Policy Team	<p>Site is within a mineral safeguarding area (MSA) containing defined resources of concreting aggregates. Policy MC6 of the Surrey Minerals Plan Core Strategy Development 2011 (SMP CS DPD) seeks to prevent the sterilisation of defined mineral resources by other development.</p> <p>Work undertaken in the preparation of the Surrey Minerals Plan 2011 concluded that two parcels of land, including the application site, located either side of Green Lane were considered suitable for mineral extraction. The application site was subsequently excluded from the</p>

proposed allocation for mineral extraction included in the SMP Preferred Option (April 2006), which was situated on land adjacent to the application site lying immediately to the south. Following the grant of planning permission in April 2009 for a multi-sports and leisure club facility and the relocation of Farnham RUFC on to land situated within the proposed allocation for mineral extraction, the mineral operator withdrew interest in working the site. This was because the remaining parcel of land was considered too small to be viable for mineral extraction. As a consequence, the mineral planning authority (MPA) considers it highly unlikely that there would be future interest from the minerals industry in working this land.

However, paragraph 4.4 of the SMP CS DPD states that the MPA will treat prior working as an important objective when consulted on development within a MSA which would otherwise result in sterilisation of the resource. This places an onus on applicants for development proposed within a defined MSA to assess the feasibility of prior working of the underlying mineral to the satisfaction of the MPA in order to comply with SMP CS DPD Policy MC6. No such assessment has been undertaken by the applicant. In this instance however, in view of the limited size of the application site and its context, including the proximity of existing housing along the entire length of its northern and western boundaries, the MPA considers that it is unlikely to be feasible for prior working of the underlying mineral to take place to any significant and comprehensive extent. For these reasons, no objection is raised under SMP CS DPD Policy MC6.

With regard to waste minimisation and the efficient use of mineral resources, the adopted development plan policies advocate that development proposals should demonstrate a commitment to minimise waste production, incorporate sustainable construction and demolition techniques that provide for the efficient use of minerals and enable the incorporation of a proportion of recycled or secondary aggregates in new projects and encourage the re-use of construction and demolition waste at source or its separation and collection for recycling. These policy objectives are important not only to improve the

	sustainability credentials of the development and implement the Waste Hierarchy, but also because Surrey is likely to be out of exploitable sharp sand and gravel resources used primarily for the manufacture of concrete by the end of the next decade. If the Council is minded to grant planning permission, consideration should be given to securing these objectives where deemed necessary to ensure effective policy implementation.
Countryside Access Officer	Following receipt of new plans has no objection. Remain keen to see improvements to the local footpath network through a condition/developer contribution.
Crime Prevention Design Advisor – Surrey Police	<p>The main issues with this plan concern the car parking and the permeability of the site. The design of the central area of parking appears to allow for accessibility through the centre of the site from the north to the south east, making this parking area vulnerable. Similarly the parking at the south east of the site can be accessed via the foot path to the new cycle path, also making this area vulnerable and increasing the permeability of the whole site. Finally the foot path to the south west also increases the permeability of the whole site. (Permeability means that areas are easily accessed by non-residents, allowing for potential entry/egress by person intent on crime.)</p> <p>Should this application gain consent, it is requested that a planning condition be applied to require the development to achieve the full Secured by Design (SbD) award.</p>

Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2014” the application was advertised in the newspaper on 18/12/2015, site notices were displayed around the site on 18/12/2015 and neighbour notification letters were sent on 07/12/2015. Following amendments to the scheme to reduce it to 105 dwellings, further neighbour notification was undertaken on 12/05/2016.

123 letters have been received raising objection or the following reasons:

Sustainability

- Little in the way of local shopping, post office or other facilities other than 2 pubs.
- No doctors or shops.
- There are brownfield sites in larger areas, wouldn't these be best?
- Villages of Badshot Lea and Weybourne have expanded more than they should have.
- 120 new homes on green field sites is not sustainable, viable or environmentally acceptable.
- Unsustainable location with no transport links.

Highways

- Traffic volume into Lower Weybourne Lane would be hazardous and would increase volume through the already congested traffic lights at Badshot Lea.
- Effect on traffic access and egress to surrounding areas.
- Road access onto Lower Weybourne Lane unsuitable.
- Access to the site is very narrow and proposed junction would have poor visibility.
- Impact on traffic in Upper and Lower Weybourne Lane and Weybourne Road, already difficult to cross at school at start and end of school day as 5 schools in 1 mile of site (2 have over 1500 pupils each).
- Knock on congestion at 6 Bells Roundabout particularly if the proposed building adjacent to Monkton Lane and St John's Church takes place.
- Highway hazard for bungalow on corner of Green Lane/Lower Weybourne Lane due to restricted vision/blind spot.
- Currently only minimal traffic using the entrance.
- Entrance too narrow to accommodate two way traffic with footpaths either side.
- Future use of Green Lane as a "rat run" from Badshot Lea.
- Sometimes can't get out of Orchard Road due to parked cars.
- Green Lane is insufficient for the increased volume of traffic.
- Vehicles of new inhabitants will cause further congestion in the area.
- Lack of 'off street' parking, therefore new development will increase the number of cars on already cluttered roads.
- Lower Weybourne Lane is main walking route to schools at either end.
- Lack of off-street parking on proposed site will lead to parking on existing roads or partially block the pedestrian pathway.
- Serious traffic congestion already at nearby Shepherd and Flock roundabout. Extra 250 cars would make this worse.

- Wentworth Close already used extensively for parking for parents of children at local schools for 2 hours per day and this would inevitably get worse.
- Unrealistic amount of car parking.
- Cycling in area is very low at 1%. Roads risky for cycling due to narrow lanes and number of car movements.
- Car parking guidelines not fit for purpose in semi-rural areas.
- Aldershot station is 2.7km from the end of Green Lane, not 2km.

Landscape Impacts

- One of the last public green spaces left.
- Would change look and feel of area from semi-rural to high density housing.
- Destruction of beautiful countryside.
- Would not be a short-term slightly adverse impact on view.
- Landscape and Visual Impact Assessment fails to note the site is visible to most of the hillside area between Weybourne Rd and A325 (Hale).
- One of the few areas of natural beauty in the immediate area.

Visual Impact/Design

- Size of the proposed development is overwhelming for the space available.
- Proposed flats would not be in keeping with the local area, which is mostly single storey, bungalows or chalet style properties.
- Developments should be considerate of the style of surrounding area (with comparable size back gardens)
- Grossly over-dense and does not reflect the density of surrounding houses.
- Out of character – too many dwellings.
- Housing does not match the local character.
- Overdeveloped at 36.6 dwellings per hectare. Nearby developments of Badshot Park and Glorney Mead are 20 and 26 per hectare. Wentworth Close and Lower Weybourne Lane form the northern and western boundaries of the site and have densities of 17 and 26 per hectare.
- Town houses and 3 storey apartment blocks incompatible with adjacent built environment.
- Unacceptable urbanisation.
- Fails to meet all the 'good design' guidelines outlined in Section 7 of the NPPF.

- No defined design or description for the proposed houses, only artist impressions. If they houses are tall town houses will be out of keeping with rest of local housing.
- Proposed plans footprint and height are excessive and not suitable for the area.
- Loss of village identity.

Flooding

- Land floods regularly.
- Concerns with the water table and potential flooding.
- More buildings will lead to surface runoff and contribute to even more flooding.
- Saturated in winter/waterlogged regularly.
- Lower Weybourne Lane regularly floods by bridge.
- Nowhere for drainage to go.
- Badshot Lea and Lower Weybourne suffer badly from surface water flooding which gets worse each year.
- The whole site is within the catchment of the River Wey, a water course runs from the west to the east of the site and also southwards and the northern boundary is shown to be in the groundwater Safeguard Zone.

Ecology

- Wildlife seen include Dormice, deer, badgers and bats, Canada geese and pheasants, little Egrets, Dartford Warbler, Kingfishers, Barn Owls, small mammals, buzzards, newts, frogs, grass snakes, moles, foxes, rabbits, general bird life. Field is a necessity for local wildlife.
- See deer and kites every day.
- Negative impact on rare plants and wildlife on the site and nearby.
- Need open green spaces for balance of nature, eco-systems and environmental issues.
- Site supports wildlife from recently developed sites around it.
- Within 1.6km of Thames Basin Heaths and can't realistically provide SANG.
- An assessment needs to be made of the effect on the local SSSIs.
- Site should be turned into a nature reserve.
- Lies within Thames Basin Heaths SPA Buffer Zone and a large increase in population is incompatible with the aims of the SPA designation in this area.

Amenity

- Area is a popular dog walking spot of which there are few. In summer months when Farnham Park has cattle grazing is only dog walking option.
- Used for children to walk safely from school.
- Loss of amenity space when more houses need more amenity space.
- Although very loosely privately owned, has been used for decades by the community
- Increase in traffic noise.
- Light pollution.
- Loss of privacy to existing residents as proposed houses would be looking directly into gardens, bedrooms and bathrooms and existing houses will be overlooked.
- Layout and density would lead to overshadowing, loss of privacy and disturbance as well as loss of visual amenity.
- Loss of views onto green space from all front aspect windows. Would have major impact on large number of adjacent properties.
- Taking away outside area used for a better life.
- Green Lane is probably the last unsurfaced country lane left in the local area and used by walkers and cyclists as a pleasant break of peace
- Direct overshadowing from new development, lack of privacy and a significant loss of light.
- Loss of footpaths on site.
- Health concerns from being near high voltage power lines and exhaust fumes from existing traffic.
- Concern that application will rely on Farnham Park SANG and what remains should be reserved for brownfield applications in Farnham.
- Little consideration given to lives of people already in residence.
- Loss of views and devaluation.
- Turning site into village green would be far more beneficial to the area.

Infrastructure

- 120 houses is too much and road infrastructure can't cope and schools already over subscribed.
- Would be detrimental to surrounding infrastructure including schools, health facilities and environment.
- Lack of sewerage capacity resulting in obnoxious smells from the Water Lane plant.
- Local sewerage depot in Monkton Lane is already overstretched with the current sewerage capacity.
- Doctors surgeries already overloaded.

- Schools, doctors, dentists and social services are already at full capacity. Can't cope with more housing without significant infrastructure development.
- Bus service is not regular and poor public transport.
- Pressure on local utilities infrastructure.
- Lack of local shops, post office, bank facilities, GP Services, lack of cycle paths and safe routes to schools/pre-schools from the site.
- Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of the application.
- Adjacent recreation ground would be insufficient for the increase in number of users.
- No plans to build new roads or improve the existing ones.

Other Matters

- Would be detrimental to the village.
- No remaining separation between communities of Badshot Lea and Weybourne and insufficient services in either community.
- Fields to west of Green Lane are the last remaining fields between Farnham and Aldershot.
- If Council Housing hadn't been sold off to people able to buy market housing there would be no shortage of Council accommodation.
- Would encourage other further development of surrounding fields that could all be linked together.
- Total 80% increase in village size planned (441 homes).
- Were under the impression that land formed part of the Strategic Gap between Farnham and Aldershot which needs to be maintained.
- Major disruption from vehicles required for building work.
- Green Lane will no longer be a country lane.
- Proposed site is close to (under?) major power cables. Will it be safe, secure and cost effective.
- Character of the village should be considered.
- Would be completely against policy to protect the Countryside beyond the Green Belt.
- WA/2014/0391 for 140 houses was rejected in July 2015 and this site is only 100m away and should be rejected on the same basis.
- Effect on house values as yet unknown.
- Adds to national argument of county boundary change by increasing population between Aldershot and Farnham.
- Lack of meaningful local consultation. Objections voiced were not reflected in the proposal.
- Failure to meet NPPF guidelines including Paragraph 64.

- Badshot Lea is not suburban, as described by applicant.
- No identifiable benefits as far as the local community are concerned.
- Many areas in south Farnham where there is space to build and less congestion.
- Council has yet to reveal its Local Plan
- Amendment from 120 to 105 units does not alleviate previous concerns and reduction is insignificant and overall problems remain.

Submissions in support

In support of the application the applicant has made the following points:

- Access into the site is proposed from Green Lane. The existing road is a narrow lane and a new widened access for the northern section of the road is proposed. Whilst Green Lane will remain as a link to the south, the junction with the new site access will be specifically designed to prevent vehicles exiting the site in a southerly direction.
- The density of 30.95 dwellings per hectare, which reflects the density of other development in the area.
- The layout of the housing development submitted is for illustrative purposes only. Internally the access road has been laid out to provide perimeter housing development to ensure new private gardens are back to back with the existing rear gardens adjoining the site. The central area of the site is laid out as a number of back to back houses, parking courtyards and a centrally located mews development. There are a number of flats proposed within the development which are located towards the south eastern corner of the site. The layout has been designed to connect through to the recreational space and public footpath to the south ensuring good connectivity of the site to the existing amenities in the area.
- The layout will incorporate design features to provide a sense of space, legibility and focal points to the main views into the sites.
- Generally the scale of the new housing will be 2 storeys in height, a row of 2.5 storey housing is indicated to provide a contrast and add visual interest to the principle access road. This will act as a focal point to the site entrance and further add to the type of housing proposed. These town house properties are located towards the centre of the site ensuring there will be no loss of amenity or overlooking of the existing properties adjoining the site.
- Proposed flats are included in the overall master plan to again add to the choice of housing types and tenure being made available and to ensure efficient use is being made of the available land. Designated parking courts are provided for each of the flatted units.

- The location of taller flats in the south east sector is considered to be an appropriate form of development as the high level cables already give a perceived scale to the area.
- The illustrative mix of unit types is intended to provide architectural interest across the site.
- Play areas are located in the south east corner with good landscaped screening and security through the views and perceived 'overlooking' from the adjacent flatted developments.
- Landscaping has been considered as an integral part of the layout, ample opportunities have been taken to ensure there will be ample space available for robust landscaping and tree planting.
- The final design of the dwellings and the materials specified will be the subject of a reserved matters application. The general design and choice of materials will however be considered to reflect the style of properties and palette of materials already found in the local area. It is envisaged that the designs will incorporate traditional pitched roofs with varied eaves, roof forms and ridge heights. The use of facing brick, render and feature vertical tile hanging will form the principle elevations. The use of brick detailing around openings, porches and dormer windows will all add to the domestic scale and legibility of the layout. The desire is to create a development which will provide a sense of place, with a variety of individually designed properties which create variety and interest.
- As demonstrated in this document and the accompanying illustrative drawings this site can be developed in an appropriate and sensitive way. The development, contained to the northern section of the site, forms a logical extension to the existing residential extents of the village. A range of dwelling types and tenure is provided to meet the needs of the local community. The village of Weybourne is in a sustainable location with good transport links, employment opportunities and local facilities. The proposal therefore warrants the support of officers and members.
- The proposed residential development will create a number of positive benefits to the local community, such as:
 - The construction of much-needed family houses and apartments;
 - Enhanced footpath and cycle links to Weybourne, Badshot Lea and Farnham;
 - Improvements to ecological habitat, including native species planting & hedges;

- A SUDS drainage system which will manage surface run-off and reduce the likelihood of localised flooding during storm events; and
- Job creation during the construction phase.
- The application site represents an edge-of-settlement location that is entirely suitable, in spatial planning terms, for residential development, which will help to meet the objectively assessed need for housing in Waverley District as a whole, and Farnham in particular.
- It is an eminently sustainable location that relates well to the existing pattern of residential development in Weybourne, with good access to local services and public transport links to Farnham, Aldershot and other major towns in the area. It is available for immediate development and is not subject to any significant environmental or physical constraints.
- The various technical reports that support the application demonstrate that the proposals will not give rise to any significant harm that would outweigh the benefits arising from the delivery of new housing (including affordable units) in the context of the current housing land supply shortfall in Waverley Borough which is exacerbated by the absence of an up-to-date local plan.
- There are no valid planning policy reasons why outline planning permission should not be granted, in accordance with the NPPF presumption in favour sustainable development.

Determining Issues

Principle of development

Prematurity

Lawful use of site

Location of development

Housing Land Supply

Housing Mix

Affordable Housing

Highways and Parking considerations

Public Rights of Way

Impact on Countryside beyond the Green Belt

Impact on Farnham/Aldershot Strategic Gap

Impact on visual amenity

Amenity and Play Space

Impact on residential amenity

Minerals and Waste

Air Quality

Noise Impacts

Archaeological Considerations
Flooding and Drainage
Infrastructure Contributions
Financial considerations
Effect on SPA
Biodiversity and compliance with Habitat Regulations 2010
Health and Wellbeing
Crime and Disorder
Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights
Implications
Environmental Impact Regulations 2011 (as amended)
Pre Commencement Conditions
Working in a positive/proactive manner
Response to Third Party Representations

Planning Considerations

Principle of development

The NPPF 2012 at paragraph 197 provides the framework within which the local planning authority should determine planning applications. It states that, in assessing and determining development proposals, local planning authorities should apply the presumption in favour of sustainable development.

Paragraph 14 of the NPPF defines the presumption in favour of sustainable development as approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: *inter alia* any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this framework indicate development should be restricted.

The site is located in the Countryside Beyond the Green Belt. Policy C2 states that the Countryside should be protected for its own sake and new housing is unacceptable in principle. However, Policy C2 does not carry full weight as it is not considered to be entirely consistent with the NPPF as Policy C2 refers to protection for 'its own sake', whereas the NPPF places emphasis on protecting the intrinsic character and beauty of the Countryside. Accordingly, as the policy is considered to be out of date, the tilted balance in favour of sustainable development, as set out in paragraph 14 of the NPPF applies.

Policy SP1 of the Draft Local Plan Part 1 2016 states that the Council will apply a presumption in favour of sustainable development.

Policy SP2 of the Draft Local Plan Part 1 sets out the Council's Spatial Strategy to 2032 and refers to the allocation of strategic sites under Policies SS1-SS9 to meet the majority of the housing needs for the Borough:

'To maintain Waverley's character whilst ensuring that development needs are met in a sustainable manner, the Spatial Strategy to 2032 is to:

1. Avoid major development on land of the highest amenity value, such as the Surrey Hills Area of Outstanding Natural Beauty and to safeguard the Green Belt;
2. Focus development on the four main settlements (Farnham, Godalming, Haslemere and Cranleigh)
3. Allow moderate levels of development in larger villages (Bramley, Chiddingfold, Elstead, Milford and Witley) whilst recognising that due to Green Belt constraints Bramley has more limited scope for development;
4. Allow limited levels of development in/around other villages (Alfold, Churt, Dunsfold, Ewhurst, Frensham, Tilford, Shamley Green, Wonersh), whilst recognising that those villages not within Surrey Hills AONB or Green Belt offer more scope for growth
5. Allow only modest growth in all other villages to meet local needs
6. Maximise opportunities for the redevelopment of suitable brownfield sites for housing, business or mixed use, including at Dunsfold Aerodrome which is identified as a new settlement. More details are given in Policy SS7.
7. Allocate other strategic sites (Policies SS1 – SS9). Non-strategic sites will be identified and allocated through Local Plan Part 2 and Neighbourhood Plans
8. Ensure that where new infrastructure is needed, it is provided alongside new development, including funding through the Community Infrastructure Levy (CIL)."

Policy SS2: 'Strategic Housing Site at Land West of Green Lane' of the Draft Local Plan Part 1 states that Land West of Green Lane is to be allocated for around 100 homes, subject to the following:

- a) The achievement of satisfactory access arrangements to the development from Green Lane and from the development to the adjoining footpath
- b) Associated highway improvements, for example, at the junction of Green Lane with Lower Weybourne Lane to mitigate the effects of the development and to promote the use of Green Lane for walking and cycling only

- c) The potential for the incidental reuse or working of any underlying mineral resource during the development of the site should be demonstrated to the satisfaction of the mineral planning authority.

Policy SS2 is proposed to be modified following the examination of the plan. The proposed modification is to allocate the site for up to 105 rather than around 100 homes.

The application site is an allocation within the Farnham Neighbourhood Plan 2017. Policy FNP14b states that Land West of Green Lane which has an area of 3.5 ha, would have an approximate capacity of 105 dwellings at a density of 35dph in accordance with planning application WA/2015/2283.

Prematurity

Annex 1 of the National Planning Policy Framework explains how weight may be given to policies in emerging plans. However, in the context of the Framework and in particular the presumption in favour of sustainable development – arguments that an application is premature are unlikely to justify a refusal of planning permission other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the Framework and any other material considerations into account. Such circumstances are likely, but not exclusively, to be limited to situations where both:

- a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or Neighbourhood Planning; and
- b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

Refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.

Whilst the Local Plan has been through examination and the Farnham Neighbourhood Plan has not yet been made following the referendum, the

development proposed amounts to a minor percentage of the total housing needed across the plan period. It is not therefore considered to be so substantial, or its cumulative effect so significant, that granting permission would undermine the plan-making process.

Lawful use of the site

The application site currently comprises two fields. Officers consider the lawful use of the site to be agricultural. Having regard to the Council's records, the land is classified as urban, which indicates that it is unlikely to be of any agricultural value. As such, it is not necessary to consider the loss of the land for the purposes of agricultural as the proposed development will not involve the loss or alienation of the best and most versatile agricultural land.

Location of Development

Paragraph 55 of the NPPF 2012 states that to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances.

Paragraph 70 of the NPPF 2012 states that to deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should *iter alia* ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Policy C2 of the Waverley Borough Local Plan 2002 states that building in the Countryside beyond the Green Belt, away from existing settlements, will be strictly controlled.

The Key Note Policy of the Waverley Borough Local Plan aims, amongst other matters, to make provision for development, infrastructure and services which meet the needs of the local community in a way which minimises impacts on the environment. The text states that opportunities for development will be focused on the four main settlements (Farnham, Godalming, Haslemere and Cranleigh), mainly through the re-use or redevelopment of existing sites.

Policy SP2 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 states that development will be focused on the four main settlements (Farnham, Godalming, Haslemere and Cranleigh).

The Waverley Settlement Hierarchy Factual Updated (2012) identifies Farnham as the most sustainable settlement in Waverley, having regard to factors such as access to employment, public transport, services and environmental constraints.

The application site falls outside of the settlement boundary (developed area) of Farnham, within the Countryside beyond the Green Belt. However, it is acknowledged that the site abuts the settlement boundary of Farnham to the north and west of the site.

Within 0.8 miles of the application site, there is a food superstore (Sainsburys) and the nearest Post Office is just a short walk away on Weybourne Road. Within a 400m radius are local schools Weybourn Infants School, William Cobbett Junior School and Farnham Heath End Academy, together with All Hallows Catholic School and 6th Form College. Southlea Surgery, located on Lower Farnham Road is the nearest doctors surgery, located approximately 0.9 miles to the north-east of the site. The Nuffield Health & Well Being Centre is located on the 400m radius off Weybourne Road south-west of the site.

The site lies within 400m of a bus stop which serves bus route 16 (Dockenfield to Farnham (Circular) via Farnham and Weybourne), route 17 (Aldershot Bus Station to Shorth Heath via Farnham and Wrecclesham), route 18 (Aldershot Bus Station to Haslemere via Farnham, Wrecclesham, Whitehill and Hindhead) and route 19 (Aldershot Bus Station to Haslemere via Farnham, Lower Bourne and Hindhead). Although at different frequencies, cumulatively, these routes provide public transport to Farnham Town Centre every 60 – 120 minutes, Monday to Sunday, providing a sustainable transport mode to a range of facilities and services.

In light of the proximity of the site to a range of facilities and services, as set out above, it is considered that the proposed dwellings would not be in an isolated location for the purposes of paragraph 55 of the NPPF, and would not comprise an unsustainable location in terms of access to essential services and facilities.

Housing Land Supply

Paragraph 159 of the NPPF states that Local Planning Authorities should have a clear understanding of housing needs in their area, they should, inter alia, prepare a Strategic Housing Market Assessment to assess their full housing needs; and prepare a Strategic Housing Land Availability Assessment to establish realistic assumptions about the availability, suitability

and the likely economic viability of land to meet the identified need for housing over the plan period.

Paragraph 47 of the NPPF states that local planning authorities should use their evidence bases to ensure their Local Plan meets the full needs for market and affordable housing in the Borough, and should identify and update annually a five-year supply of specific and deliverable sites against their housing requirements. Furthermore, a supply of specific, developable sites or broad locations for growth should be identified for years 6-11 and, where possible, 11-15. LPAs should also set their own approach to housing density to reflect local circumstances and to boost significantly the supply of housing.

Paragraph 49 of the NPPF continues that housing applications should be considered in the context of the presumption in favour of sustainable development.

The Council has published and updated its Housing Land Supply position, with a base date of 1 April 2017. This position is set out in the published 'Waverley Responses to Inspector's Issues and Matters' document dated 12 May 2017. The document sets out the housing requirement for the next five years based on West Surrey SHMA figures and various components of housing supply that the Council expects to come forward in that period. As it stands, this document demonstrates that the Council is able to meet its identified housing need. Therefore, the Council can demonstrate in excess of the requirements of paragraph 47 of the NPPF.

Notwithstanding this point, the provision of up to 105 dwellings as proposed would make a significant contribution to housing supply for the plan period. Furthermore, 100 homes on this site is included within the current 5 year housing land supply calculation. If planning permission is refused, these would need to be removed from the calculation which would affect the Council's current 5 year housing land supply.

Housing Mix

The NPPF 2012 states that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should plan for a mix of housing based on current and future demographic trends; identify the size, type, tenure and range of housing that are required in particular locations, reflecting local demand; and where it is identified that affordable housing is needed, set policies for meeting this need on site, unless off-site provision or a financial contribution can be robustly justified.

Policy H4 of the Waverley Borough Local Plan 2002, in respect of housing mix, is considered to be broadly consistent with the approach in the NPPF. It outlines the Council's requirements for mix as follows:

- a) at least 50% of all the dwelling units within the proposal shall be 2 bedroomed or less; and,
- b) not less than 80% of all the dwelling units within the proposal shall be 3 bedroomed or less; and,
- c) no more than 20% of all the dwelling units in any proposal shall exceed 165 square metres in total gross floor area measured externally, excluding garaging.

The Council will resist developments which make inefficient use of land. Densities below 30 dwellings per hectare (net) will therefore be avoided and encouragement will be given to proposals which provide for between 30 and 50 dwellings per hectare.

Policy AHN3 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 states the proposals will be required to make provision for an appropriate range of different types and sizes of housing to meet the needs of the community, reflecting the most up to date evidence in the West Surrey Strategic Housing Market Assessment (SHMA).

The SHMA 2015 provides an updated likely profile of household types within Waverley. The evidence in the SHMA is more up to date than the Local Plan, as such, limited weight should be attached to Policy H4 of the Waverley Borough Local Plan 2002. However, the profile of households requiring market housing demonstrated in the SHMA at Borough level is broadly in line with the specific requirements of Policy H4 of the Waverley Borough Local Plan 2002.

The following table sets out the proposed housing:

Bedroom Numbers	Number of Units	%
1 Bedroom	23 (flats)	22%
2 Bedroom	31 (includes 13 flats)	30%
3 Bedroom	36	34%
4 Bedroom	15	14%
Total	105	100%

Notwithstanding the limited weight to be attached to Policy H4 of the Waverley Borough Local Plan 2002, an assessment has been made against the policy. As 52% of the proposed units would be 2 bedroom or less and 86% of the units would be 3 bedroom or less, the proposal would accord with criteria (a)

and (b) of Policy H4 of the Waverley Borough Local Plan 2002. Criterion (c) would be assessed at reserved matters stage. Rather than prescribing a minimum or maximum density, the NPPF sets out, at paragraph 47, that Local Planning Authorities should set out their own approach to housing density to reflect local circumstances. Density is a rather crude numeric indicator. What is more important is the actual visual impact of the layout and extent of development upon the character and amenities of the area. The development proposes 105 dwellings within the 3.29 hectare site, giving a residential density of 31.9 units per hectare.

The following two tables provide a comparison of the proposed housing mix against the SHMA 2015 with regards to the indicative requirements for different dwelling sizes:

Market Housing:

Bedroom Numbers	Number of Units	%	SHMA requirement %
1 Bedroom	10	14%	10%
2 Bedroom	22	30%	30%
3 Bedroom	26	36%	40%
4 Bedroom	15	20%	20%
Total	73	100%	100%

Affordable Housing:

Bedroom Numbers	Number of Units	%	SHMA requirement %
1 Bedroom	13	41%	40%
2 Bedroom	9	28%	30%
3 Bedroom	10	31%	25%
4 Bedroom	0	0%	5%
Total	32	100%	100%

The indicative housing mix is broadly in line with the SHMA 2015 and as such, officers consider that the indicative mix of housing would provide a suitable mix of house types, sizes and tenures of market and affordable homes to comply with evidence contained within the SHMA 2015 and Policy ANH3 of the Draft Local Plan: Part 1.

Affordable Housing

Paragraph 50 of the NPPF 2012 states that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, and should identify the size, type, tenure and range of housing that are required in particular locations, reflecting local demand.

The NPPF 2012 outlines that to deliver a wide choice of quality homes, local planning authorities should identify where affordable housing is needed and identify policies for meeting this on site, unless off-site provision or a financial contribution can be robustly justified.

The Waverley Borough Local Plan 2002 is silent with regard to the delivery of affordable dwellings in locations such as this. Specifically, there is no threshold or percentage requirement in the Waverley Borough Local Plan 2002 for affordable housing on sites outside of settlements. This is because, within an area of restraint, housing development under the current Local Plan is unacceptable in principle, including affordable housing. If, however, the Council were to accept the principle of housing development on this site, in the interest of creating a balanced and mixed community and meeting the identified need for affordable housing in the Borough, the provision of affordable housing would be required as part of the proposals. The provision of a significant level of affordable housing could be regarded as a benefit of considerable weight which would need to be evaluated when considering whether to make an exception to planning policy.

Policy AHN1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 states that the Council will require a minimum provision of 30% affordable housing.

There is a considerable need for affordable housing across the Borough and securing more affordable homes is a key corporate priority within the Waverley Borough Corporate Plan 2016-2019. As a strategic housing authority, the Council has a role in promoting the development of additional affordable homes to meet local housing need, particularly as land supply for development is limited. Planning mechanisms are an essential part of the Council's strategy of meeting local housing needs.

The West Surrey SHMA 2015 indicates a high need for affordable housing in Waverley, with an additional 314 additional affordable homes required per annum. Farnham is the town with the highest level of estimated housing need in the Borough, with a need for an additional 111 affordable homes per annum. New affordable homes are needed for a broad spectrum of households in Waverley, including people struggling to get on the housing ladder and family homes, as proposed on this site.

As set out within the previous section of this report, the proposed development would provide the following affordable housing mix:

Bedroom Numbers	Number of Units	%	SHMA requirement %
1 Bedroom	13	41%	40%
2 Bedroom	9	28%	30%
3 Bedroom	10	31%	25%
4 Bedroom	0	0%	5%
Total	32	100%	100%

In accordance with the above figures, the provision of 32 affordable units would equate to the provision of 30% affordable housing. This would comply with the requirements set out draft Policy AHN1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016.

The Council's Senior Housing Strategy Officer has advised that the proposed affordable housing bed mix would be considered acceptable and would adequately reflect the need identified in the SHMA and on the Council's Housing Register.

The proposal seeks to provide a tenure mix of 70% rented and 30% intermediate housing, which would meet the recommendations of the SHMA (2015).

The applicant has indicated a willingness to enter into a suitable legal agreement to secure the provision of affordable housing. A signed and completed legal agreement has not yet been received. However, it is anticipated that an agreement would be entered into. Subject to the receipt of a suitable, signed legal agreement to secure affordable housing and associated tenure and bed size mix, it is concluded that the proposal would adequately would meet the requirements of paragraph 50 of the NPPF 2012.

Highways and Parking Considerations

The National Planning Policy Framework 2012 outlines that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Paragraph 32 of the NPPF 2012 states: "All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network that cost effectively limits the significant impacts of the development.

Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.

Policy M4 of the Waverley Borough Local Plan 2002 states that the Council will seek to improve conditions for pedestrians by providing or securing safe and attractive pedestrian routes and facilities in both urban and rural areas. Developments should include safe, convenient and attractively designed pedestrian routes linking to existing or proposed pedestrian networks, to public open space, to local facilities and amenities, or to public transport.

Policy ST1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 states that development schemes should be located where they are accessible by forms of travel other than by private car; should make necessary contributions to the improvement of existing and provision of new transport schemes and include measures to encourage non-car use. Development proposals should be consistent with the Surrey Local Transport Plan and objectives and actions within the Air Quality Action Plan. Provision for car parking should be incorporated into proposals and new and improved means of public access should be encouraged.

Policy SS2 of the Draft Local Plan Part 1: Strategic Policies and Sited 2016 states that the application site is allocated for around 100 homes, subject to the achievement of satisfactory access arrangements to the site from Green Lane and from the development to the adjoining footpath, and associated highway improvements to mitigate the effect of the development and to promote the use of Green Lane for walking and cycling only.

Policy FNP30 of the Farnham Neighbourhood Plan 2017 sets out that large scale residential development proposals shall be accompanied by a Travel Plan and ensure that sustainable transport links are provided to the principal facilities. Development proposals shall not significantly add to traffic congestion in the town and add inappropriate traffic on rural lanes. Safely located vehicular and pedestrian access with adequate visibility splays shall be provided. Where adequate transport infrastructure is not available to serve the development, the development shall provide for, or contribute towards, appropriate measures to address the identified inadequacy.

Policy FNP14b of the Farnham Neighbourhood Plan 2016 states that vehicular access and pedestrian access should be taken from the nearest point along Green Lane from Lower Borne Lane. The site should incorporate adequate parking provision in order to avoid traffic congestion on Weybourne Lane caused by road parking. Traffic impacts on the crossroads at Farnborough Road and Upper Weybourne Lane should be assessed. The footpath along the southern edge of the site should be retained to provide access to the children's play space to the west.

The application is supported by a Transport Assessment prepared by Stuart Michael Associates Limited, reference 4717/TA, dated October 2015 which assesses existing transport conditions in the area and assesses the impact of the proposed development.

The existing highway network surrounding the site comprises Lower Weybourne Lane, which comprises a classified un-numbered road which connects the B3007 Weybourne Road with the B3208 Badshot Lea Road at traffic signalled controlled junctions. These roads are subject to a 30mph maximum speed limit with Lower Weybourne Lane also subject to a traffic order prohibiting goods vehicles over a maximum gross weight of 7.5 tonnes from accessing, except for loading and unloading.

Green Lane is a highway maintainable at public expense, although it is currently in need of repair. It features a 4.1m wide carriageway with 1.8m and 2.1 wide grass verges on its eastern and western sides respectively. Green Lane also serves as a means of egress from the Scottish and Southern Energy Depot on the eastern side of Green Lane.

With regard to road safety, the Transport Assessment has analysed Personal Injury Accident (PIA) for the latest five year period, for the highway network in the vicinity of the site. The assessment identifies that there have been a total of sixteen accidents within the locality; one collision on Lower Weybourne Lane to the east of the railway bridge, two pedestrian accidents (one fatal) at the signalised junction of the B3007 / Lower Weybourne Lane and the remaining 13 accidents have all been in the vicinity of the B3208 Badshot Lea Road / Lower Weybourne Lane signal junction; seven of which were a result of collisions occurring when drivers failed to notice the traffic signal priority, four were a result of driver error and the remaining two were rear end collisions.

All accidents can be attributed to human behaviour and officers are satisfied that there are no significant existing problems with the layout of the highway itself that would be affected by traffic from the development proposals.

In terms of calculating existing traffic flows, the Transport Assessment advises that surveys were undertaken at the Green Lane Junction with Lower Weybourne Lane, covering the AM and PM peak commuter periods (07:30-09:30 and 16:00-18:00). Furthermore, for analytical purposes, the Transport Assessment advises that existing turning traffic data for the two traffic signal junctions at either end of Lower Weybourne Lane has been obtained from the Transport Assessment submitted in support of the application seeking permission for 140 dwellings at Lower Weybourne Lane (WA/2014/0391).

The existing traffic flows on Lower Weybourne Lane as surveyed, demonstrates 438 trips two way in the AM and 489 two way trips in the PM. The existing Green Lane (north) traffic flows, as surveyed, demonstrate 29 two way trips AM and 13 two way trips PM. The survey also identified that the majority of current traffic flow on Green Lane is associated with the Scottish and Southern Energy Depot on the eastern side of Green Lane.

In order to predict the traffic flows associated with the proposed development, the Transport Assessment advises that TRICS (Trip Rate Information Computer System) database has been used, using sites that are similar in characteristics with the proposed development. The TRICS database estimates a total of 59 two way vehicles movement in the AM and 62 two way vehicles movement in the PM associated with the proposed development. In terms of existing junction capacity, the Transport Assessment has used the industry standard software package PICADY (Priority Intersection Capacity and Delay) which predicts capacities, queues, delays and accidents at isolated priority junctions to determine if the junctions at Green Lane/Lower Weybourne Way, B3007 Weybourne Road / Lower Weybourne Lane and B3208 Badshot Lea Road/ Lower Weybourne Lane have any existing spare capacity. According to the results of the PICADY modelling, all three junctions have adequate spare capacity, with the results showing that there is currently minimal queuing at the Green Lane junction with Lower Weybourne Lane.

In respect of the impact of the predicted traffic flows associated with the proposed development upon the three junctions, the Transport Assessment has also taken account of proposed traffic flows with the proposed development currently under consideration for 140 dwellings at Lower Weybourne Lane (WA/2014/0391) and a further development for 30 dwellings at Land East of Low Lane (WA/2014/0125) (since dismissed at appeal in August 2016) and have produced predicated year 2020 PICADY peak period results for 'with development' and 'without development' scenarios.

In both scenarios, it is demonstrated that, during peak periods, the Green Lane junction with Lower Weybourne Lane is able to operate with additional spare capacity. During peak periods, the results of the 2020 'without

development' scenario demonstrates that the B3007 Weybourne Road / Lower Weybourne Lane junction would have spare capacity, whilst 'with development', the junction would continue to operate within capacity. Similarly, During peak periods, the results of the 2020 'without development' scenario demonstrates that the B3208 Badshot Lea Road/ Lower Weybourne Lane junction would have spare capacity, whilst 'with development', the junction would continue to operate within capacity.

The results of the junction capacity analysis demonstrate that all junctions would operate well within design capacity during peak periods with the additional traffic growth associated with the proposed development and cumulatively, and would not significantly alter the operation of the junctions.

The County Highway Authority is satisfied that the Traffic Impact Assessment undertaken and reported within the Transport Assessment provides a robust and realistic assessment of the likely impact of the proposed development on the highway network and that, subject to the delivery of a package of mitigation measures, the residual cumulative impacts of the development would not be severe.

The Transport Assessment outlines a number of highway safety improvements on the local highway network to mitigate the impact of the development generated traffic. These include:

- A 2.0 metre footpath linking the site to existing footways on Lower Weybourne Lane
- Residential Travel Pack to be provided to the first occupant of each household, to include information such as:
 - Walking and cycling route maps of the local area and where possible journey times and distances will be indicated;
 - Contact details for accessing cycle training;
 - Promotion of the benefits of active travel;
 - Bus and rail route maps and associated time tables;
 - Subsidised bus voucher;
 - Subsidised cycle voucher;
 - Promotion of the local car share databases and the associated benefits of participation in car sharing;
 - Information about local shops offering online shopping and home delivery services.

Notwithstanding that assessments have demonstrated that there will be minimal impact upon local junctions, it is known that following public

consultation, local residents were keen for formal pedestrian crossings to be implemented at the B3208 Badshot Lea Road/ Lower Weybourne Lane. The junction testing has taken on board the effect of this and it has been concluded that a pedestrian phase could be added to the junction without significant impact upon queuing.

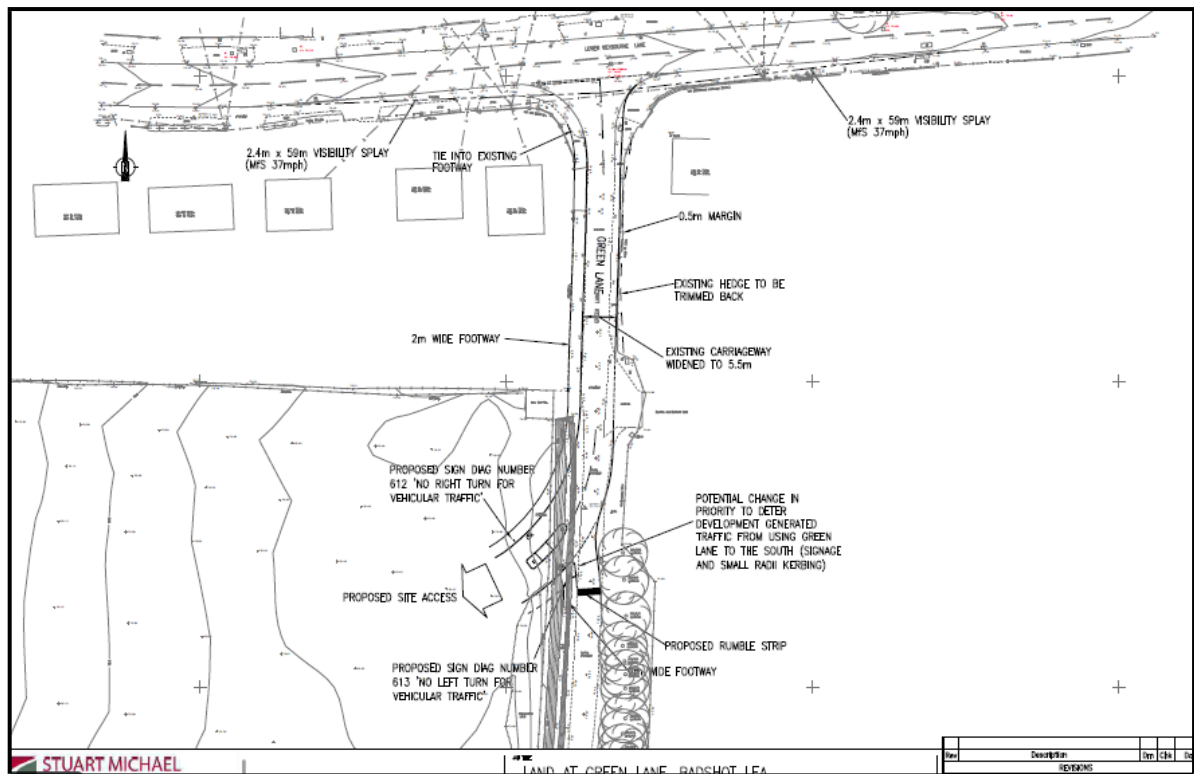
In addition to highway safety and capacity concerns, the scheme must also be acceptable in terms of sustainability. The County Highway Authority considers the proposed development is sustainable in transport terms, being within a reasonable walking and cycling distance to services and Farnham.

Furthermore, the package of mitigation measures to be provided by the applicant includes a new footway link with existing footways on Lower Weybourne Lane which would improve accessibility to the site by non-car modes of travel

Notwithstanding the above, the County Highway Authority have sought further mitigation methods which are set out above under Heads of Terms.

The County Highway Authority are satisfied that, subject to conditions and the proposed and requested highways improvements and contributions, safe and suitable access to the site can be achieved for all users.

Additionally, the applicant has responded following Member concerns in respect of traffic using Green Lane to access the rather than Lower Weybourne Lane. It is noted that as part of the highways mitigation measures, measures would be implemented to restrict turning movements to and from the southern section of Green Lane. As Green Lane is a public highway, it is not possible to preclude the use of the road by vehicular traffic as part of this planning application. Notwithstanding, the new junction with Green Lane, shown on 4717.001A (p.49 of the Transport Statement and below) would incorporate a central traffic island, signage and other engineering operations which change the priority in favour of traffic entering and leaving the new development, whilst making it extremely difficult to turn right on to Green Lane when leaving the site or left into the site if approaching from the south along Green Lane. This proposal has been agreed with the County Highway Authority and would be subject to an agreement under Section 278 of the Highways Act and is listed above with the mitigation measures.



Proposed Access Arrangements 4717.001

In light of the above, officers are satisfied that the proposal would have an acceptable impact on safety and efficacy of the surrounding highway network and that the residual and cumulative impacts of the proposed development could be satisfactorily accommodated on the surrounding highway network or mitigated by appropriate means, without generating a severe impact, in accordance with Policy M4 of the Waverley Borough Local Plan 2002, Policy ST1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016, Policy FNP30 of the Farnham Neighbourhood Plan 2017 and paragraph 32 of the NPPF 2012.

The applicant has indicated a willingness to enter into a suitable legal agreement to secure the appropriate mitigation methods. A signed and completed legal agreement has not yet been received. However, it is anticipated that an agreement would be entered into. Subject to the receipt of a suitable, signed legal agreement to the appropriate mitigation methods, it is concluded that the proposal would adequately mitigate for its impact on local highway network and the proposal would comply with the requirements of the Local Plan and the NPPF in respect of the surrounding highway network and that the residual traffic generated by the development could be satisfactorily accommodated on the surrounding highway network.

The NPPF 2012 supports the adoption of local parking standards for both residential and non-residential development. The Council has adopted a

Parking Guidelines Document which was prepared after the Surrey County Council Vehicular and Cycle Parking Guidance in January 2013. Development proposals should comply with the appropriate guidance as set out within these documents.

The Council's adopted Parking Guidelines (2013) set out the following guidelines for new residential development:

Unit type (bedroom numbers)	Recommended WBC parking guidelines
1 bedroom	1 parking space
2 bedroom	2 parking spaces
3+ bedroom	2.5 parking spaces

The following table illustrates the parking requirement for the proposed development in accordance with the abovementioned requirements:

Bedroom numbers	Number of dwellings proposed	Minimum number of spaces required
1 bedroom	23	23
2 bedroom	31	62
3 bedroom	36	90
4 bedroom	15	37.5
Total	105	212.5

The indicative details submitted in support of the application indicate that 211 parking spaces could be proposed on this site, provided through private garages, parking spaces within proposed plots and shared car parks. Notwithstanding this, officers raise concerns in respect of the potential layout of parking and that the spaces shown on the indicative plan have been achieved using tandem parking in front of garages. This would not provide an acceptable parking solution and would need to be resolved prior to any Reserved Matters application, should planning permission be granted. Should the proposed layout not allow for a satisfactory parking solution, the number of dwellings may need to be reduced.

Whilst the number of vehicle parking spaces shown on the indicative site layout plan fall 1.5 spaces short of the Council's guidelines, Officers are confident that a reserved matters scheme could be developed on site that would accommodate for this shortfall. As such, the proposal would accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

Public Rights of Way

Policy M4 of the Waverley Borough Local Plan 2012 requires developments to include safe, convenient and attractively designed pedestrian routes linking to existing or proposed pedestrian networks, public open space, local facilities and amenities or, public transport.

Policy LT11 of the Waverley Borough Local Plan 2012 states that the Council, in consultation with Surrey County Council, will seek to ensure that designated rights of way are safeguarded, protected and enhanced to encourage use by walkers, cyclists and horse riders.

As Public Footpath 103 (Farnham) runs to the south of the site, the County Rights of Way Officer has been formally consulted on the application.

The Countryside Access Officer has raised an objection to the proposal as the indicative site layout appeared to show planting within the Footpath 103. However, the submission of an amended indicative plan demonstrates that Footpath 103 would not be obstructed by proposed planting. Additionally, an index linked sum of £30,000 for improvements to public footpath No. 103 between Weybourne Road and Green Lane has been sought.

The applicant has indicated a willingness to enter into a suitable legal agreement to secure relevant contributions. A signed and completed legal agreement has not yet been received. However, it is anticipated that an agreement would be entered into. Subject to the receipt of a suitable, signed legal agreement to secure the appropriate contribution, it is concluded that the proposal would adequately mitigate for its impact on public footpath 103.

Impact on Countryside Beyond the Green Belt

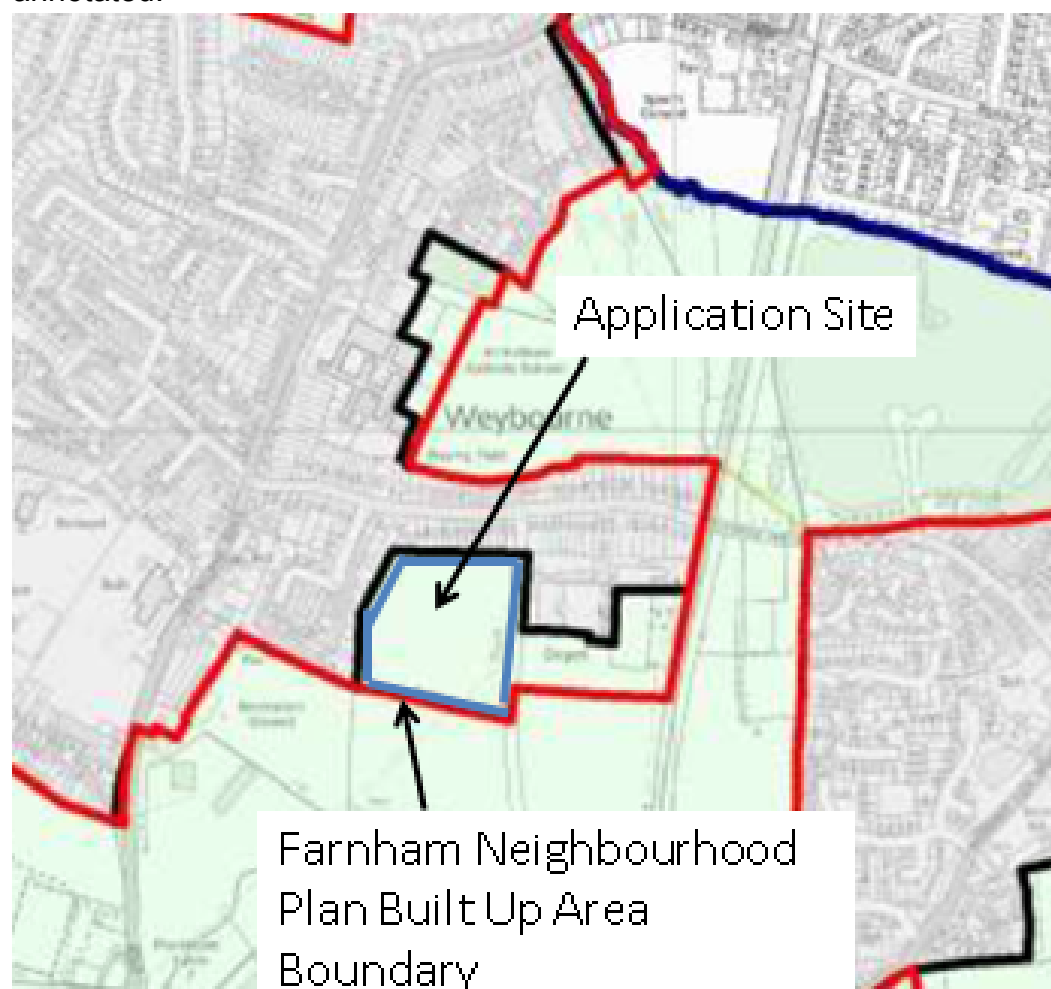
Paragraph 17 of the NPPF 2012 sets out that the intrinsic character and beauty of the countryside should be recognised and the NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

Policy C2 of the Waverley Borough Local Plan 2002 states that building in the countryside, away from existing settlements will be strictly controlled. Policy C2 does not carry full weight as it is not considered to be entirely consistent with the NPPF as Policy C2 refers to protection for 'its own sake', whereas the NPPF places emphasis on protecting the intrinsic character and beauty of the Countryside.

Policy RE1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 echoes the safeguarding of the intrinsic character and beauty of the countryside in accordance with the NPPF.

However, the application site falls within the Built Up Area Boundary within the Farnham Neighbourhood Plan and the Neighbourhood Plan introductory text focusses well designed development on brownfield sites within the built up area of Farnham. The Farnham Neighbourhood Plan Examiner's report concludes that the Built Up Area Boundary is appropriate and does not recommend any modifications to the proposed boundary. The inclusion of the site within the Farnham Neighbourhood Plan Built Up Area Boundary weighs in favour of the application.

Extract from map showing a comparison of Farnham Neighbourhood Built Up Area and Local Plan 2002 Settlement Boundaries with application site annotated:



Policy FNP14b of the Farnham Neighbourhood Plan 2017 states that the mature hedgerows to the east and west of the site should be retained and enhanced to provide a landscape framework for the site and wildlife corridors. A substantial landscape buffer should be provided at the southern edge of the development.

The site falls within the Waverley Borough Council Landscape Study – Part 1: Farnham and Cranleigh and is identified as area FN10c, which has the following characteristics:

- To the west of Green Lane, the area comprises fields in its northern part, and to the south is the relatively recently built private sports centre and Farnham Rugby Club;
- There is a footpath to the north of the new development, and further up the field running west/ east;
- There is a high voltage power line running across the northern part of the area;
- The field has some edge planting of trees and hedges, and is fairly flat. Housing and the roads to the east and west have some filtered visibility into the field, as does the sports development to the south
- The field area to the north may have potential capacity for development with regards to landscape and sensitivity, with its lack of features, and limited visibility.

The site comprises an open field, generally flat and bounded by trees and hedgerows. To the north and west of the site is residential development, with a large commercial electricity depot located to the east. To the south of the site lies open fields, beyond which is a large leisure centre and a farm complex.

The proposed development would replace this open field with substantial urban built form. The main wider public views of the proposed development would be from Green Lane to the east and from Public Footpath 103 (Farnham) running along the southern boundary of the site. Whilst it is fully accepted that the proposed development would be harmful to the character and appearance of the open field, it the officers' view that views of the proposed development would be more localised than far reaching and these localised views would frame the proposed development within the backdrop of existing residential development to the north and west of the site and would minimise the harm to the character and appearance of the open countryside beyond the site.

Furthermore, as advised within the Waverley Borough Council Landscape Study – Part 1: Farnham and Cranleigh which identifies the site as having potential capacity development as a result of the limited visibility of the site and the lack of any significant landscape features.

The indicative layout suggests the retention of the boundary treatments to the north and west of the site and the details of retention and enhancement of

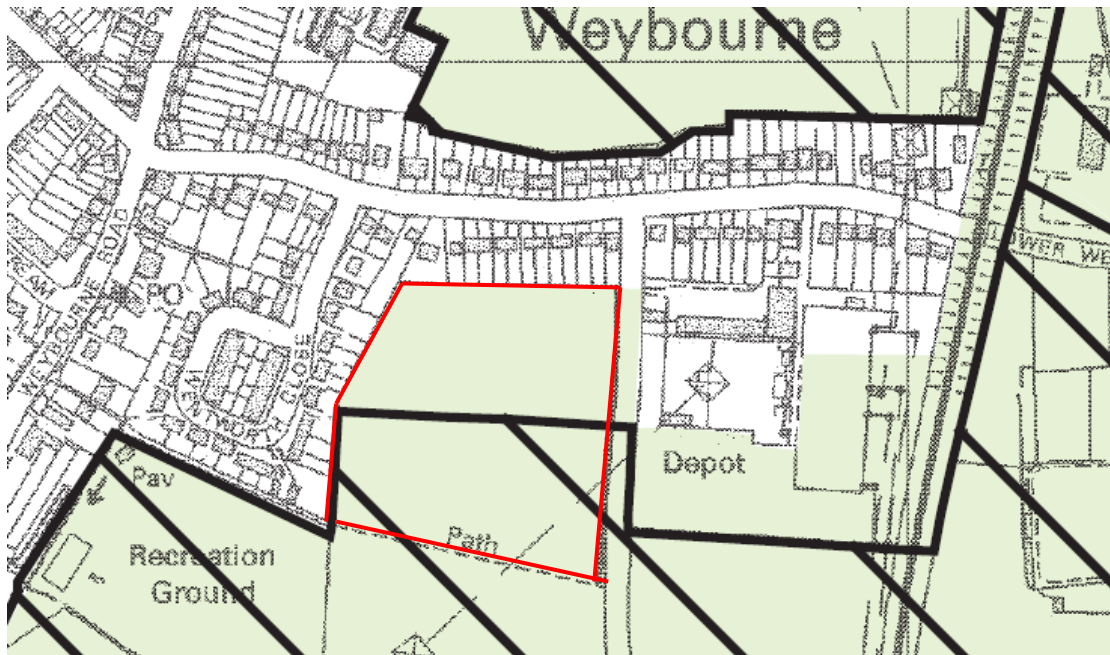
these natural treatments can be secured in any forthcoming reserved matters application. Whilst the indicative site layout does appear to indicate a diminishing of the boundary treatment to the east of the site, notwithstanding the loss of hedgerow to provide the proposed vehicular access, Officers are confident that a reserved matters scheme could be developed on site that would retain and enhance this existing natural feature.

Whilst the proposed indicative layout includes open space and landscaping to the south/south east of the site where it adjoins the open countryside, the indicative site layout demonstrates that the open countryside to the south west of the site would be bounded by residential curtilage, with the boundary treatment unknown. However, Officers are again confident that a reserved matters scheme could be developed on site that would provide a landscape buffer along the entire southern elevation that would help minimise the impact of the proposed development upon the wider area, without encroaching upon Public Footpath 103 (Farnham).

Officers recognise the site forms part of the wider countryside immediately outside of the Developed Area of Farnham (as defined in the current Local Plan). It is further recognised that the proposed development would have some impact to the countryside in comparison to the existing site situation due to the replacement of the open field with built form. However, it is also acknowledged that that the Draft Farnham Neighbourhood Plan 2017 includes this site within the designated Built Up Area Boundary and does not seek to protect this site from development in order to prevent harm to the countryside. The impact on the designated countryside is, however, one of many material considerations in the assessment of this case. The impact upon the open character and beauty of the countryside should be weighed in the planning balance.

Impact on Farnham/Aldershot Strategic Gap

The southern section of the site lies within the Farnham/Aldershot Strategic Gap, as defined in the current Local Plan 2002 (black hatched area on plan below).



Policy C4 of the Waverley Borough Local Plan 2002 states that the Council will:

- a) protect the Strategic Gap between Farnham and Aldershot, as shown on the Proposals Map, by resisting inappropriate development in accordance with Policy C2;
- b) promote the enhancement of the landscape, and conservation of wildlife sites;
- c) promote improved public footpaths and bridleways for informal recreation.

There is some conflict between Policy C4 of the Local Plan and FNP 11 of the Farnham Neighbourhood Plan 2017 which seeks to prevent coalescence between Farnham and Aldershot; Badshot Lea and Weybourne; Rowledge and Wrecclesham; Rowledge and Boundstone and Rowledge and Frensham. The site is within the designated Built Up Area Boundary of Farnham, as defined in the Draft Farnham Neighbourhood Plan and is therefore not protected by Policy FNP11. As discussed above, the introductory text focusses well designed development to the built up area of Farnham. The inclusion of the site within the Farnham Neighbourhood Plan Built Up Area Boundary therefore weighs in favour of the application in relation to this issue.

Whilst the site currently plays a role in maintaining the separation between Farnham, Weybourne and Badshot Lea, due to its open characteristics, that role is significantly diluted as a result of the extent of the southern boundary of development to the east and west of the site. The proposed development would extend to lie flush with the neighbouring site to the west, and partially abut a neighbouring site to the east, and officers are therefore of the opinion that whilst the proposal would impinge upon the strategic gap, it would not

seriously weaken its ability to retain the separation between Farnham and Aldershot and Weybourne and Badshot Lea.

Officers recognise the southern section of the site forms part of the Farnham/Aldershot Strategic Gap. It is further recognised that, as a result of the provision of built form, the proposed development would have an impact in comparison to the existing site situation as the site would harm openness. However, it is also acknowledged that the Draft Farnham Neighbourhood Plan 2017 includes this site within the designated Built Up Area Boundary and does not seek to protect this site from development in order to prevent coalescence. The impact of the proposal on this local designation is, one of many material considerations in the assessment of this case. The impact upon the open character of the strategic gap should be weighed in the planning balance.

Impact on Visual Amenity

The NPPF 2012 attaches great importance to the design of the built environment as a key part of sustainable development. Although planning policies and decisions should not attempt to impose architectural styles or particular tastes, they should seek to promote or reinforce local distinctiveness. Policies D1 and D4 of the Waverley Borough Local Plan 2002 accord with the NPPF 2012 in requiring development to have high quality design and to be well related in size, scale and character to its surroundings.

Policy FNP14b of the Farnham Neighbourhood Plan 2017 states that comprehensive development of this site should respond to the local characteristics of the Weybourne and Badshot Lea Character Areas as set out within the Farnham Design Statement 2012. The layout should allow a transition to the southern countryside edge.

The Farnham Design Statement 2010 provides design guidelines for Weybourne and Badshot Lea, advising that the essential rural character of Badshot Lea should be preserved by respecting the pattern of development in the village and any new development must reflect the style and scale of older properties within the village.

Whilst the application is an outline application, with all matters reserved except access, illustrative layout plans and a Design and Access Statement have been submitted which provide some details.

The indicative plan gives some basic information about the parameters for development including the quantity and scale of the proposed development.

Whilst this is an indicative plan, it does clearly explain how the development would fit on the site, whilst providing all the additional community benefits.

Whilst the proposed development would be served by a single vehicular access point, the loop spine road design would provide permeability for both pedestrians and vehicles around the whole of the site. Furthermore, pedestrian permeability is increased by the provision of internal footpaths linking from the central core development to the spine road and from the development to Public Footpath 103 (Farnham) and the adjacent Local Area of Play outside of the site to the south west and Wentworth Close.

The indicative layout would be regimental along the northern periphery of the site, responding to the residential development along Lower Weybourne Lane. Furthermore, the central core development layout would not be dissimilar to the design found at the south of Wentworth Close, where the residential development faces onto the loop spine road on both sides. The need for new development to have regard to the traditional character of the village is a key principle; whilst the application is in outline only, with all matters reserved, it is considered that the indicative plans exhibit an understanding of the village and transition to the countryside. More detailed analysis should be provided at the reserved matters stage.

In terms of the scale and height of the proposed development, officers note that the surrounding area is characterised primarily by two storey properties. The indicative plans and supporting information indicate that 2 ½ storey properties may be included through the provision of town houses and flats with accommodation within their roof spaces. These units may comprise a row of 2 ½ storey town houses within the inner loop of the site and an area of 2 ½ storey flats towards the south-eastern corner of the site. The remainder of the development is indicated to be two storey in height. In the event outline permission is granted, a detailed analysis of how the provision of two and a half storey development on the site would be appropriate, including how the proposal responds to an understanding of the village and aids transition to the countryside, should be provided at any future reserved matters stage. Two and a half storey development may not be acceptable on this site.

The affordable housing provision on site should be well integrated with the proposed market housing and have the same appearance in terms of details, build quality, materials etc. so that the tenures are indistinguishable. Affordable housing should be integrated among market housing to create a mixed and balanced community, consistent with paragraph 50 of the NPPF 2012. The indicative plan shows that the proposed affordable housing would be well integrated with the market housing, in accordance with paragraph 50 of the NPPF 2012.

In terms of vehicle parking, the hard standing to the south of the site is considered to dominate the proposal and must be reduced and reconsidered as part of any reserved matters scheme coming forward.

The indicative site layout plan indicates that a Local Area of Play (LAP) and a Local Equipped Area of Play (LEAP) are proposed in the south east corner of the site. Whilst Officers acknowledge that the indicative location of the proposed LAP and LEAP is being dictated by the presence of overhead electricity lines, (which prevents built form from being located beneath), Officers consider that this location would be of concern as there would be limited natural surveillance. In the event outline planning permission is granted, any reserved matters application would need to demonstrate that the play areas would be in an acceptable location, easily accessible by all proposed units.

Although in outline with all matters reserved except access, officers consider that sufficient evidence has been submitted to demonstrate that, subject to detailed consideration at a future stage, a scheme could be developed which would function well, be of a high quality design and which would integrate well with the site and complement its surroundings so as to establish a strong sense of place.

Officers consider that the proposal would be in accordance with Policies D1 and D4 of the Waverley Local Plan 2002, the Farnham Design Statement 2010, Policy FNP14 b) of the Farnham Neighbourhood Plan 2017 and guidance contained within the NPPF 2012.

Impact on Trees

The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development clearly outweigh the loss. Policies D6 and D7 broadly support the aims of the NPPF stating that the Council will protect significant trees and groups of trees and hedgerows through planning control.

The proposal would result in the loss of approximately 35 linear metres of historic boundary hedgerow along the east of the site in order to provide the necessary vehicular access into the site from Green Lane.

Although the site is bounded by trees, these are relatively few in number. The Arboricultural Impact Assessment, prepared by SJ Stephens Associates and dated October 2015, identifies seven trees and one tree groups to be removed as a result of the proposed development. The trees proposed for

removal are indicated on drawing 658-02 (Appendix C of the Arboricultural Impact Assessment) comprise three low quality Category C trees (T45, T9a and T9b), three between Category B/C trees (T46, T47 and T48) and one moderate quality Category B tree (T63), the loss of which would allow for a better quality adjacent ash tree (T62) to develop. The group of trees to be lost comprises five between Category B/C trees (G44). Whilst it is appreciated that the indicative layout of the scheme has been amended since the AIA was prepared, the majority of the amendments have been made to the internal layout of the site and not the periphery development where the majority of the trees to be affected are sited. Nonetheless, although Officers are satisfied that the details submitted in the Arboricultural Impact Assessment give a realistic assessment of the likely impact of the proposed development on the boundary trees, Officers consider it reasonable to secure an updated Arboricultural Method Statement at reserved matters stage, based on the proposed layout.

The Council's Tree and Landscape Officer has noted that there would be limited space for any realistic internal tree planting, due to the density of development proposed. However, Officers would encourage any reserved matters scheme to include internal areas for structural planting/landmark trees positions, outside of any private ownership, if outline permission were granted.

The Council's Tree and Landscape Officer is aware of the understandable desire to provide definition/screen planting to the southern boundary and has cautioned that from experience, providing site boundary tree screening within rear curtilage (such as the four detached plots proposed within the south west corner of the site) would, on establishment, create conflict with future occupiers for greater amenity, such as desire for light and views. Therefore, in the event outline permission is granted, any future reserved matters application should be designed to accommodate a landscape buffer to the south that would not be open to future pressures for removal in favour of future residential amenity.

Amenity and Place Space

On promoting healthy communities, the NPPF 2012 sets out that planning policies and decisions should aim to achieve places which promote safe and accessible developments, with high quality public space which encourage the active and continual use of public areas. These should include high quality open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities.

Paragraph 17 of the NPPF 2012 states that planning should take account of and support local strategies to improve health, social and cultural wellbeing for

all, and deliver sufficient community and cultural facilities and services to meet local needs.

Paragraph 70 of the NPPF 2012 supports this by stating that planning policies and decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services.

Policy H10 of the Waverley Borough Local Plan 2012 addresses amenity and play space in housing developments. Although there are no set standards for garden sizes, the policy requires that a usable 'outdoor area' should be provided in association with residential development and that 'appropriate provision for children's play' is required. For developments of flats or maisonettes, Policy H10 sets out that outdoor space may be for communal use rather than as private gardens.

Policy TD1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 refers to maximising opportunities to improve the quality of life and health and well being of current and future residents. Such opportunities include, inter alia, the provision of private, communal and public amenity space and on site play space provision (for all ages).

Policy LRC1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 requires new residential development to make a provision for play-space in accordance with the Fields in Trust standards.

Policy FNP27 of the Farnham Neighbourhood Plan 2017 sets out that residential development proposals will be expected to provide for new accessible public open space either through on site provision or a financial contribution to off site provision. Amenity greenspace and children's' and young people's equipped space should be provided on site.

The Council uses the standard recommended by Fields in Trust (FIT) 'Guidance for Outdoor Sport and Play: Beyond the Six Acre Standard' (2016) for assessing the provision of outdoor playing space.

For a development of 10 – 200 dwellings, the Fields in Trust guidance referred to above sets out that a Local Area for Play (LAP), Locally Equipped Area for Play (LEAP) and a contribution towards a Multi-Use Games Area (MUGA) should be provided.

A LAP comprises a play area equipped mainly for children aged between 4-6 years old. LAPs should be located within 100m from every home. The main activity area should be a minimum of 100sqm with a 5m minimum separation between the activity zone and the boundary of the dwellings.

A LEAP comprises a play area equipped mainly for children age between 4-8 years old. LEAPs should be located within 400m from every dwelling. The main activity area should be a minimum of 400sqm with a 20m minimum separation between the activity zone and the boundary of the dwellings.

The proposal would provide a LAP and LEAP within the site. Furthermore, the application has set out that contributions would be made towards playing pitch facilities. The contribution toward playing pitch facilities, rather than a MUGA has been requested by the Council's Greenspace Manager.

The indicative layout includes a LAP and a LEAP. Officers are satisfied that an appropriate layout could be achieved to meet the requirements as part of a reserved matters application.

The indicative site location plan indicates that each proposed unit could have private outdoor amenity space and space can be provided to accommodate areas of communal space to serve the proposed flats. This would be secured at reserved matters stage.

The applicant has indicated a willingness to enter into a suitable legal agreement to secure playing pitch contributions. As of yet, a signed and completed legal agreement has not been received. However, it is anticipated that an agreement would be entered into. Subject to the receipt of a suitable, signed legal agreement to secure the relevant contributions, it is concluded that the proposal would be acceptable in respect of amenity space provision.

Impact on Residential Amenity

The NPPF 2012 identifies that within the overarching roles that the planning system ought to play, a set of core land use planning principles should underpin both plan-making and decision making. These 12 principles include that planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings. These principles are supported by Policies D1 and D4 of the Waverley Borough Local Plan 2012 and guidance contained within the Council's SPD for Residential Extensions.

Whilst the proposal is an outline planning application for access only, the indicative layout demonstrates that the quantum of development proposed could be achieved on site whilst maintaining a good level of amenity.

The indicative building to boundary separation distances between the western section of the proposed development and the properties at Wentworth Close would range between 9 metres – 16 metres and the building

to boundary separation distances between the northern section of the proposed development and the properties at Lower Weybourne Lane would range from 12 metres - 14 metres. Whilst these distances would not meet the Council's Residential Extensions SPD Guidelines, which recommends an 18 metre boundary to boundary separation distance to prevent overlooking to garden areas, this guidance is flexible and the proposed distances are considered to be typical in more built up developed areas. Furthermore, Officers have regard to the screening proposed to the shared boundaries and in combination with the proximities, the proposal is unlikely to result in material harm to the occupiers of the adjoining residential properties by reason of overlooking into private amenity areas. Officers are satisfied that appropriate separation distances could be achieved at reserved matters stage.

The indicative site layout plan demonstrates that the window to window distances between the proposed units and the residential properties at Wentworth Close and Lower Weybourne Lane could exceed the 21 metres recommended in the Council's Residential Extensions SPD, in relation to the avoidance of a loss of privacy. Furthermore, these separation distances could also ensure that there would be no loss of light, outlook or overbearing impacts on the occupiers of these existing residential dwellings.

External lighting would need to be assessed to ensure that this would not cause harm to surrounding residential properties. However, an appropriate solution could be secured at the reserved matters stage, if outline permission were granted.

The construction phase of the proposed development has the potential to cause disruption and inconvenience to nearby occupiers. However, construction issues are transient and could be minimised through planning conditions, if outline permission is granted.

Although outline with all matters (except access) reserved, officers consider that sufficient evidence has been submitted to demonstrate that, subject to detailed consideration at a future reserved matters stage, a scheme could be developed which would provide a good standard of amenity for existing surrounding residents and future occupiers of the proposed development, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2012 and guidance contained within the Council's SPD for Residential Extensions.

Standard of Accommodation

Paragraph 17 of the NPPF seeks a good standard of amenity for future occupants of land and buildings.

Internal to the site, the boundary to boundary separation distances, shown on the indicative plan, between the units within the central core range from 10 – 14 metres. Consideration needs to be given to these distances at reserved matters stage, particularly in relation to the corner plots, which have potential for direct overlooking into neighbouring residential curtilage.

Whilst details with regard to design and layout are reserved matters that do not form part of this outline application, officers are confident that, if outline permission is granted, a reserved matters scheme could be designed to provide a good standard of amenity for future occupiers.

Minerals and Waste

Policy MC6 of the Surrey Minerals Plan 2011 seeks to safeguard mineral resources and development. Minerals safeguarding areas have been defined for resources of concreting aggregate, soft sand, silica sand, brick clay and fuller's earth. The Mineral Planning Authority will seek to prevent sterilisation of these resources by other development.

The site is located within a Mineral Safeguarding Area containing resources of concrete aggregates and is considered suitable for mineral extraction.

However, following the granting of planning permission WA/2007/0430 for the erection of a multi-sports and leisure club facility to the south of the site, the mineral operator withdrew interest in working the site. This is because the remaining parcel of land was considered to be too small to be viable for mineral extraction. As a consequence the County Minerals Planning Authority considers it highly unlikely that there would be future interest from the minerals industry in working this land.

The County Minerals and Waste team were consulted on the application and have raised no objection to the proposal on the basis of the above.

Air Quality

Paragraph 120 of the NPPF 2012 states that planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area of the area or proposed development to adverse effects from pollution, should be taken into account.

Paragraph 124 of the NPPF 2012 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Policy D1 of the Waverley Borough Local Plan 2002 states that the Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment. Development will not be permitted where it would result in material detriment to the environment by virtue of noise and disturbance or potential pollution of air, land or water, including that arising from light pollution. In the same vein Policy D2 states that the Council will seek to ensure that proposed and existing land uses are compatible. In particular, development which may have a materially detrimental impact on sensitive uses with regard to environmental disturbance or pollution will not be permitted.

The site is not located within an Air Quality Management Area (AQMA). However, there is an AQMA in the centre of Farnham and the impact on air quality remains an important material consideration. The introduction of up to 105 extra houses in this location may increase road usage within Farnham Town Centre as occupants are likely to commute to their work, education and shopping destinations. This could cause a further deterioration in air quality and consequently further compromise the health of residents living in the area as well as future occupants.

Notwithstanding that the application is not accompanied by any Air Quality Assessment, the Council's Air Quality Officer has been formally consulted on the application. In order to minimise increases in emissions from the proposed development and to not lead to any further deterioration of air quality, conditions have been recommended by the Council's Environmental Health Officer should outline permission be granted. These include requiring a site management plan for the suppression of mud, grit, dust and other emissions during the construction phases, to prohibit the burning of materials on site in order to restrict dust and emissions during construction work and a condition to secure a scheme detailing the provision of Electric Vehicle Charging Points within the development, in order to promote and support low emission vehicles.

Subject to suitable mitigation measures, particularly throughout the construction stage, it is considered that the impact on air quality resulting from the proposed would be acceptable.

Noise impacts

Paragraph 123 of the NPPF 2012 states that Planning policies and decisions should aim to:

- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
- identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

Policies D1 and D4 of the Waverley Borough Local Plan 2002 states that the Council will have regard to the environmental implications of development, including loss of general amenity resulting from the emission of noise.

The construction phase of the proposal has the potential to adversely impact the amenity neighbouring occupiers to the site by way of noise. Notwithstanding that the application is not accompanied by any Noise Assessment. In order to ensure that adjoining occupiers to the site are not unduly affected by construction activities, a Construction Environmental Management Plan condition has been recommended by the Council's Environmental Health Officer, should permission be granted. Officers also consider it reasonable to secure a condition to restrict construction hours.

The proposal is therefore considered to comply with Policies D1 and D4 of the Waverley Borough Local Plan 2002 in this regard and paragraph 123 of the NPPF 2012.

Archaeological Considerations

Paragraph 128 of the NPPF 2012 sets out that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets

assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

The site is not located within an Area of High Archaeological Potential. However, due to the size of the site and pursuant to Policy HE15 of the Waverley Borough Local Plan 2012, it is necessary for the application to take account of the potential impact on archaeological interests.

The need to safeguard and manage Waverley's rich and diverse heritage, including all archaeological sites, is set out in Policy HA1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016.

The application is supported by an Archaeological Desk Based Assessment, prepared by Thames Valley Archaeological Services, dated November 2015, which concludes that there is potential for archaeological remains to survive within the site and that further archaeological works are required in order to properly assess the nature and extent of any archaeology that may be present.

The County Archaeologist has considered the information and evidence put forward in the Archaeological Desk Based Assessment and recommends that, in the event permission is granted, the implementation of a programme of archaeological work in accordance with a written scheme of investigation, to be approved by writing by the local planning authority, be secured prior to development taking place. Subject to this condition, the County Archaeologist raises no objection to the proposal.

In light of the above, and subject to the recommended condition, as set out by the County Archaeologist, Officers are satisfied that there would be no adverse archaeological implications and the proposal would accord with Policy HE15 of the Waverly Borough Local Plan 2002, Policy HA1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 and the requirements of the NPPF 2012.

Flooding and Drainage

Paragraph 100 of the NPPF states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at high risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

Paragraph 101 of the NPPF states that the aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding.

Paragraph 103 of the NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant.

Policy CC4 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 states that in order to reduce the overall and local risk of flooding, development must be located, designed and laid out to ensure that it is safe; that the risk from flooding is minimised whilst not increasing flood risk elsewhere and that residual risks are safely managed. In those locations identified as being at risk of flooding, planning permission will only be granted where it can be demonstrated that it is located in the lowest appropriate floor risk location, it would not constrain the natural function of the flood plain and where sequential and exception tests have been undertaken and passed. Sustainable drainage systems (SuDS) will be required on major development proposals.

In a Written Ministerial Statement on the 18th December 2014, the Secretary of State for Communities and Local Government set out the Government's expectation that SuDS will be provided in new developments, wherever this is appropriate. Decisions on planning applications relating to major developments should ensure that SuDS for the management of run-off are put in place, unless demonstrated to be inappropriate. Under these arrangements, Local Planning Authorities should consult the relevant Lead Local Flood Authority (LLFA) on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The SuDS should be designed to ensure that the maintenance and operation requirements are economically proportionate.

The NPPG 2014 states that whether SuDS should be considered will depend on the proposed development and its location, for example where there are concerns about flooding. SuDS may not be practicable for some forms of development. New development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of SuDS. When considering major development, SuDS should be provided unless demonstrated to be inappropriate. Whether a SuDS system is appropriate to a particular development proposal is a matter of judgement for the Local Planning Authority and advice should be sought from relevant flood risk management bodies, principally the LLFA.

Policy FNP31 of the Farnham Neighbourhood Plan 2017 states that permission will only be granted for proposals which increase the demand for off-site water and wastewater infrastructure, where sufficient capacity already exists or extra capacity will be provided to serve the development without adverse impact on the amenity of local residents.

The proposed development for residential purposes is classified as 'More Vulnerable' and as such, the use is consistent with the appropriate uses for Flood Zone 1, as outlined in Table 2 of the NPPF – Technical Guidance Document. It is not therefore necessary to consider the sequential or exception tests in this instance.

However, the application relates to a major development and the site area exceeds 1 ha. Therefore, a site specific Flood Risk Assessment (FRA) is required and has been submitted in support of this application.

The submitted FRA confirms that the scheme could be accommodated within the site without giving rise to any harmful impacts in terms of flooding and drainage. An attenuation basin to the south of the residential development would provide for on site storage and the proposed SuDS would attenuate flows up to and including the 1 in 100 year + 30% rainfall event. The SuDS strategy includes the use of swales and an attenuation pond to the south of the site.

It is proposed that the Green Lane ditch, which is currently substantially filled or blocked off, be reinstated with a flow restricted outlet to the watercourse. The ditch will run north to south along the eastern side of the site and into the field to the south of the site, will have a wide profile and will make use of check dams to maximise storage. Attenuation storage will be provided within the pond in the field to the south of the site. Storms up to the one hundred year plus climate change event will be accommodated by shallow flooding within the southeast area of the southern site on the recreation land. Footway

routes shall be clear of the flood levels. A piped drainage system will be provided within the roads with silt traps prior to discharge to the pond.

The LLFA has considered these proposals and, following amendments to the proposed details, has confirmed that the proposed surface water strategy would be acceptable, subject to recommended conditions.

It is acknowledged that part of the attenuation will be located outside of the application site, in the field to the south of the site, also within the applicants ownership. Relevant conditions have been recommended to secure the SuDS.

In terms of foul drainage, it is proposed that a connection is made to the existing foul water drainage network which is managed by Thames Water. A new foul sewer will need to be requisitioned from Thames Water under the provisions of the Water Industry Act.

Thames Water has been consulted on the application and has identified an inability of the existing waste water infrastructure to accommodate the needs of the application. Thames Water has therefore recommended a 'Grampian Style' condition, should planning permission be granted, requiring that development does not commence until a drainage strategy detailing any on/off site drainage works, has been submitted to, and approved by the Local Planning Authority in consultation with the sewerage undertaker and that there should be no discharge of foul or surface water from the site into the public system until the drainage works referred to in the strategy have been completed. Thames Water recommended that, should planning permission be granted, informatives in respect of surface water drainage and water supply should be added.

Infrastructure contributions

The three tests as set out in Regulation 122(2) require s106 agreements to be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The NPPF emphasises that to ensure viability, the costs of any requirements likely to be applied to development, such as infrastructure contributions should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

Infrastructure providers responsible for the provision of infrastructure within Waverley have been consulted and, as a result, the following contributions are sought and justified:

Early years educational infrastructure	£70,670
Primary educational infrastructure	£290,896
Secondary educational infrastructure	£302,828
Future Auditing and Monitoring of the Travel Plan	£4,600
Combined Cycle/Public Transport voucher for each dwelling	£21,000
Pedestrian crossing facilities, environmental enhancements and capacity improvements at the junction of St. Georges Road with Badshot Lea Road.	£100,000
Improvements to public footpath No. 103 between Weybourne Road and Green Lane.	£30,000
Blackwater Valley cycle scheme between Aldershot and Farnham Town Centres and Rail Stations.	£30,000
Provision of Real Time Passenger Information (RTPI) at the nearest bus stops to the site on Weybourne Road.	£20,000
Playing pitch and changing facilities improvements at Weyburn Recreation Ground	£64,312.50
Total	£934,306.50

The providers have confirmed that the proposed contributions would not result in the pooling of more than 5 contributions towards one specific piece of infrastructure. The infrastructure improvements required would therefore comply with CIL Regulations 122 and 123.

The applicant has indicated a willingness to enter into a suitable legal agreement to secure relevant contributions. As of yet, a signed and completed legal agreement has not been received. However, it is anticipated that an agreement would be entered into. Subject to the receipt of a suitable, signed legal agreement to secure infrastructure contributions, it is concluded that the

proposal would adequately mitigate for its impact on local infrastructure and the proposal would comply with the requirements of the Local Plan and the NPPF in respect of infrastructure provision.

Financial Considerations

Section 70 subsection 2 of the Town and Country Planning Act 1990 (as amended) states that any local financial considerations are a matter to which local planning authorities must have regard to in determining planning applications; as far as they are material for the application.

The weight to be attached to these considerations is a matter for the committee.

Local financial considerations are defined as grants from Government or sums payable to the authority under the Community Infrastructure Levy (CIL). This means that the New Homes Bonus (NHB) is capable of being a material consideration where relevant. In the current case, the approval of the application would mean that the NHB would be payable for the net increase in dwellings from this development, provided that the overall growth in housing numbers in Waverley exceeds 0.4%. The Head of Finance has calculated the indicative figure of £1,530 per net additional dwelling (total of £160,650) per annum for four years. A supplement of £350 over a 4 year period is payable for all affordable homes provided for in the proposal (total of £11,200 per annum).

Effect on SPA

The site is located within the 5km of the Thames Basin Heathland Special Protection Area (SPA). The proposal would result in an increase in people (permanently) on the site.

The three tests as set out in Regulation 122(2) require S106 agreements to be:

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

In order for the development to be acceptable in planning terms, to comply with the Conservation of Habitats and Species Regulations 2010 and to avoid a likely significant effect upon the Thames Basin Heaths SPA a S106 agreement is required as part of any subsequent planning approval to secure a financial contribution of £300,173 (£231,069 towards a SANG and £69,104

towards SAMM), in line with the Waverley Borough Council Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy (July 2016). This figure is based on the proposal being for 23 x 1 bedroom dwellings, 31 x 2 bedroom dwellings, 36 x 3 bedroom dwellings and 15 x 4 bedroom dwellings.

The pooling of contributions towards SANG, which is for the ongoing maintenance and enhancement of the SANG at Farnham Park, rather than the provision of new SANG, is not considered to be infrastructure and does not therefore need to comply with CIL Regulation 123.

Having regard to the completed unilateral undertaking, the effect upon the SPA would be mitigated in accordance with Policy D5 of the Local Plan 2002 and the adopted Avoidance Strategy.

The applicant is willing to enter into a legal agreement to secure the financial contribution so as to adequately mitigate the impact of the development upon the Thames Basin Heaths Special Protection Area. Subject to the applicant entering into a unilateral undertaking to secure this contribution, the effect upon the SPA would be mitigated in accordance with Policy D5 of the Local Plan 2002 and the adopted Avoidance Strategy.

Biodiversity and Compliance with Habitat Regulations 2010

The NPPF 2012 states that the Planning System should contribute to and enhance the natural and local environment by minimising impacts upon biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or, as a last resort, compensated for then planning permission should be refused.

In addition, Circular 06/2005 states 'It is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development, is established before planning permission is granted.'

Policy NE1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016 states that the Council will seek to conserve and enhance biodiversity within

Waverley. Development should retain, protect and enhance features of biodiversity and geological interest and ensure appropriate management of those features. Adverse impacts should be avoided or, if unavoidable, appropriately mitigated. Within locally designated sites, Policy NE1 sets out that development will not be permitted unless it is necessary for appropriate on site management measures and it can demonstrate no adverse impact to the integrity of the nature conservation interest.

The need to protect and enhance biodiversity is also set out in Policy FNP13 of the Farnham Neighbourhood Plan 2017, which sets out that SPAs, SSSIs, Local Wildlife Sites, protected species, ancient woodland, veteran or aged trees and species-rich hedgerows should be protected. Ecological networks should also be protected and extended to assist migration and transit of flora and fauna.

The National Environment and Rural Communities Act 2006 states that the Council as local planning authority has a legal duty of care to protect biodiversity.

The application is accompanied by a Phase 1 Ecological Appraisal, prepared by Richard Tofts Ecology, dated January 2014 and an updated Phase 1 Ecological Appraisal, prepared by Richard Tofts Ecology, dated November 2015 which details the ecology of the site, identifies ecological constraints affecting the proposed development and makes recommendations for further investigation, mitigation or enhancement as appropriate.

The desk study section of the Phase 1 Ecological Appraisal identified two potentially suitable waterbodies for amphibians and reptiles comprising a ditch adjacent to the site on its western boundary and a pond some 250m off-site to the west. Furthermore, the presence of mature trees and boundary hedgerows provides potentially suitable habitat for dormice and bats. The Phase 1 Ecological Appraisal therefore recommended that further surveys be undertaken on the site for dormice, great crested newt and reptiles, in order to clarify the extent of any protected species constraint and inform mitigation measures as necessary. These surveys were also submitted in support of the proposed development.

The Dormice Survey has demonstrated that no evidence of dormice was identified within the Green Lane site and based on these survey findings, the Survey concludes that no specific dormouse mitigation is necessary as a result of the proposed development.

The Amphibian and Reptile Survey advises that a young grass snake was observed on the site, however, this is not considered by the Survey to be an

ecological constraint to the site. The Survey has advised that there was no evidence of great crested newts in the off-site water bodies and no amphibians of any species were recorded within the site. The Survey concludes that amphibians do not pose a constraint to the proposed development and as such, specific amphibian and reptile mitigation is necessary.

The Bat Activity Survey has revealed three bat species to be using the site, with two being briefly detected as a single pass over the site on one occasion. Overall, levels of bat activity were low and there was no evidence of bat roosts or bat roosting was observed. Furthermore, no bats were detected foraging within the interior of the site.

The Bat Activity Survey has advised that the woody boundary vegetation around the site would be used mainly for bat foraging and only to a minor extent by commuting bats. As the proposals would retain the bulk of the existing vegetation along the site boundaries, the Bat Activity Survey has concluded that the proposal is not likely to affect the use of the site as foraging habitat in any significant way and that no important flight lines would be severed.

In keeping with good practice recommendations and to provide enhancements, the following recommendations are made in the Bat Activity Survey:

- Any new planting should include locally native trees and shrubs, ideally planted in a way that creates 'bays' to provide sheltered foraging areas.
- Bat boxes should be attached to some of the larger trees around the site margin to provide roosting opportunities which currently appear to be limited.
- In the event of felling or surgery to and mature trees, the works should be preceded by a roost assessment.
- New external artificial lighting should be kept to the minimum consistent with safety requirements.

Surrey Wildlife Trust has assessed the report and has advised that in the event that planning permission is granted, the applicant should be required to undertake all the recommended actions in Section 4.0 of the Phase 1 Ecological Appraisal, Section 4.0 of the Amphibian and Reptile Survey (4.4) and Section 4.0 of the Bat Activity Survey (4.7) including all the biodiversity enhancements as detailed.

With regard to biodiversity enhancement in respect on landscaping, Surrey Wildlife Trust recommends the following additional measures be implemented should outline permission be granted:

- Using native species when planting new trees and shrubs, preferably of local provenance from seed collected, raised and grown only in the UK, suitable for site conditions and complimentary to surrounding natural habitat. The priority should be to source planting stock from the seed zone of the planting site, but with the inclusion of a proportion from other nearby seed zones, particularly from the south east. This will introduce some genetic variation which may allow woodland to adapt more easily to future climate change. Boundary planting is particularly important as native species hedgerows and tree lines can facilitate the movement of animals through a developed area.
- Where cultivated species are selected, consider using those that provide nectar-rich flowers and/or berries as these can also be of considerable value to wildlife. Plantings of foreign species of invasive habit should be avoided adjacent to natural habitat. The use of peat-based composts, mulches and soil conditioners should be avoided due to the loss of important natural habitat.

Furthermore, Surrey Wildlife Trust recommend that the boundary habitat is not included in residential curtilage as the conservation of hedgerows, native trees and associated habitat would not be achievable in private hands and conservation management would therefore be unlikely to occur.

However, Officers note that this would not be feasible along the northern and western boundary of the site where the existing boundary treatment is not as dense as a result of bounding residential properties. Given that the bat activity is low and that site boundaries are only used by bats for foraging to a minor extent, and in considering that the proposed development would introduce new planting to the site, Officers are satisfied that including the boundary treatment to the north and west of the site within the curtilage of proposed new units would not have an adverse impact on protected species.

In addition, Surrey Wildlife Trust recommend that a Landscape and Ecological Management Plan be secured by condition, to allow the Council to meet its need in conserving and enhancing the natural and local environment and meeting the above obligation as well as offsetting any localised harm to biodiversity caused by the development process.

In light of the above, it is therefore considered that subject to recommended conditions, the proposed scheme would not adversely affect biodiversity and could contribute to enhancing the natural and local environment, in accordance with Policy D5 of the Waverley Borough Local Plan 2002, Policy

NE1 of the Draft Local Plan Part 1: Strategic Policies and Sites 2016, Policy FNP13 of the Farnham Neighbourhood Plan 2017 and the requirements of the NPPF 2016.

Health and Wellbeing

Local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making. Public health organisations, health service organisations, commissioners and providers, and local communities should use this guidance to help them work effectively with local planning authorities in order to promote healthy communities and support appropriate health infrastructure.

The NPPG 2014 sets out that the range of issues that could be considered through the plan-making and decision-making processes, in respect of health and healthcare infrastructure, include how:

- development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital;
- the local plan promotes health, social and cultural wellbeing and supports the reduction of health inequalities;
- the local plan considers the local health and wellbeing strategy and other relevant health improvement strategies in the area;
- the healthcare infrastructure implications of any relevant proposed local development have been considered;
- opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);
- potential pollution and other environmental hazards, which might lead to an adverse impact on human health, are accounted for in the consideration of new development proposals; and
- access to the whole community by all sections of the community, whether able-bodied or disabled, has been promoted.

The need to maximise opportunities to improve the quality of life and health and well-being of current and future residents is echoed in Policy TD1 of the Draft Local Plan Part 1: Strategic Policies.

The provision of public open space, private amenity space, a LAP and LEAP are considered to be positive in terms of the health and well being of future residents and also existing residents near the site. Officers are satisfied that the scheme makes provision for access for the whole community and that any environmental hazards arising from the development will be minimised or sufficiently mitigated.

Officers conclude that the proposed development would ensure that health and wellbeing, and health infrastructure have been suitably addressed in the application.

Crime and Disorder

S17 (1) of the Crime and Disorder Act 1998 places a duty to consider crime and disorder implications on local authorities. In exercising its various functions, each authority should have due regard to the likely effect of those functions on, and the need to do all that it can to prevent, crime and disorder in its area.

This requirement is reflected in the National Planning Policy Framework, which states that planning policies and decisions should promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

'Secured by Design' is the UK Police flagship initiative, supporting the principles of 'designing out crime' by use of proven crime prevention measures and measurable and appropriate security standards.

Should permission be granted, it would be reasonable to recommend an informative that the development may wish to achieve the full Secured by Design award.

Other Issues

In a response to Member concerns, the applicant has submitted supporting information in respect of the acceptability of the proposed development relative to the overhead electricity cables in the south-eastern corner of the site. Advice was sought from Scottish and Southern Electricity Networks in respect of required clearances. SSE have provided the applicant with detailed site specific calculations demonstrating the requirement for a 12.93 metre clearance distance from the tower centre line. Any structure must be outside the Safety Clearance Zone Corridor. In response to this additional information and whilst it is acknowledged the plan is indicative, the illustrative plans have been amended to show the line of the minimum safety clearance zone, and

the nearest buildings have been slightly adjusted to ensure that there would be no encroachment into the zone.

Accessibility and Equalities Act 2010 and Human Rights Implications

Level access to the dwellings could be achieved at reserved matters stage.

Environmental Impact Regulations 2011 (as amended)

The proposal is considered not to be EIA development under either Schedule 1 or 2 of the EIA Impact Regulations 2011 (as amended) or a variation/amendment of a previous EIA development nor taken in conjunction with other development that is likely to have a significant environmental effect.

Development Management Procedure Order 2015 - Working in a positive/proactive manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:-

- Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.
- Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

Response to Third Party and Town Council representations

Representations which have been received in relation to the application are noted and have been carefully assessed by officers in the report above.

Conclusion

The starting point is the development plan and the policies set out above. In forming a conclusion, the NPPF 2012 is a significant material consideration. It requires that the benefits of the scheme must be balanced against any negative aspects of the scheme.

The site is located within the Countryside beyond the Green Belt outside any defined settlement area in the current Local Plan. The NPPF states that, as a core planning principle the intrinsic character and beauty of the countryside shall be recognised. Policy C2 of the Waverley Borough Local Plan 2002 states that building in the countryside, away from existing settlements, will be strictly controlled.

Notwithstanding the above, the Council's Draft Local Plan relies on around 100 homes being delivered at Land West of Green Lane in the next 5 years (likely to be modified to 105 homes), allocating this site for development under Policy SS2. The Farnham Neighbourhood Plan Policy FNP1b also allocated this site for development. Given the stage each of these plans have reached, it is considered that Policy SS2 and FNP1b hold greater weight than Policy C2 in this instance.

For the reasons concluded below, the benefits of the proposal in relation to the provision of up to 105 new homes have been found to outweigh the identified harm to the Countryside beyond the Green Belt.

The proposal would not result in the loss or alienation of the best and most versatile agricultural land.

The proposed development would result in an increase of traffic movement to and from the site. However, the County Highways Officer has considered the evidence put forward in the Transport Assessment and concludes that the access and highway improvements, along with the mitigation methods, would accommodate the increase in traffic.

The scheme would deliver a substantial level of both market and affordable housing, which would contribute significantly towards housing in the Borough. Furthermore, the proposal would provide 30% on site affordable housing.

The proposed development would not result in any material harm to neighbouring residential amenity or trees. Subject to the implementation of mitigation measures, officers are satisfied that the proposal would result in an acceptable impact on air quality and there would be no adverse impact on future occupants of the site by way of noise.

The provision of public open space, private amenity space and play space would be a positive feature of the proposed development.

The proposal has demonstrated, subject to control by way of planning conditions, that in terms of flood risk, the development would be safe for its

lifetime, taking into account the vulnerability of its users without increasing in flooding risk elsewhere.

Detailed heads of terms have been agreed to secure a programme of highway improvement works to mitigate the impact of traffic generated by the development, off site contributions towards early years, primary education and secondary provision; an off-site contribution towards play pitch facilities; an off-site contribution towards the adjacent public footpath, on site management of play space and future ownership, management and maintenance of on-site SuDS and a SANG contribution in respect of the Thames Basin Heaths SPA. Subject to the completion of the S106 legal agreement, the proposal would, in the officers' view, effectively limit the impacts of the development.

Officers therefore consider that the adverse impacts identified would not significantly and demonstrably outweigh the benefits of the scheme. Nor do specific policies in the framework indicate that the development should be restricted.

Recommendation

RECOMMENDATION A:

That, permission be granted, subject to the applicant entering into appropriate legal agreement within 6 months of the date of the committee resolution to grant planning permission to secure the provision of: 30% on site affordable housing; contributions towards education infrastructure, SuDS management/maintenance, play space provision and maintenance, open space management/maintenance, contributions towards off-site play pitch improvements, off-site highways and public footpath improvements and travel plan, and subject to conditions and informatives:

Conditions

1. Condition
Details of the reserved matters set out below ("the reserved matters") shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:
 1. layout
 2. scale
 3. appearance
 4. landscapingThe development shall be carried out in accordance with the approved 'Reserved Matters'. Approval of all 'Reserved Matters' shall be obtained

from the Local Planning Authority in writing before any development commences.

Reason

To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

2. Condition

The development to which this permission relate must be begun not later than the expiration of two years from the final approval of reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason

To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3. Condition

No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for;

- a) An indicative programme for carrying out of the works
- b) The arrangements for public consultation and liaison during the construction works
- c) Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- d) Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
- e) the parking of vehicles of site operatives and visitors
- f) loading and unloading of plant and materials
- g) storage of plant and materials used in constructing the development
- h) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- i) wheel washing facilities
- j) measures to control the emission of dust and dirt during construction

- k) a scheme for recycling/disposing of waste resulting from demolition and construction works
- l) programme of works (including measures for traffic management)
- m) HGV deliveries and hours of operation
- n) vehicle routing
- o) measures to prevent the deposit of materials on the highway
- p) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (q) measures to prevent deliveries at the beginning and end of the school day
- (r) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason

In the interest of the character and amenity of the area and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies D1, D4, M2 and M4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it goes to the heart of the matter.

4. Condition

Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason

To ensure adequate sewerage capacity and to comply with Policy D1 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the details cannot be reasonably discharged after permission has been implemented. The matter goes to the heart of the planning permission.

5. Condition

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason

The development proposed covers a large surface area and it is considered likely that it will affect currently unknown archaeological information. It is important that the site is surveyed and work is carried out as necessary in order to preserve as a record any such information before it is destroyed by the development in accordance with Policy HE15 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it goes to the heart of the matter.

6. Condition

No materials shall be burnt on site at any time during the construction process.

Reason

In regard to the environmental implications of the development and to protect the air quality for the existing receptors and the nearby Air Quality Management Area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002 and the requirements of the NPPF 2012.

7. Condition

Construction works pursuant to this permission shall not take place other than between the hours 08:00 and 18.00 Mondays to Fridays and between 08:00 and 13:00 on Saturdays. No works shall take place on Sundays or Bank Holidays.

Reason

In the interest of the amenities of the area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

8. Condition

The development hereby approved shall not be first occupied unless and until the proposed pedestrian links between the site and public footpath No. 103 on the southern boundary of the site and between the site and the play area on the western boundary of the site, have been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M4 of the Waverley Borough Local Plan 2002.

9. Condition

The development hereby approved shall not be commenced unless and until the layout of internal roads, footpaths, footways and cycle routes have been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. Such details shall include the provision of visibility splays (including pedestrian inter-visibility splays) for all road users, pram crossing points and any required signage and road markings. The approved details shall be implemented prior to first occupation of the development.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it goes to the heart of the matter.

10. Condition

The development hereby approved shall not be commenced unless and until a scheme for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear is submitted to and approved in writing by the Local Planning Authority, in consultation with Highway Authority. The approved scheme shall then be provided prior to first occupation of the proposed development.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it goes to the heart of the matter.

11. Condition

No operations involving the bulk movement of materials to or from the development site shall commence unless and until facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably practicable prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M4 of the Waverley Borough Local Plan 2002.

12. Condition

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:

(a) Independently accessible secure parking of bicycles integral to each dwelling or building within the development site.

(b) Electric vehicle charging points for every dwelling and a communal charging points for blocks of flats.

and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M4 of the Waverley Borough Local Plan 2002.

13. Condition

Prior to the commencement of the development a 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 aims and objectives in Stuart Michael Associates' TA dated May 2016 and then the approved Travel Plan shall be implemented prior to first occupation of the development and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it goes to the heart of the matter.

14. Condition

The development must be carried out in strict accordance with the recommended actions in Section 4.0 of the November 2015 Ecological Appraisal Report by Richard Tofts Ecology, Section 4.0 (4.4) of the Reptile Report by Richard Tofts Ecology July 2014 and Section 4.0 (4.7) of the Bat Activity Survey Report by Richard Tofts Ecology October 2014 including the biodiversity enhancements as detailed.

Reason

To safeguard the ecological interest of the site in accordance with Policy C11 and D5 of the Waverley Borough Local Plan 2002.

15. Condition

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority and planning permission has been granted for the proposed works outside of the application site. Those details shall include:

- a) A design that satisfies the SuDS Hierarchy and includes the results from infiltration testing
- b) A design that is compliant with the national Non-Statutory Technical Standards for SuDS, National Planning Policy Framework and Ministerial Statement on SuDS
- c) A design that follows the principles of ""GREEN LANE, BADSHOT LEA, FARNHAM, SURREY FLOOD RISK ASSESSMENT & DRAINAGE STRATEGY""
- d) Details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite,
- e) Details of how the Sustainable Drainage System will be protected and maintained during the construction of the development, to include details on how the existing soakaways will be protected
- f) Finalised drawings read for construction to include: a finalised drainage layout detailing the location of SUDs elements, pipe diameters and their respective levels and long and cross sections of each SuDS Element including soakaway volume details
- g) A management and maintenance plan that details maintenance regimes and responsibilities

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

Reason

To ensure that the drainage system has been designed to fully accord with the requirements of the National SuDS Technical Standards and to avoid adverse environmental impact upon the community and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the matter goes to the heart of the permission.

16. Condition

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 to demonstrate that the Sustainable Drainage System has been constructed as per the agreed scheme.

Reason

To ensure that the drainage system has been designed to fully accord with the requirements of the National SuDS Technical Standards and to avoid adverse environmental impact upon the community and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

17. Condition

No development shall take place until a Landscape and Ecological Management Plan (LEMP) to ensure the appropriate management of existing and proposed habitats in the long term, has been submitted to and approved in writing by the local planning authority. The LEMP shall include methodologies of the sensitive management of both new and retained/enhanced habitat and a landscape, planting and seeding plan (with species list). The development shall be carried out in accordance with the approved details.

Reason

To safeguard the ecological interest of the site in accordance with Policies C11 and D5 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the matter goes to the heart of the permission.

18. Condition

The plan numbers to which this permission relates are L.01 and 13051. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

Informatives

1. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on

site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.

2. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £97.00 or a reduced rate of £28.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site. Please note that the fee is refundable if the Local Planning Authority concerned has failed to discharge the condition by 12 weeks after receipt of the required information.
3. The Developer is reminded of the responsibility for delivering safe development as defined in paragraph 120 of the NPPF 2012.
4. The following tree matters should be dealt with as part of any reserved matters application:

Validation requirements must include a Tree survey and full Arboricultural Impact Assessment that complies with British Standard 5837 Trees in relation to design, demolition and construction - Recommendations (undertaken by a competent arboriculturist and including compliant tree protection measures).

Location of dwellings, ancillary buildings and hard standing - the positions must accord with British Standard 5837 Trees in relation to design, demolition and construction - Recommendations Levels and earthworks - the proposals must accord with British Standard 5837 Trees in relation to design, demolition and construction - Recommendations Services - routes of all new/replacement utility or drainage runs and soakaways

Arboricultural Method Statement- This must include details of any proposed incursions within minimum recommended root protection areas of trees and methods/specifications for construction that comply with British Standard 5837 Trees in relation to design, demolition and construction - Recommendations. To include a scheme of arboricultural monitoring and supervision of protective measures and construction processes. Landscape scheme - full details of all hard and soft landscaping - planting to include species, no. and sizes on planting.

5. The applicant is reminded that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.
6. Surrey Police has advised that the proposed development should gain Secured by Design certification.
7. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.
8. With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, Rocfort Road, Snodland, Kent, ME6 5AH,. Tel: 01444 448200.
9. Infrastructure capacity problems are known or suspected, the developer will be required to finance an impact study.
10. Consideration should be given to the DEFRA good practice guidance ""Low Emission Strategy: Using the Planning System to Reduce Transport Emissions"" with a view to mitigating the impact of the development.
11. Publicly accessible points can be registered with a national scheme to ensure availability of EVP's to a wider network of users.
12. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
13. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to

offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Team at Surrey County Council.

14. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
15. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
16. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
17. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a Streetworks permit and a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a Streetworks permit and an application will need to be submitted to the County Council's Streetworks 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/flooding-advice.
18. 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).

19. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
20. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
21. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
22. The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
23. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

24. The developer is advised that public footpath No. 103 runs adjacent to the southern boundary of the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.
25. The applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy: <http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-commuted-sums-protocol>.
26. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.
27. The applicant should be aware of the potential mineral resource and that any preparation of the site for development may result in the extraction of valuable sharp sand and gravel resources that could be processed and used on site during the construction process.
28. This development may offer some opportunities to restore or enhance biodiversity. Surrey Wildlife Trust recommends the following: Using native species when planting new trees and shrubs, preferably of local provenance from seed collected, raised and grown only in the UK, suitable for site conditions and complimentary to surrounding natural habitat. The priority should be to source planting stock from the seed zone of the planting site, but with the inclusion of a proportion from other nearby seed zones, particularly from the south east. This will introduce some genetic variation which may allow woodland to adapt more easily to future climate change. Boundary planting is particularly important as native species hedgerows and tree lines can facilitate the movement of animals through a developed area.

Where cultivated species are selected, consider using those that provide nectar-rich flowers and/or berries as these can also be of considerable value to wildlife. Plantings of foreign species of invasive habit should be avoided adjacent to natural habitat. The use of peat-based composts, mulches and soil conditioners should be avoided due to the loss of important natural habitat.

29. The applicant is advised that the SuDS scheme is outside the red line and therefore requires a separate planning permission.
30. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.

RECOMMENDATION B

That, if 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 limit the significant impacts of the development on the surrounding highway network. The application therefore fails to meet the transport requirements of the National Planning Policy Framework 2012, Policies M2 and M14 of the Waverley Borough Local Plan 2002, Policy ST1 of the Pre-Submission Local Plan Part 1: Strategic Policies and Sites 2016 and Policy FNP30 of the Draft Farnham Neighbourhood Plan 2017.

2. Reason

The applicant has failed to enter into an appropriate legal agreement to secure contributions towards education infrastructure; SuDS management/maintenance, play space provision and maintenance, and off-site play pitch improvements. The proposal therefore conflicts with Policies D13 and D14 of the Waverley Borough Local Plan 2002, Policy FNP32 of the Draft Farnham Neighbourhood Plan 2017, Policy ICS1 of the Pre-Submission Local Plan Part 1: Strategic Policies and Sites 2016 and paragraph 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 and Policy AHN1 of the Pre-Submission Local Plan Part 1: Strategic Policies and Sites.

4. The proposal (in combination with other projects) would have a likely adverse effect on the integrity of the Thames Basin Heaths Special Protection Area (SPA) in that it is now widely recognised that increasing urbanisation of the area around the SPA has a continuing adverse effect on its interest features, namely Nightjar, Woodlark and Dartford Warbler, the three internationally rare bird species for which it is classified. Accordingly, since the planning authority is not satisfied that Regulation 62 of the Conservation of Habitats and Species Regulations 2010 (The Habitats Regulations) applies in this case, it must refuse permission in accordance with Regulation 61(5) of the Habitats Regulations and Article 6(3) of Directive 92/43/EE. The proposal conflicts with Policy NRM6 of the South East Plan, paragraph 118 of the NPPF 2012, Policies NE1 and NE3 of the Pre-Submission Local Plan Part 1: Strategic Policies and Sites 2016, Policies FNP12 and FNP13 of the Draft Farnham Neighbourhood Plan 2016 and the Thames Basin Heaths SPA Avoidance Strategy Review (2016).

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Agenda Item 6.

B1 WA/2017/0738
Bellway Homes Ltd
13/04/2017

Erection of 75 dwellings to include 27 affordable dwellings and associated parking, landscaping and open space, (details pursuant to outline permission granted under WA/2015/0478, together with the discharge of certain conditions imposed on this consent), the outline application was accompanied by an Environmental Statement; a statement of conformity to the original Environmental Statement has been provided with this application at Little Meadow, Alfold Road, Cranleigh

Committee: Joint Planning Committee
Date: 26/07/2017

Public Notice: Was Public Notice required and posted: Y
Grid Reference: E: 504842 N: 138850

Parish: Cranleigh
Ward: Cranleigh West
Case Officer: Chris French
Expiry Date: 12/07/2017
Neighbour Notification Expiry Date: 02/06/2017

RECOMMENDATION A That, subject to conditions permission be GRANTED for the reserved matters

RECOMMENDATION B That, details pursuant to conditions 10, 11, 12, 23, 24 and 37 be AGREED

Introduction

This application seeks approval of reserved matters following the grant of outline consent for 75 dwellings under reference WA/2015/0478.

Reserved matters which form part of the current planning application include:

- appearance - aspects of a building or place which affect the way it looks, including the exterior of the development.

- landscaping - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen.
- layout - includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings and spaces outside the development.
- scale - includes information on the size of the development, including the height, width and length of each proposed building

This application is brought before the Joint Planning Committee because the proposal does not fall within the Council's Scheme of Delegation.

Location Plan



Site Description

The site is located outside the village settlement boundary and on land designated as countryside beyond the Green Belt. The application site measures approximately 3.6 hectares (8.9 acres) in size, and sits to the south of Knowle Wood, which is an historically important area of Ancient Woodland.

The site is to the east of the Alfold Road, and currently comprises open former agricultural land. The site is fairly flat, although there are some small level differences, and there is a variety of boundary screening.

The site is located adjacent to the West Cranleigh Nursery and associated glasshouses which are set to the west of Alfold Road. Approximately 0.8km to

the north along Alfold Road lies an existing industrial estate and further residential development.

Adjacent to site to the north, a planning application for a large residential scheme of approximately 425 residential dwellings has recently been allowed on appeal on 31/03/2016 within fields of agricultural landscape and ancient woodland.

Proposal

The principle of development for 75 dwellings has been established through the grant of outline planning permission under reference WA/2015/0478. This application comprises of the information which was reserved for further consideration as reserved matters following the grant of outline planning permission under reference WA/2015/0478. The reserved matters are appearance, landscaping, layout and scale. The development would comprise of the following mix:

Market homes

Bedrooms	Number of units proposed	SHMAA recommended mix
1	4 – 8%	10 %
2	15 – 31%	30%
3	16 – 33%	40%
4+	13 – 27%	20%
Total	48	100%

Affordable homes

Bedrooms	Number of units proposed	SHMAA recommended mix
1	8 – 29%	40%
2	10 – 37%	30%
3	9 – 33%	25%
4+	0 – 0%	5%
Total	27	100%

Total mix

Unit type	1 Bed	2 Bed	3 Bed	4+ Bed	Total
Total number of units	12	25	25	13	75

currently proposed					
Mix put forward under outline	7	31	27	10	75
% of overall amount	16%	33%	33%	17%	100%

The level and mix of affordable housing (36%), together with the total numbers of dwellings remain the same as per the outline permission. The mix of market housing has been altered slightly from the outline submission and is shown within the table above.

1. Layout

The plot itself is rectangular in shape, and the location of the vehicular access centrally along the Alford Road was agreed at the outline stage. An indicative plan was submitted with the outline submission which showed a regimented pattern of development with one road running directly through the site and houses positioned either side. The layout has been revised for this reserved matters submission, and proposes a much more fluid form with a circular main access road with some small offshoots providing small cul-de-sacs off the main access road. There are three small pockets of courtyard parking, with the majority of parking proposed to be within individual curtilages.

The layout proposes the affordable housing to be positioned along the southern site boundary and mixed in with the market provision.

The layout allows for a LEAP and public open space along the northern site boundary, and a 15 metre buffer is proposed between any buildings and the Ancient Woodland.

The plans show footpath links in three locations, two along the southern boundary allowing for the development to be linked to the scheme at West Cranleigh Nurseries (WA/2017/2207) and providing a footpath link to the parkland to the south. The other footpath link would be to the north allowing for a pedestrian route through the site to the land to be developed for housing to the north (WA/2014/0912), which has footpath links to the Cranleigh High Street.

2. Scale

The submitted plans show that the dwelling houses would all be two storey in height with the exception of Block 2 which would have a third storey within the roof form.

The development proposes a mixture of detached, semi detached and terrace dwellings, with the maximum height of the houses being approximately 9 metres. The application also proposes two flatted buildings, the tallest of these flatted buildings would have a height of 10.4 metres.

3. Landscape

The application plans show that the northern part of the site would be landscaped with natural grass surface with informal paths and a LEAP.

Additional tree planting is proposed at the entrance to the development and also within open spaces scattered around the site, such as at the front of properties.

1.8 metre high closed boarded fencing is proposed to enclose gardens, where the fencing would be to a property flanking a road, the gardens have been set back behind a landscaped buffer.

A mixture of surfacing materials are proposed with paving to footpaths, bound gravel paths through play areas and tarmac along the adoptable spine road.

4. Appearance

The application proposes a mixture of building types. These are all proposed in a traditional form. A variety of tile hanging, cladding and render is proposed to the frontages. A range of different brickwork and tiling is proposed, ensuring that the buildings are not just varied in design but also in materials. The flatted building forming apartment block 2 would provide accommodation within the roof space incorporating some small dormer windows into the roof form, and windows within the gable end.

5. Discharge of conditions

The applicants have also submitted details to seek the discharge of conditions. Below is the list of conditions for which discharge is also sought under this application:

Condition 4	Parking	The development hereby approved shall not be first occupied until space has been laid out within the site in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority, in consultation with the Highways Authority, for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking/turning areas shall be retained and maintained for their designated purpose.
Condition 5	Construction Transport Management Plan	No development shall commence until a Construction Transport Management Plan, to include details of: (a) parking for vehicles of site personnel, operatives and visitors (b) loading and unloading of plant and materials (c) storage of plant and materials (d) programme of works (including measures for traffic management) (e) provision of boundary hoarding behind any visibility zones (f) HGV deliveries and hours of operation (g) vehicle routing (h) measures to prevent the deposit of materials on the highway (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused U) on-site turning for construction vehicles has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.
Condition 6	Earthworks	No operations involving the bulk movement of earthworks/materials to or

		from the development site shall commence unless and until facilities have be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably practicable prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.
Condition 9	Drainage	<p>Before the commencement of the construction of the development hereby approved, the following details need to be supplied:</p> <ul style="list-style-type: none"> • Full design calculations for the 1 in 1, 1in 30 and 1 in 100 year + CC storm events • Calculations showing the required storage volume for the 100 year 6 hour storm event and evidence that all storm waters will be catered for • Confirmation of the storage capacity within the pond
Condition 10	Sustainable Drainage System Failure Mitigation	Before the commencement of the construction of the dwellings hereby approved, details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, must be submitted to and approved by the local planning authority.
Condition 11	Sustainable Drainage protection during	Before the commencement of the construction of the dwellings hereby approved, details of how the

	construction	Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the Local Planning Authority
Condition 12	Maintenance of SUDs system	Prior to construction of the development hereby approved, details of the proposed maintenance regimes for each of the SuDS elements must be submitted to and approved by the local planning authority.
Condition 14	Details of Foul Water Drainage	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).
Condition 17	CEMP	No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for: <ul style="list-style-type: none"> i. An indicative programme for carrying out of the works ii. The arrangements for public consultation and liaison during the construction works iii. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s) iv. Details of any floodlighting, including location, height, type and direction of light sources and intensity of

		<p>illumination</p> <p>v. the parking of vehicles of site operatives and visitors</p> <p>vi. loading and unloading of plant and materials</p> <p>vii. storage of plant and materials used in constructing the development</p> <p>viii. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate</p> <p>ix. wheel washing facilities</p> <p>x. measures to control the emission of dust and dirt during construction</p> <p>xi. a scheme for recycling/disposing of waste resulting from demolition and construction works</p>
Condition 23	Vulnerable Development	<p>Prior to the approval of reserved matters a layout scheme shall be submitted to and approved in writing by the local council illustrating that all 'more vulnerable' development as defined by the National Planning Practice Guidance (NPPG) will be located within land designated as Flood Zone 1 and confirmation that all internal ground floor of any residential buildings are elevated at least 150mm above the extreme 1 in 1,000 year flood level for the adjacent Littlemead Brook. The scheme and any approved phasing of the development shall be carried in accordance with the approved details.</p>
Condition 24	Management of Buffer Zone	<p>Prior to the commencement of development for each phase a scheme for the provision and management of a 10 metre wide buffer zone alongside the Littlemead Brook shall be submitted to and agreed in writing by the local planning authority for that phase. The buffer zone shall be measured from the top of the bank. Thereafter, the development shall be carried out in</p>

		<p>accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens, fences and formal landscaping and could form a vital part of green infrastructure provision. The schemes shall include:</p> <p><input type="checkbox"/> plans showing the extent and layout of the buffer zone, clearly marking the distance of the edge of the development (including gardens and car parks) from the bank top of the brook along its entire length;</p> <ul style="list-style-type: none"> • details of any proposed planting scheme. All new planting and seed mixes within the buffer zone should be native species only, of UK provenance; details demonstrating how the buffer zone will be protected during development; • details demonstrating how the buffer zone will be managed and maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plans; • details of any proposed footpaths, fencing, lighting etc.
Condition 25	Landscape Management Plan	Unless otherwise agreed in writing, no development shall take place until a landscape management plan, including long-term design objectives, management responsibilities and

		<p>maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.</p> <p>The scheme shall include the following elements:</p> <ul style="list-style-type: none"> • detail extent and type of new planting. Planting within buffer zones to watercourses, in and adjacent to new wildlife ponds and lakes and all new • wildlife habitats, should be planted with native species only of UK provenance; • details of maintenance regime; • details of any new habitat created on site; • details of treatment of site boundaries and/or buffers around water bodies; • details of management responsibilities and long-term funding.
Condition 26	Construction of Vehicular Road	Prior to commencement of the development the proposed vehicular access to Alfold Road shall be constructed in general accordance with Motion's Drawing No. 140909-02 'Proposed Access Arrangements' and

		subject to the Highway Authority's technical and safety requirements. Once provided the access and visibility splays shall be permanently maintained to the satisfaction of the Local Planning Authority.
Condition 35	General Arrangement External Lighting Plan	If identified be required a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental protection Act 1990 in relation to the intended use of the land after remediation.
Condition 36	Finished Floor Levels	No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing the existing and proposed ground levels and finished floor levels of the development hereby permitted. The development shall be carried out in strict accordance with the approved details.
Condition 37	Buffer with woodland	The subsequent reserved matters must demonstrate an appropriate buffer between the proposed built form and the adjacent Ancient Woodland. The development shall be carried in accordance with the approved detail.

Condition 39	Parking	Development should not be commenced until full details of the parking provision for each dwelling have been submitted to, and approved in writing, by the Local Planning Authority. The parking provision should comply with the requirements of Waverley Borough Council's Parking Guidelines 2013. The development shall thereafter be carried out in accordance with the approved details.
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Proposed Site Plan

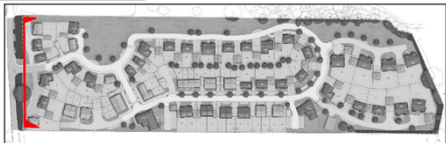


Street Scenes

1.



2.





3.



Relevant Planning History

<p>WA/2015/0478</p>	<p>Outline application, with access to be determined, for the erection of 75 dwellings to include 27 affordable dwellings with associated private amenity space and parking. The application is accompanied by an Environmental Statement.</p>	<p>Approved 01/07/2016</p>
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Planning Policy Constraints

Countryside beyond Green Belt

River bank within 20m

SPAD

Flood zone 2 (north eastern corner of the site)

Flood zone 3 (north eastern corner of the site)

Development Plan Policies and Proposals

Saved Policies of the Waverley Borough Local Plan 2002: D1, D2, D3, D4, D5, D6, D7, D8, D9, D13, D14, C2, C3, C7, HE15, H3, H4, H10, RD9, M1, M2, M4, M5 and M14.

Draft Local Plan Part 1 Strategic Policies and Sites 2016 Policies: SP1, SP2, ALH1, ST1, ICS1, AHN1, AHN3, LRC1, RE2, TD1, NE1, NE2, CC1, CC2, CC3, CC4 and SS5.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications for planning permission to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The adopted Local Plan (2002) therefore remains the starting point for the assessment of this proposal.

The National Planning Policy Framework (NPPF) is a material consideration in the determination of this case. In line with paragraph 215 due weight may only be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The report will identify the appropriate weight to be given to the Waverley Borough Local Plan 2002.

The Council is currently in the process of replacing the adopted 2002 Local Plan with a new two part document. The examination of the Draft Local Plan Part 1: Strategic Policies and Sites took place in July 2017. The Inspector indicated that subject to recommended modifications that the plan could be found sound. The Council propose to consult on the modifications once these have been finalised. It is considered that substantial weight can now be given to the policies where no modifications are proposed and significant weight can be given to those policies where modifications are proposed.

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance (2014)
- Strategic Flood Risk Assessment (2015/2016)

- Cycling Plan SPD (April 2005)
- Council's Parking Guidelines (2013)
- Density and Size of Dwellings SPG (2003)
- Residential Extensions SPD (2010)
- Surrey Design Guide (2002)
- Cranleigh Design Statement

Consultations and Town/Parish Council Comments

County Highway Authority	The proposed development has been considered by the County Highway Authority who having considered any local representations and having assessed the application on safety, capacity and policy grounds, recommends conditions be imposed in any permission granted.
Cranleigh Parish Council	<p>Objection</p> <ul style="list-style-type: none"> - The road impinges on the 15 metre buffer zone for the Ancient Woodland. - Play area seems to be reduced in size - Materials need to be in line with the Cranleigh Design Statement - Unhappy at repetition of design and uniformity of street scene on the southern border.
Lead Local Flood Authority	No objections – it is recommended that the conditions be discharged
Surrey Wildlife Trust	<p>10m buffer zone for Littlemead Brook shown on the plans should be appropriate to protect the ecological value of Littlemead Brook.</p> <p>So long as the tree officer is satisfied with the proposals, mitigation proposed in Ecology Solutions statement including the 15 metre buffer should be appropriate to help protect Knowle Wood ancient woodland habitat.</p>
Thames Water	No objections
Environment Agency	Confirmed that they have no comments to make.
Forestry Commission	No bespoke comments provided, attention is drawn to standing advice with regards to

	Ancient Woodland.
Surrey County Archaeologist	No development should take place until a scheme of archaeological investigation has been submitted to and approved (Officer comment: this condition is attached to the outline consent (condition 15), there is no need to replicate it)
Environmental Health - Waste	No objections raised – details of bin sizes and size of refuse vehicles provided in their response.
Natural England	No comments
Environmental Health – Pollution Control	No objections Suggest re-applying the contaminated land condition (Officer comment: there is no need to re apply this condition, it remains in place)

Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2014” the application was advertised in the newspaper on 12/05/2017 site notices were displayed around the site on the 10/05/2017 and neighbour notification letters were sent on the 03/05/2017.

Three letters of objection have been received, with the following points raised:

- Alfold Road will not be able to cope with the extra traffic generated by this development.
- Sewerage system will not cope.
- House designs are unremarkable and unimaginative
- Three storey buildings are rare in the village
- Poor infrastructure such as schools, health services and public transport
- Road intrudes into ancient woodland buffer

Determining Issues

Principle of development

Landscaping and appearance

- Design/Impact on Visual Amenity
- Impact on residential amenity

Layout

- Design/Impact on visual amenity
- Impact on residential amenity

- Parking Provisions
- Scale
- Flooding and drainage
- Biodiversity and compliance with Habitat Regulations 2010
- Effect upon Special Protection Area
- Crime and disorder
- Water Frameworks Regulations 2011
- Accessibility and Equalities Act 2010 Implications
- Human Rights Implications
- Financial considerations
- Environmental Impact Regulations 2011c
- Waste (England and Wales) Regulations 2011
- Third Party and Parish Council Comments
- Conditions on WA/2014/1330
- Pre Commencement Conditions
- Working in a positive/proactive manner

Planning Considerations

Principle of development

This application is for reserved matters following an outline planning permission reference WA/2017/0738. Therefore, the principle of development has already been established and only the reserved matters are to be considered in the assessment of this application. The matters which have been reserved for consideration are the appearance, landscaping, layout and scale of development. The report will consider the reserved matters in turn, then address the discharge of conditions.

Reserved matters

Landscaping and appearance

- a) design/impact on visual amenity

The NPPF attaches great importance to the design of the built environment as a key part of sustainable development. Although planning policies and decisions should not attempt to impose architectural styles or particular tastes, they should seek to promote or reinforce local distinctiveness. Policies D1 and D4 of the Local Plan 2002 accord with the NPPF in requiring development to have high quality design and to be well related in size, scale and character to its surroundings.

The application proposes a mixture of planting across the site, which includes hedging and tree planting to the front site boundary to soften the impact of the development on the Alfold Road Street Scene, and amenity trees proposed throughout the development. The proposed soft landscaping is acceptable and well spread across the site. No objections have been raised by the Council's Arbroicultural Officer to the species and distribution.

With regards to the impact on adjacent trees, it is noted that the internal access road and swale would infringe on the 15 metre buffer with the Ancient Woodland. These features would be outside of the root protection area of trees within the Ancient Woodland. Whilst there would be infringement into the Root Protection Area of one tree in the non Ancient Woodland the proposal would not be to the detriment of significant trees to be retained on or off this site.

With regards to hard landscaping features, such as fences/walls and paving. Fencing has been set back from road frontages and where appropriate softened by planting. The adoptable road surface would be completed with tarmac, which is considered acceptable. Other surfaces such as communal parking areas and driveways would be completed with block paving. It is considered that hard landscaping features are acceptable.

Turning to the appearance of the dwellings, the Cranleigh Design Statement contains the following guidelines:

- Sites for new development should have regard to the traditional character of the Cranleigh area. Development in the various residential areas should have regard to the design and character of those particular estates.
- Future developments should have regard to the character of the Village, especially those in historically sensitive areas, by relating to the form and scale of existing buildings and using material of local provenance, such as clay tiles and bricks and local stone.

With regards to the structure of buildings, the Cranleigh design statement goes on to state that the great majority of buildings are two storeys, however heights should be sympathetic to its context. Most roofs are pitched, some with gabled windows, flat roofs where they exist are disliked. The Cranleigh design statement also confirms that a feature of Wealden Architecture is the hanging of clay tiles on the upper storey of the houses.

The applicant has chosen a traditional form to the buildings, this an appropriate approach and allows the development to integrate into the

surroundings. The proposed dwellings are well designed with an appropriate mixture of building types and materials are proposed, thus ensuring that the development would not appear unduly regimented. Where appropriate the facades of the larger buildings have been broken up by introducing front gable features. The use of tile hanging, cladding and other materials keeps a visual interest to the facades.

The majority of buildings are two storey in height, it is noted that flat block 2 is two storey with accommodation in the roof space. This building has been sensitively designed to ensure that the bulk of the building does not appear significantly greater than the surrounding two storey development.

Officers consider that the development responds positively to the surrounding area with regards to the reserved matters of landscaping and appearance. There would be no significant conflict with the design guidance within the Cranleigh Design Statement, and the development would comply with the objectives of Policies D1 and D4 of the Local Plan and guidance contained in the NPPF in this regard.

b) Impact on residential amenity

The NPPF identifies that within the overarching roles that the planning system ought to play, a set of core land use planning principles should underpin both plan-making and decision making. These 12 principles include that planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings. These principles are supported by Policies D1 and D4 of the Local Plan.

The landscaping if poorly arranged does have the potential to adversely impact on the amenities of neighbours or future occupants of the development. In this instance, plots 7 and 8 are sufficiently separated from the mature tree at the front of the site and would not suffer adversely. As far as the landscaping is concerned, the proposal would not include landscaping aspects which would cause material harm to neighbouring residential occupiers. The landscaping would therefore comply with Policies D1 and D4 in this regard.

Layout

a) Design, Impact on visual amenity and provision of playspace

The site itself is rectangular in shape, and the location of the vehicular access centrally along the Alfold Road was agreed at the outline stage. An indicative plan was submitted with the outline submission which showed a regimented

pattern of development with one road running directly through the site and houses positioned either side. The layout has been revised for this reserved matters submission, and proposes a much more fluid form with a circular main access road with some small offshoots providing small cul-de-sacs off the main access road. This is a positive change in design terms.

The layout proposed is reflective of the low density at 20 dph, buildings are well spaced and parking would not dominate the site. The flatted buildings would be set back from the Alfold Road and would be well integrated into the development with adequate spacing around these larger buildings.

This site sits to the north of a field subject to a resolution to grant permission at West Cranleigh Nurseries for housing (WA/2017/2207) and to the South of a field forming part of outline consent for housing (WA/2014/0912). Detailed layouts have not been approved for either of the adjoining sites at this stage, however, the applicant has indicated an intention to provide footpath links between to adjoining developments. Two footpaths are shown to the southern and one to the northern boundary, allowing for good permeability into the surroundings. To the south the footpath would provide links into the parkland and to the north the footpath would provide a link to the Cranleigh High Street. It will be a matter for the reserved matters on the adjoining sites to ensure that the footpaths tie up.

The affordable housing would be positioned along the southern site boundary and mixed in with the market provision. This central location for the affordable housing would be well integrated into the development.

There would be space within the individual gardens for the storage of bins for refuse and recycling (as shown on the submitted refuse storage plan). A condition could be recommended, in the event that the reserved matters are approved, requiring the provision of the refuse/recycling storage.

With regards to playspace and open space the NPPF sets out that planning policies and decisions should aim to achieve places which promote safe and accessible developments, with high quality public space which encourage the active and continual use of public areas. These should include high quality open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities. Policy H10 of the Local Plan addresses amenity and play space in housing developments. Although there are no set standards for garden sizes, the policy requires that a usable 'outdoor area' should be provided in association with residential development and that 'appropriate provision for children's play' is required. It is indicated that each proposed dwelling would have a private outdoor amenity space.

The proposal includes the provision of a locally equipped area of play (LEAP). This would be located to the north of the site. Officers are satisfied that the location of the LEAP would be suitable and well linked via footpaths within the site. The LEAP would be naturally overlooked by plots 5, 4 and 23.

The site is in close proximity to the land subject to a committee resolution to grant permission for use as a parkland and would benefit from this coming forward. Even in the absence of the parkland the land to the south east has an extensive public footpath network and provides an open space for recreation.

With regards to the layout of the internal road network this has been reviewed by the County Highways Authority who have confirmed that the layout provides adequate space for refuse vehicles to enter and exit the site in forward gear, and that no objections are raised on safety or capacity grounds. It is considered that the proposal would be acceptable with regards to access within the development and highway safety.

The proposed layout is considered to be acceptable in terms of design visual amenity and permeability. The proposal accords with the objectives of Policies D1, D4 and H10 of the Local Plan and the NPPF in this regard.

b) Impact on residential amenity

The development should secure appropriate amenity for existing and future occupants of land.

In terms of built relationships between the development and neighbouring residential properties, the closest adjoining neighbours are currently on the opposite side of the Alfold Road. The proposed dwellings would be separated by the road and set back within the development site. The proposal would not be harmful to the amenities of occupants of these properties.

This development allows for sufficient garden space for all properties. The smallest garden space would be attributed to the mid terrace properties and would still have a depth of approximately 10 metres. Other detached properties would be afforded gardens of up to 15 metres in depth.

Flat block 1 would provide 6 one bedroom units. Some communal garden space is available to the rear of the flats, although it is recognised that this is limited in size at approximately 6 metres in depth. Given the location to the village centre and the parkland within the adjoining development the level of amenity space afforded is considered acceptable. Flat block 2 would provide 3

two bedroom and 2 one bedroom units. It is reasonable to expect this fattened building to be provided with a greater amenity space as there is the potential that these could be occupied by small families. The proposal affords a shared rear amenity space 15 metres deep and 12 metres wide to these flats, which is sufficient to meet the needs of future occupants.

With regards to the built relationships between properties, the gable end of Plot 8 would be approximately 6 metres from the rear garden of plot 9. This relationship would cause some overlooking between the plots. However, given the angle of the two properties to each other and the abundance of private garden space to the south of plot 9 this relationship would not be so harmful as to warrant the refusal of planning permission for the development.

The dwelling at Plot 18 would be positioned adjacent to the rear garden of Plot 7 (approximately 1 metre off the rear boundary of Plot 7). However, taking into consideration the rear garden depth of Plot 7 at 15 metres, and the orientation east of the garden, Plot 18 would not result in a material overbearing impact or loss of light to the adjoining garden.

The layout is generally spacious avoiding unfavourable built relationships between proposed dwellings, and is acceptable with regards to the impact on residential amenities. The proposal accords with the objectives of Policies D2 and D4 of the Local Plan and guidance contained in the NPPF in this regard.

c) Parking Provision

The NPPF supports the adoption of local parking standards for both residential and non-residential development. The Council has adopted a Parking Guidelines Document which was prepared after the Surrey County Council Vehicular and Cycle Parking Guidance in January 2013. Development proposals should comply with the appropriate guidance as set out within these documents.

The Council's adopted Parking Guidelines (2013) set out the following guidelines for new residential development:

Dwelling size	Guideline no. of spaces per unit	No of spaces required for development
1-bedroom	1	12
2-bedroom	2	50
3-bedroom +	2.5	94

The Parking Guidelines indicate that proposal would generate a need for 156 parking spaces to be provided. The proposal would provide 195 on-site, the parking provision on site is in accordance with the Council's guidelines and in places does exceed these requirements. Furthermore, Officers consider that the spaces are reasonably distributed and located in relation to the proposed dwellings.

Cycle storage is proposed within each residential plot, either within the integral garaging or in rear gardens.

A suitably worded condition ensuring the integral garages could not be converted to habitable accommodation is recommended by officers, to ensure that the level of vehicle parking within the development remains compliant with Council guidelines.

As such, the proposal would comply with Policies M1 and M14 of the Waverley Borough Local Plan 2002 and the Council's Parking Guidelines 2013.

Scale

The dwelling houses are all two storey in height and of a scale in keeping with the existing residential development found in the surrounding village. Furthermore, the bulk and width of the dwelling houses is not considered to be excessive.

The application also proposes two blocks of flats. Block 1 has a larger footprint, however remains two storey with maximum height of 8.8 metres. Block 2 is taller at 10.4 metres, with an extra floor within the roof space. This design is acceptable and would not appear excessive in scale when viewed in the context of the surrounding development once completed. Furthermore, these two larger buildings have been set back from the road frontages, so as not to be readily visible from Alfold Road.

It is noted that flat block 1 would be set close to the southern site boundary which would form part of the development parcel for the west Cranleigh Nurseries scheme. However, the indicative layout for the adjoining scheme does not show dwellings close to this boundary and therefore the position of flat block 1 is unlikely to prejudice a suitable scheme coming forward under reserved matters for the land to the south.

In March 2015 the Department for Communities and Local Government issued Nationally Described Space Standards for internal spaces, which are treated as guidance for new residential development. The plans as originally

submitted resulted in some units falling just below these standards, this was drawn to the applicants attention and as a result the applicant has adjusted the plans to provide a development in line with the national space standards. All properties proposed now exceed these space requirements.

The proposal is considered to be of an acceptable scale and would comply with the objectives of Policies D2 and D4 of the Local Plan along with guidance contained in the NPPF in this regard.

Submission of details pursuant to outline conditions

Flooding and Drainage Conditions

The matter of flood risk and drainage was considered under the outline permission WA/2015/0478. A number of conditions were recommended in this respect, following consultation with relevant statutory bodies. This application also seeks to discharge the drainage conditions attached to the original outline. Below is a summary of the drainage conditions:

Condition 9 - Before the commencement of the construction of the development hereby approved, the following details need to be supplied:

- Full design calculations for the 1 in 1, 1 in 30 and 1 in 100 year + CC storm events
- Calculations showing the required storage volume for the 100 year 6 hour storm event and evidence that all storm waters will be catered for
- Confirmation of the storage capacity within the pond

Condition 10 - Sustainable Drainage System Failure Mitigation, which includes details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite.

Condition 11 - details of how the Sustainable Drainage System will be protected and maintained during the construction of the development.

Condition 12 - details of the proposed maintenance regimes for each of the SuDS elements.

Condition 14 – Details of foul water drainage.

Condition 23 - a layout scheme shall be submitted to and approved in writing by the local council illustrating that all 'more vulnerable' development as

defined by the National Planning Practice Guidance (NPPG) will be located within land designated as Flood Zone 1 and confirmation that all internal ground floor of any residential buildings are elevated at least 150mm above the extreme 1 in 1,000 year flood level for the adjacent Littlemead Brook.

With regards to condition 9 the application proposes a SuDS strategy based on attenuation allowing flows to filter to the ditch to the west of the site and the Brook to the east. The flow would be attenuated by utilising a combination of underground geocellular storage and swales. The detailed strategy and the calculations to demonstrate that the proposal would meet the relevant criteria set out in condition 9 have been submitted and reviewed by the Local Lead Flood Authority, who have confirmed it is acceptable to discharge the condition.

Condition 10 requires the applicant to demonstrate how exceedance flow rates will be accommodated. The details submitted in relation to exceedance flow rates have been reviewed by the Local Lead Flood Authority and are considered to be acceptable.

Details have been submitted to show how the SuDS elements would be protected and maintained during construction, and of the maintenance regime as required under conditions 11 and 12. These details have been reviewed by the Local Lead Flood Authority and are considered to be acceptable.

With regards to the foul drainage system and condition 14, Thames Water have been consulted on the proposed strategy, however have not yet responded. In the absence of a response from Thames Water, Officers are not able to recommend discharge of this condition at this stage. Nevertheless, prior to commencement this information will need to be agreed and the outline condition remains.

Condition 23 requires the submission and approval of details demonstrating that the development places all vulnerable development outside of flood zones 2 and 3. The details have been reviewed by the Local Lead Flood Authority who have confirmed that at a level of 47.430m for the 1 in 1000 year flood level the lowest floor level would be 920mm clear. It is considered that the details are sufficient to allow discharge of condition 23.

Highways and Environmental Health Conditions

Access details were agreed at the outline stage, and internal access and highway safety has been considered above as part of the layout to be acceptable. The outline consent did include a number of conditions that related to access, parking and highway safety and also the method of

construction in relation to noise, vibration and lighting. The applicant has chosen to submit details to address these conditions at the reserved matters stage. Details submitted relate to the following conditions:

Condition 5 - Construction Transport Management Plan

Condition 6 – Details of movement of earthworks and materials

Condition 17 – Construction Environmental Management Plan

Condition 39 – Details of parking for each dwelling to be submitted

The application has been submitted with a Construction Transport Management Plan and Construction Environmental Management Plan, further detail has however been requested by the County Highways Authority, in relation to measures required in order to keep the highway clean. A revised Construction Transport Management Plan was submitted on the 11th of July, updated comments will be provided orally to the committee following receipt of updated comments on this information from the Highway Authority. Therefore, details pursuant to conditions 5, 6, 17 and 22 can not currently be agreed.

Details submitted in relation to car and bicycle parking are acceptable, and therefore details pursuant to condition 39 can be agreed.

Ecology and Ancient Woodland and conditions pursuant to these matters

The outline submission established that the development was acceptable in principle with regards to the impact on ecology and the ancient woodland. The application has been submitted with details to confirm that the proposal can be completed in accordance with condition 16 which required the development to be in strict accordance with the recommendations of the Ecological Report.

The ecological conditions for which discharge is sought under this application are the following:

Condition 37 – The subsequent reserved matters must demonstrate an appropriate buffer between the proposed built form and the adjacent Ancient Woodland. The development shall be carried in accordance with the approved details.

Condition 24 – Management of 10m buffer to Littlemead Brook

With regards to the buffer to the Ancient Woodland, the application proposes a 15 metre buffer, with dwellings kept out of this zone. The application does propose a swale and road within the 15 metre buffer. Surrey Wildlife Trust have raised no objections to the general approach however, this is subject to the Council's Tree Officer finding the construction method of the road to be acceptable. This would be secured by condition. The plans provided show the road to be outside of the root protection area for the Ancient Woodland, which is considered to be acceptable. The main concern with residential development close to Ancient Woodland is pressure for it to be reduced or unwanted dumping of garden and domestic waste where front or rear gardens adjoin Ancient Woodland. In this case, there is some development in the buffer, however, this is open highway and a managed drainage swale. As such, such pressure to remove/reduce Ancient Woodland and the inappropriate dumping of waste is less likely to occur.

Surrey Wildlife Trust have also confirmed that the buffer with the Littlemead Brook is appropriate and condition 24 can be agreed.

It is considered that there is no significant conflict between the development and matters of ecological protection.

Other conditions

Condition 36 - Existing and proposed ground levels and finished floor levels to be submitted and approved.

These details have been submitted and reviewed, the site is generally flat with no significant levels changes or engineering of the land required in order to implement the development. The details provided are considered to be acceptable.

Pre Commencement Conditions

"Pre commencement condition" means a condition imposed on the grant of permission which must be complied with: before any building/ other operation/ or use of the land comprised in the development is begun.

Article 35 of the DMPO 2015 requires that for any application for planning permission, the Notice must state clearly and precisely the full reasons, in the case of each pre-commencement condition, for the condition being a pre-commencement condition.

Where pre commencement conditions are justified, these are provided with an appropriate reason for the condition.

Article 1002A(5) of the Town and Country Planning Act 1990 (as amended) states that planning permission for the development of the land may not be granted subject to a pre-commencement condition without the written agreement of the applicant to the terms of the condition.

Where pre-commencement conditions have been imposed these have been agreed in writing with the applicant.

Development Management Procedure Order 2015 - Working in a positive/proactive manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included:-

Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;

Have negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

Conclusion

The principle of development on this site for up to 75 dwellings has been agreed at outline stage via granting of planning permission under WA/2015/0478. This proposal relates to reserved matters in relation to the layout, landscaping, scale and appearance along with the discharge of conditions pursuant to the outline consent.

The proposed layout is unregimented and allows for a pattern of development that would be visually appealing, with spacing between buildings and a variety of building types. The scale of development responds positively to the surrounding area with the majority of buildings being two storey with the exception of a single flatted building containing some accommodation in the

roof space. With regards to the design, a traditional approach has been taken, which in officers opinion ties in with the surrounding area.

The application provides internal access and parking which is considered to be acceptable. Furthermore, an appropriate buffer is achieved between the development and the Ancient Woodland and between the development and the Littlemead Brook. The proposal is considered unlikely to result in conditions harmful to ecology.

With regards to conditions details submitted pursuant to the outline consent, it is considered that details pursuant to conditions 9, 11, 12 and 23 in relation to drainage are considered to be acceptable.

Officers consider that the adverse impacts would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

Recommendation

RECOMMENDATION A: That permission be GRANTED subject to the following conditions:

1. Condition

- The plan numbers to which this permission relates are as set out in the LAYOUTS 111602-BEL-SL-01/ A
- 111602-BEL-SL-02 A1 Supporting Planning Layout / A, 111602-BEL-SL-03 A3 Tenure Layout /B
- 111602-BEL-SL-04 A3 Storey Height Layout / A, 111602-BEL-SL-05 A3 Unit Type Layout / A 111602-BEL-SL-06 A2 Location Plan
- 111602-BEL-SL-07 A3 Materials Layout Plan / A
- PERSPECTIVES and STREETSCENES 111602-PER01 A3E Perspective 01
- 111602-PER02 A3E Perspective 02
- 111602-SS01 A3E Street Scene 01
- 111602-SS02 A3E Street Scene 02
- 111602-SS03 A3E Street Scene 03
- PRIVATE HOUSES
- 111602-H111-E1 A3 Proposed Elevations 111602-H111-E2 A3 Proposed Elevations
- 111602-H111-P1 A3 Proposed Floor Plans
- 111602-H220-E1 A3 Proposed Elevations
- 111602-H220-E2 A3 Proposed Elevations
- 111602-H220-E3 A3 Proposed Elevations
- 111602-H220-P1 A3 Proposed Floor Plans
- 111602-H220-P2 A3 Proposed Floor Plans

- 111602-H225-E1 A3 Proposed Elevations
- 111602-H225-E2 A3 Proposed Elevations
- 111602-H225-P1 A3 Proposed Floor Plans
- 111602-H316-E1 A3 Proposed Elevations
- 111602-H316-E2 A3 Proposed Elevations
- 111602-H316-E3 A3 Proposed Elevations
- 111602-H316-E4 A3 Proposed Elevations
- 111602-H316-E5 A3 Proposed Elevations
- 111602-H316-P1 A3 Proposed Floor Plans
- 111602-H316-P2 A3 Proposed Floor Plans
- 111602-H316-P3 A3 Proposed Floor Plans
- 111602-H324-E1 A3 Proposed Elevations
- 111602-H324-P1 A3 Proposed Floor Plans
- 111602-H432-E1 A3 Proposed Elevations
- 111602-H432-E2 A3 Proposed Elevations
- 111602-H432-P1 A3 Proposed Floor Plans
- 111602-H531-E1 A3 Proposed Elevations
- 111602-H531-E2 A3 Proposed Elevations
- 111602-H531-P1 A3 Proposed Floor Plans
- 111602-H531-P2 A3 Proposed Floor Plans

received the 11/05/2017. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

2. Condition

No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason

In the interests of the character of the area, to accord with the objectives of Policies D2 and D4 of the Local Plan. This is a pre commencement condition as it goes to the heart of the consent.

3. Condition
Prior to first occupation details of the layout and specification of the LEAP, and any means of enclosure of the LEAP shall be submitted and approved by the Local Planning Authority. Once approved the LEAP shall be implemented prior to first occupation of plots 4, 5 and 23, and shall be retained at all times in accordance with the approved details.

Reason

To ensure the provision of appropriate play space, to accord with the objectives of Policy H10 of the Local Plan.

4. Condition
The development hereby approved shall be completed at all times in accordance with the Arboricultural Method Statement dated March 2017.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Policy D7 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it relates to the demolition and construction phases of the development.

5. Condition
The development hereby approved shall not be commenced unless and until the proposed vehicular access to Alfold Road has been constructed (in accordance with the details shown on drawing 111602-BEL-SL-02revB) and provided with visibility splays in accordance with the approved plans and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6m in height above ground level.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

6. Condition
The development hereby approved shall not be commenced unless and until at least 20 metres of the new access road has been constructed in accordance with the approved plans.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

7. Condition

The development hereby approved shall not be first occupied until space has been laid out within the site in accordance with the approved plans for:

- a) vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.
- b) secure bicycle storage for every dwelling and thereafter the parking / turning areas shall be retained and maintained for their designated purpose.

Reason

The above conditions are required in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

8. The development hereby approved shall not be commenced until details of the type of electric vehicle charging points for every dwelling and a communal charging point for visitors has been provided, including a strategy for their ongoing management and maintenance, has been submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

The electric vehicle charging points shall then be installed prior to first occupation of each dwelling and the communal charging point shall be installed prior to occupation of the 30th residential dwelling, in accordance with the approved details.

Reason

The above conditions are required in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

9. Condition

The development hereby approved shall not be first occupied until the pedestrian and cycle links within the site and between the site and the surrounding area have been laid out in accordance with the approved plans and thereafter they shall be retained and maintained for their designated purpose.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

10. Condition

The garaging for each residential dwelling hereby approved shall be used for purposes incidental to the residential occupation and enjoyment of the dwelling as such and not for any trade or business or habitable accommodation.

Reason

In the interest of the amenities of the area and to ensure appropriate levels of parking are maintained on site, in accordance with Policies D1, D4 and M14 of the Waverley Borough Local Plan 2002.

Informatives

1. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
2. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
3. 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).

4. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
5. This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at Waverley Borough Council, The Burys, Godalming, Surrey GU7 1HR, telephone 01483 523029 or e-mail waverley.snn@waverley.gov.uk. For further information please see the Guide to Street and Property Naming on Waverley's website.

RECOMMENDATION B

That, details pursuant to conditions 10, 11, 12, 23, 24 and 37 be AGREED

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Stirling Road
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Elizabeth Sims
Head of Planning Services

When calling please ask for: Planning Enquiry Team
Telephone: 01483 523583

Calls may be recorded for training or monitoring

Date: 01 July 2016

TOWN AND COUNTRY PLANNING ACT 1990 (as amended) – WA/2015/0478

Waverley Borough Council acting as Local Planning Authority under the provisions of Part III of the Town and Country Planning Act, 1990 (as amended), **DO HEREBY GRANT** planning permission for the development specified in the form of application for such permission, deposited by you with the Council on 6 March 2015 and described in the First Schedule, subject to the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended), and the conditions and reasons specified in the Second Schedule.

FIRST SCHEDULE

Outline application, with access to be determined, for the erection of 75 dwellings to include 27 affordable dwellings with associated private amenity space and parking. This application is accompanied by an Environmental Statement (as amended by additional EIA information received 12/06/2015).
Little Meadow, Alfold Road, Cranleigh.

SECOND SCHEDULE

1. Condition
Details of the reserved matters set out below ('the reserved matters') shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:

1. layout;

2. scale;
4. landscaping; and
3. appearance.

The reserved matters shall be carried out as approved. Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason

To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

2. Condition

The development to which this permission relates must be begun not later than the expiration of two years from the final approval of reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason

To enable the Local Planning Authority to control the development in detail and to comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3. Condition

The plan numbers to which this permission relates are: 14009-01; Location Plan – 1431.PL01 Rev.C; Block Plan (Indicative) – 1431/PL.02. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

4. Condition

The development hereby approved shall not be first occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / turning areas shall be retained and maintained for their designated purpose.

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of

Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

5. Condition

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) on-site turning for construction vehicles

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

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012. This is a pre-commencement condition as this detail is required ahead of any works taking place to ensure satisfactory arrangements are made to safeguard the local highway network during construction works.

6. Condition

No operations involving the bulk movement of earthworks/materials to or from the development site shall commence unless and until facilities have be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably practicable prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

7. Condition

The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority for:

- (a) The secure parking of bicycles within the development site. Such facilities to be integral to each dwelling/building.
- (b) Providing safe routes for pedestrians / cyclists to travel within the development site.
- (c) Electric vehicle charging points for every dwelling

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

8. Condition

The development hereby approved shall not be first occupied unless and until a Travel Plan Welcome Pack (to include information relating to the availability of and whereabouts of local public transport, walking, cycling, car clubs, local shops, amenities and community facilities) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the agreed Travel Plan Welcome Pack shall be issued to the first time occupier of each residential dwelling.

Reason

In accordance with of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

9. Condition

Before the commencement of the construction of the development hereby approved, the following details need to be supplied:

- Full design calculations for the 1 in 1, 1in 30 and 1 in 100 year + CC storm events
- Calculations showing the required storage volume for the 100 year 6 hour storm event and evidence that all storm waters will be catered for
- Confirmation of the storage capacity within the pond

The development shall thereafter be carried out in strict accordance with those approved details

Reason

To ensure that the development will drain and has sufficient storage capacity onsite to accommodate the 100 year 6 hour storm event in accordance with Section 10 of the NPPF 2012 and the NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

10. Condition

Before the commencement of the construction of the dwellings hereby approved, details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, must be submitted to and approved by the local planning authority.

Reason

To ensure that the proposal has fully considered system failure to ensure flood risk is not increased on or offsite in accordance with Section 10 of the NPPF 2012 and NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

11. Condition

Before the commencement of the construction of the dwellings hereby approved, details of how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the Local Planning Authority.

The development shall thereafter be carried out in strict accordance with those approved details

Reason

To ensure that the proposal has fully considered system failure to ensure flood risk is not increased on or offsite in accordance with Section 10 of the NPPF 2012 and NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

12. Condition

Prior to construction of the development hereby approved, details of the proposed maintenance regimes for each of the SuDS elements must be submitted to and approved by the local planning authority

Reason

To ensure that the construction works do not compromise the functioning of the agreed Sustainable Drainage System in accordance with Section 10 of the NPPF 2012 and the NPPG.

13. Condition

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 to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason

To ensure the Sustainable Drainage System is designed to the technical standards in accordance with Section 10 of the NPPF 2012 and the NPPG.

14. 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.

15. Condition

No development shall take place until the applicants or their agents or successors in title have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority

Reason

In the interests of protecting the historic environment in accordance with Section 12 of the NPPF and Policy HE15 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it relates to the construction phases of the development.

16. Condition

The development hereby permitted shall be carried in strict accordance with measures detailed in Section 5 the Ecological Report, by ACD dated December 2014.

Reason

In the interests of the ecology of the site and to accord with the Wildlife and Countryside Act 1981 and Regulation 40 of the Conservation of Species and Habitats Regulations 2010 and to comply with Policy D5 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

17. Condition

No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:

- i. An indicative programme for carrying out of the works
- ii. The arrangements for public consultation and liaison during the construction works
- iii. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- iv. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
- v. the parking of vehicles of site operatives and visitors
- vi. loading and unloading of plant and materials
- vii. storage of plant and materials used in constructing the development
- viii. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- ix. wheel washing facilities
- x. measures to control the emission of dust and dirt during construction
- xi. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason

In the interest of the amenities of the area, in accordance with Policies C2, D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it relates to the construction phases of the development.

18. Condition:

No machinery or plant shall be operated, no process shall be carried out, no deliveries taken at or dispatched from the site and no queuing except between the hours 08:00 – 17:30 Monday to Friday and 08:00 – 13:00 on Saturday and not at any time on Sundays, Bank or Public Holidays.

Reason

In the interests of residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

19. Condition

Any generators proposed at the site shall only be used for standby purposes – as deemed when the electricity supply to the premises has failed and at no other time except for testing and maintenance. [Testing of the generator(s) is only to take place between the hours of 09.00-18.00 Monday to Friday and at a frequency of no greater than 30 minutes duration once per month.]

Reason

In the interests of residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

20. Condition

All vehicles, plant and machinery used on site and those under the applicant's control moving to and from the site that are required to emit reversing warning noise, shall use white noise alarm as opposed to single tone "bleeping" alarms throughout the operation of the development hereby permitted.

Reason

In the interests of residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

21. Condition

Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment (including fans, ducting and external openings), compressors, generators or plant or equipment of a like kind, installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The rating level of noise emitted from the use of this plant, machinery or equipment shall not exceed the background sound level when measured according to British Standard BS4142: 2014, at any adjoining or nearby noise sensitive premises.

Reason

In the interests of residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

22. Condition

Should flood lighting of the site during the demolition/construction phase or of any area during the operation phase be required, a detailed scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority. The development should be carried out in strict accordance with the approved details. The scheme shall be maintained and shall not be altered without the prior written approval of the Local Planning Authority. The floodlighting shall be installed,

maintained and operated in accordance with the approved details unless the local planning authority gives its written consent to the variation.

Reason

In the interests of visual and residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

23. Condition

Prior to the approval of reserved matters a layout scheme shall be submitted to and approved in writing by the local council illustrating that all 'more vulnerable' development as defined by the National Planning Practice Guidance (NPPG) will be located within land designated as Flood Zone 1 and confirmation that all internal ground floor of any residential buildings are elevated at least 150mm above the extreme 1 in 1,000 year flood level for the adjacent Littlemead Brook. The scheme and any approved phasing of the development shall be carried in accordance with the approved detail.

Reason

This condition is sought in accordance with paragraph 101 to 103 of the National Planning Policy Framework (NPPF). It seeks to ensure that a flood risk sequential approach is applied to the layout of the development and that this will assist to protect people and properties from the risks of flooding. As noted in the submitted documents including the Technical Addendum of the flood risk assessment (9 June 2015), the site is significantly large enough to successfully accommodate all more vulnerable development within flood zone 1, the area at least risk of flooding.

24. Condition

Prior to the commencement of development for each phase a scheme for the provision and management of a 10 metre wide buffer zone alongside the Littlemead Brook shall be submitted to and agreed in writing by the local planning authority for that phase. The buffer zone shall be measured from the top of the bank. Thereafter, the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens, fences and formal landscaping and could form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of the buffer zone, clearly marking the distance of the edge of the development (including gardens and car parks) from the bank top of the brook along its entire length;
- details of any proposed planting scheme. All new planting and seed mixes within the buffer zone should be native species only, of UK provenance;

- details demonstrating how the buffer zone will be protected during development;
- details demonstrating how the buffer zone will be managed and maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plans;
- details of any proposed footpaths, fencing, lighting etc.

Reason

This condition is sought in accordance with paragraph 109 of the NPPF. Development that encroaches on watercourses has a potentially severe impact on their ecological value, e.g. artificial lighting disrupts the natural nocturnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This is a pre-commencement condition as this matter goes to the heart of the permission.

25. Condition

Unless otherwise agreed in writing, no development shall take place until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- detail extent and type of new planting. Planting within buffer zones to watercourses, in and adjacent to new wildlife ponds and lakes and all new wildlife habitats, should be planted with native species only of UK provenance;
- details of maintenance regime;
- details of any new habitat created on site;
- details of treatment of site boundaries and/or buffers around water bodies;
- details of management responsibilities and long-term funding.

Reason

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy. This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks

that are more resilient to current and future pressures. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged. This is a pre-commencement condition as this relates to both the construction and operational phase of the development.

26. Condition

Prior to commencement of the development the proposed vehicular access to Alfold Road shall be constructed in general accordance with Motion's Drawing No. 140909-02 'Proposed Access Arrangements' and subject to the Highway Authority's technical and safety requirements. Once provided the access and visibility splays shall be permanently maintained to the satisfaction of the Local Planning Authority.

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 this matter goes to the heart of the permission.

27. Condition

Prior to first occupation of the development, the applicant shall

- Construct a new footway on Alfold Road between the site access and Littlemead Industrial Estate to provide a safe walking route between the site and the existing footway network, in general accordance with Motion's Drawing No. 1409009-03 'Proposed Footway' and subject to the Highway Authority's technical and safety requirements.
- Construct a priority give-way traffic management scheme at the existing road bridge located to the north of the proposed site access in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.
- Construct a highway drainage improvement scheme on Alfold Road on the north and south side of the road bridge, in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.
- Either: implement at its own expense, including the processes required to secure an appropriate traffic order, an extension of the existing 30mph speed limit on Alfold Road, to the south of the proposed site access, or; shall submit and agree with the Highway Authority alternative highway works to reduce vehicle speeds on Alfold Road, to a cost equal to or less than that incurred in implementing a reduced speed limit.
- Construct pram crossing points and tactile paving on Alfold Road between Littlemead Industrial Estate and Elmbridge Road in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.

Reason

To provide safe means of pedestrian access to and from the site in accordance with Section 4 'Promoting Sustainable Transport' in the NPPF and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

28. 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.

29. Condition

An investigation and risk assessment must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates in the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons as defined in the NPPF and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

30. Condition

If identified be required a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be

undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental protection Act 1990 in relation to the intended use of the land after remediation.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

31. Condition

The approved remediation scheme must be carried out in accordance with its terms prior to commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

32. Condition

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 29, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 30, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 31.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

33. Condition

Unless otherwise required by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until condition 29-32 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority, in writing until condition 37 has been complied with in relation to that contamination.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

34. Condition

Hours of construction, including deliveries to and from the site shall be limited to 0800-1800 Monday to Friday; 0800-1300 on Saturdays and no work on Sundays and Bank or Public Holidays.

Reason

In the interest of the amenities of the area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

35. Condition

No development shall commence until a detailed scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority. The development should be carried out in strict accordance with the approved details. The scheme shall be maintained and shall not be altered without the prior written approval of the Local Planning Authority. The floodlighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation. The intensity of the illumination permitted by this consent shall be no greater than that recommended by the Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01.

Reason

In the interest of the amenities of the area, in accordance with Policies C2, D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as this matter goes to the heart of the permission.

36. Condition

No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing the existing and proposed ground

levels of the site and proposed ground levels and finished floor levels of the development hereby permitted. The development shall be carried out in strict accordance with the approved details.

Reason

In the interest of the character and amenity of the area in accordance with Policies C2, D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as this matter goes to the heart of the acceptability of the development.

37. Condition

The subsequent reserved matters must demonstrate an appropriate buffer between the proposed built form and the adjacent Ancient Woodland. The development shall be carried in accordance with the approved detail.

Reason

In order that the adjacent Ancient Woodland is preserved, in accordance with paragraph 118 of the NPPF.

38 Condition

Development should not be commenced until Impact Studies of the existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority, in consultation with Thames Water. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point. The development shall be carried out in full accordance with the approved details.

Reason

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand and in the interests of the amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan and the NPPF. This is a pre-commencement condition as this matter goes to the heart of the permission.

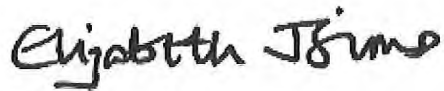
39. Condition

Development should not be commenced until full details of the parking provision for each dwelling have been submitted to, and approved in writing, by the Local Planning Authority. The parking provision should comply with the requirements of Waverley Borough Council's Parking Guidelines 2013. The development shall thereafter be carried out in accordance with the approved details.

Reason

In the interests of visual and residential amenity and to ensure that an appropriate level of parking provision is provided for future residents, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan, the NPPF and Waverley Borough

Council's Parking Guidelines 2013. This is a pre-commencement condition as this matter goes to the heart of the permission.



Elizabeth Sims
Head of Planning Services

Informatives

1. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
2. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
4. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

6. 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).
7. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
8. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
9. The applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy: <http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-commuted-sums-protocol>
10. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.
11. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents during the demolition and/or construction phases of the development. The applicant should follow the guidance provided in the Construction Code of Practice for Small Developments in Waverley. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service on 01483 523393.
12. In order to prevent the potential of a leak into the environment and possible legal action being taken, any oil or chemical storage tanks should be surrounded by an impervious oil/watertight bund. The volume of the bund compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. If there are multiple tanks, the compound should be at least equivalent to the capacity of the combined capacity of the tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the bund should be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.
13. An application will be required under the building regulations. This will cover issues such as drainage, ventilation to kitchens and bathrooms, provision for means of escape in case of fire and sound insulation between lettings.

14. The details of any activity requiring a permit such as concrete crusher must be submitted to the Planning Authority prior to the works being carried out and approval given in advance.
15. Your attention is drawn to the Environmental Protection Act 1990 - nuisance from bonfires. If a statutory Nuisance is caused by burning on site, an abatement notice will be served upon you.
16. Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Bylaws 1981 (as amended), prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of designated 'main rivers'. This includes Cranleigh Waters and Littlemead Brook.
17. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.
18. On 6 April 2008 a new fee was introduced by the Town and Country Planning (Fees of Applications and Deemed Applications) (Amendment) (England) Regulations 2008. This fee relates to requests to discharge a condition on a planning consent. The fee payable is £85.00 or a reduced rate of £25.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site. Please note that the fee is refundable if the Local Planning Authority concerned has failed to discharge the condition by 12 weeks after receipt of the required information.
19. The applicant is reminded that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.
20. This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at Waverley Borough Council, The Burys, Godalming, Surrey GU7 1HR, telephone 01483 523029 or e-mail waverley.snn@waverley.gov.uk
21. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.

WA/2015/0478

No variation from the deposited plans and particulars will be permitted unless previously authorised by Waverley Borough Council. The permission hereby granted relates only to that which may be necessary under the Town and Country Planning Act 1990. Consent under the Building Regulations may also be necessary.