

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

When calling please ask for:  
Ema Dearsley, Democratic Services Officer

**Policy and Governance**

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Calls may be recorded for training or monitoring

Date: 17 November 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: MONDAY, 27 NOVEMBER 2017

TIME: 7.00 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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## **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 15 November 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.

Please be advised that in order for a substitute to be arranged, a Member must give four clear working days notice of their apologies.

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/2017/1396 - LAND**

BETWEEN DOWNS LINK AND REAR OF 120 TO 132 HORSHAM ROAD,  
CRANLEIGH (Pages 5 - 108)

Proposal

Erection of 119 dwellings along with amenity space and associated landscaping and parking with access from Horsham Road (as amplified and amended by plans and documents received 18/8/2017; 12/10/2017; 16/10/2017; 31/10/2017; 6/11/2017 and additional Technical Note dated 8/11/2017)

Recommendations:

Recommendation A:

That, subject to the completion of a Section 106 agreement to secure appropriate contributions in respect of early years and primary education; recycling containers; Arts and Leisure improvements towards Cranleigh Arts Centre; Leisure and Recreation sports pitch provision at Snoxhall Fields and a new MUGA; Environmental Improvements to public bridleway between Snoxhall Pavilion and Snoxhall Fields Car Park; provision of on site LEAP and LAPs; off site highway works; provision of 30% affordable housing; the setting up of a Management Company for open space, play space, landscaping, footpath and cycle links and SuDS; and subject to conditions 1 - 29 and informatives 1 - 22 , then permission be GRANTED

Recommendation B:

That, in the event that a Section 106 Agreement is not completed within 6 months of the date of the resolution to grant planning permission, then permission be REFUSED.

6. 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.

7. 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](mailto:ema.dearsley@waverley.gov.uk)**

# Agenda Item 5.

A1 WA/2017/1396  
Crest Nicholson Operations Ltd  
01/08/2017

Erection of 119 dwellings along with amenity space and associated landscaping and parking with access from Horsham Road (as amplified and amended by plans and documents received 18/8/2017; 12/10/2017; 16/10/2017; 31/10/2017; 6/11/2017 and additional Technical Note dated 8/11/2017) at Land Between Downs Link And Rear Of 120 To 132 Horsham Road, Cranleigh

Committee: Joint Planning Committee  
Meeting Date: 27<sup>th</sup> November 2017

Public Notice: Was Public Notice required and posted: Y  
Grid Reference: E: 506410 N: 137936

Parish: Cranleigh  
Ward: Cranleigh East  
Case Officer: Mrs J Dawes  
Expiry Date: 30/10/2017  
Time Extended Date: 27/02/2018  
Neighbour Notification Expiry Date: 08/09/2017  
Neighbour Notification  
Amended/Additional Expiry Date: 30/10/2017

## RECOMMENDATION A

That, subject to the completion of a Section 106 agreement to secure appropriate contributions in respect of early years and primary education; recycling containers; Arts and Leisure improvements towards Cranleigh Arts Centre; Leisure and Recreation sports pitch provision at Snoxhall Fields and a new MUGA; Environmental Improvements to public bridleway between Snoxhall Pavilion and Snoxhall Fields Car Park; provision of on site LEAP and LAPs; off site highway works; provision of 30% affordable housing; the setting up of a Management Company for open space, play space, landscaping, footpath and cycle links and SuDS; and subject to conditions 1 - 29 and informatives 1 - 22 , then permission be GRANTED

## RECOMMENDATION B

That, in the event that a Section 106 Agreement is not completed within 6 months of the date of

the resolution to grant planning permission, then permission be REFUSED.

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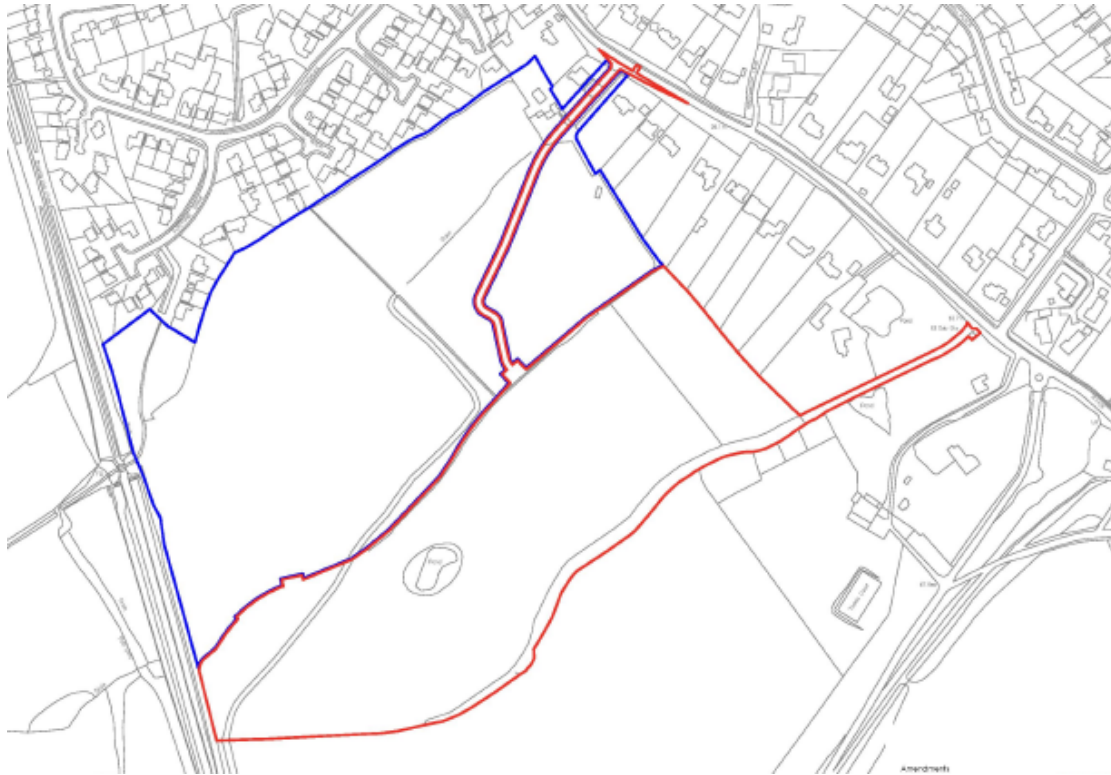
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## Introduction

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

This full planning application seeks permission for the erection of 119 dwellings on land to the rear of Horsham Road. The proposal, which is essentially phase 2 of a wider residential development scheme, proposes 119 dwellings along with amenity space and associated landscaping; parking provision and the provision of a new pedestrian / cycle link with Horsham Road. Vehicular access to be taken from the existing access onto Horsham Road constructed as part of Phase 1.

## Location Plan



## Layout Plan





## Site Description

The application site is located on the south eastern edge of Cranleigh, to the west of Horsham Road, behind the existing residential properties fronting Horsham Road. Immediately to the north of the site lies the site of Phase 1, (WA/2014/1754 and WA/2016/0417) currently being redeveloped with 149 dwellings. To the west of the site lies the Downs Link, a long distance footpath between Guildford and Horsham. Open countryside lies to the south.

The land is currently a grassed field, formerly used for agricultural purposes. The site is relatively level with gentle undulations, with a slightly raised area in the south western corner. The land to the south of the site rises more significantly.

The site is bounded by established trees and hedgerows with a particularly prominent row of trees running along the northern boundary of the site, essentially splitting the area of Phase 1 with this second phase. In the centre of the site lies a small copse of trees and hedgerows with a specimen Oak tree. A small area of newly regenerated scrub / woodland lies in the eastern part of the site.

Access to the site is shown to be taken through Phase 1 and the previously approved vehicular access onto Horsham Road.

The application site measures 6.618 hectares and is generally rectangular in shape.

## Proposal

The proposal comprises a full application for the erection of 119 dwellings comprising both two storey houses and two storey apartment blocks. 36 properties would be affordable, representing 30% of the proposed development and would be split with 18 units being for affordable rent and 18 being in shared ownership. The proposed development would provide a continuation of the development on Phase 1 with the properties fronting onto a central tree lined spine road, proposed to be linked circulatory with Phase 1, providing access to smaller secondary cul-de-sacs and closes.

The application proposes the following mix of housing:

Housing type	Affordable	Market
1 bedroom	14 (38.9%)	2 (2.4%)
2 bedroom	12 (33.3%)	27 (32.5%)
3 bedroom	8 (22.2%)	41 (49.4%)
4 bedroom	2 (5.6%)	11 (13.25%)
5 bedroom	0	2 (2.4%)
Total	36 (100%)	83 (100%)

The affordable housing would include :

House Type	Number of units	Tenure
1 bed flat	2	Shared ownership
1 bed flat	12	Affordable rent
2 bed houses	8	Shared ownership
2 bed houses	4	Affordable rent
3 bed houses	6	Shared ownership
3 bed houses	2	Affordable rent
4 bed houses	2	Shared ownership

The proposal includes a 'Village Green' in a central location within the site, and provides for a Locally Equipped Area of Play (LEAP) along the northern edge of the site and 4 Local Areas of Play (LAPs) spread throughout the site.

285 parking spaces, which include garages and on and off street parking, are proposed within the site, together with cycle parking provision.

Type	Number of spaces
Garages	69
Parking spaces	179
Additional / Visitor spaces	37

The site would be accessed via the consented access onto Horsham Road into Phase 1 and through the consented scheme into Phase 2 at its southern border. A new pedestrian access is also proposed to link directly onto Horsham Road in the south eastern corner of Phase 2.

The proposal includes a Sustainable Urban Drainage System that includes the provision of two new attenuation SUDs basins, one towards the centre / east of the site (basin 5) and one to the western side (basin 4). Underground storage tanks are also proposed. Each of these features will store water and then release slowly at equal to or less than the existing greenfield run-off rate, eventually discharging into the ditch along the northern boundary and then into the Holdhurst Brook.

In relation to trees, most of the trees are located at the boundaries and the proposal seeks to retain most of the trees, although a number of small trees, and an area of scrub woodland, would be removed to facilitate the development. The proposed vehicular access through the tree belt separating Phase 1 and Phase 2 would also require the removal of a number of trees.

The proposed layout is as follows:



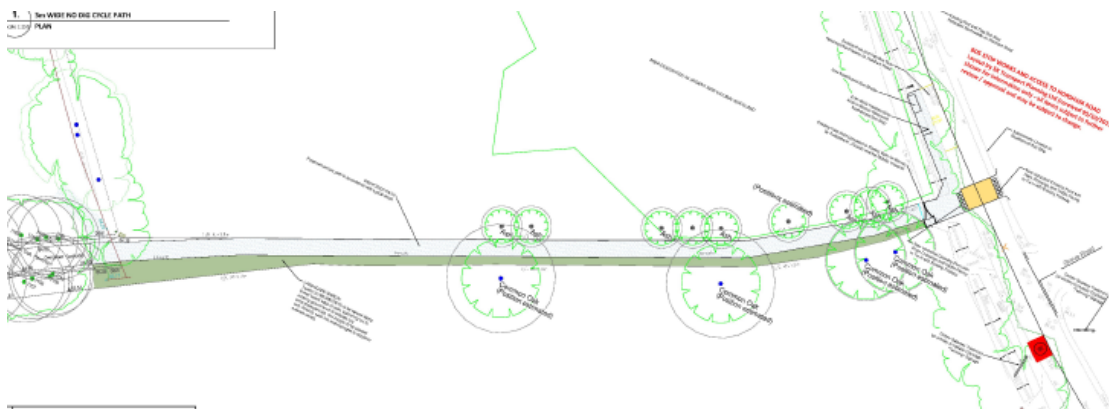




## Access and Movement

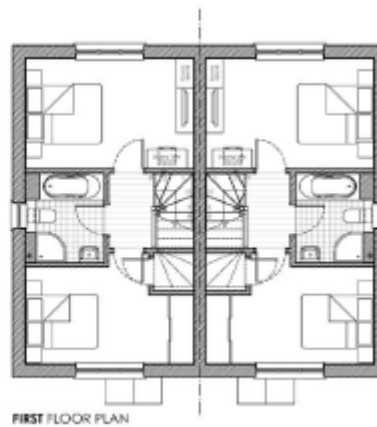
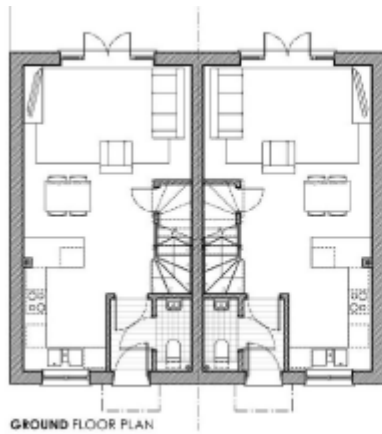


### Proposed cycle / pedestrian link to Horsham Road

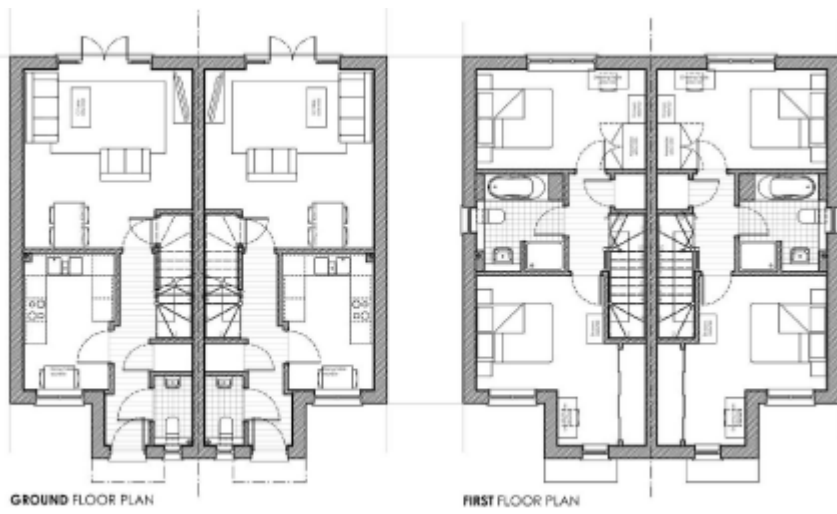


## Examples of Proposed Dwelling Types

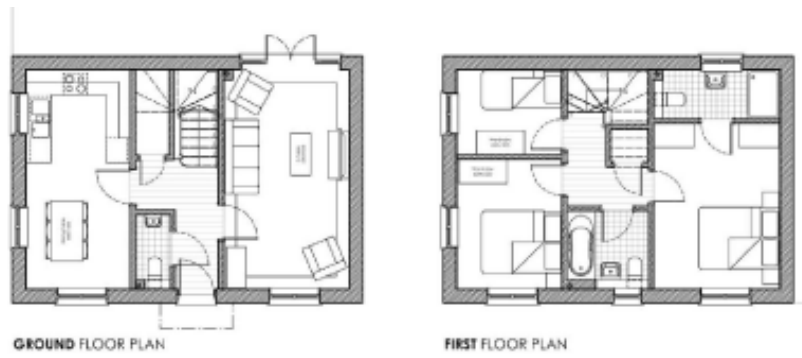
### Thatch (2 bed unit)



Darwell (2 bed)



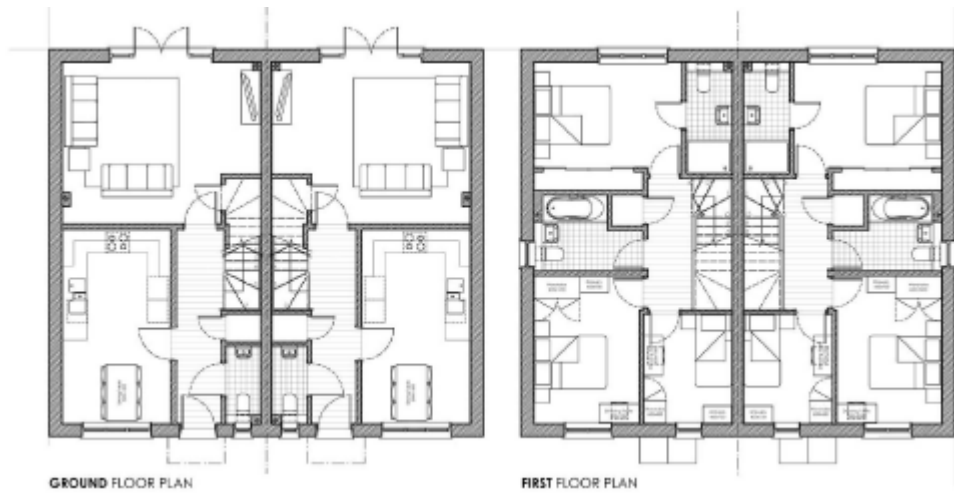
Braxted (3 bed)



Leith (2 bed)







Sherwood (3 bed)



## Orchard (4 bed)



## Wordsworth (5 bed)





GROUND FLOOR PLAN

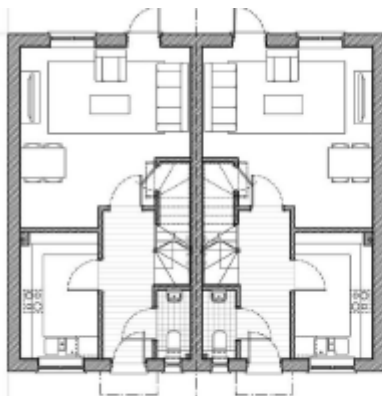


FIRST FLOOR PLAN

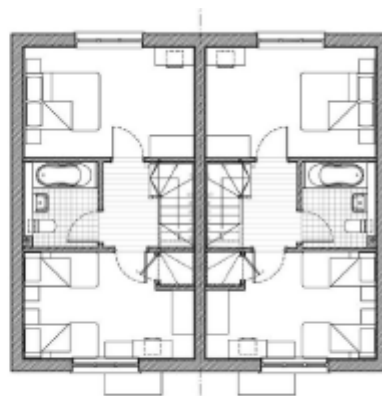
Affordable 2 bed



FRONT ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN

# 1 and 2 bed apartment block



FRONT ELEVATION



REAR ELEVATION



GROUND FLOOR PLAN



FIRST FLOOR PLAN

Affordable 1 bed apartments



## Affordable 4 bed house



## Heads of Terms

The following matters are offered to be subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended):

## Highways Contributions

- £225,692.00 for highway safety and capacity improvements at the following junctions:
  - (i) Horseshoe Lane/High Street/The Common mini-roundabout junction.
  - (ii) Elmbridge Rd/High Street/Horsham Road mini-roundabout junction.
- £100 per dwelling (total cost £11,900) towards combined cycle / public transport vouchers.

## Leisure and Recreation

- £50,837.50 towards the sports pitch provision at Snoxhall Fields
- £46,685.50 towards a MUGA at Snoxhall Fields or Cranleigh Leisure Centre.

## Arts and Leisure

- £45,000 towards improvement works to the Cranleigh Arts Centre, including upgrades to the latest platform our 'Live Streaming'. Replacement of box office systems, equipment and furniture.

## Recycling contribution

- £3,352.00 for the provision of blue recycling bins, communal food waste bins and waste caddy setts.

## Education Contributions

- Total contribution of £429,608.00
  - o £80,093 towards early years contribution to be applied to a project at Cranleigh C of E School to increase the numbers of early year places. The setting is within 1 mile of the proposed development and therefore it is reasonable to assume that children from the development would apply for a place at the setting.
  - o £349,515.00 towards primary education to be applied to a project at Cranleigh C of E Primary School for the provision of increased ancillary spaces to enable the school to expand. The school is within 2 miles of the proposed development and it is therefore reasonable to assume that children from the development would apply for a place at the school.

## Environmental Enhancements

- £28,000 towards improvements to a section of the Downs Link public bridleway between the Snoxhall Pavilion and the Snoxhall Fields Car Park.

## On site LEAP and LAPs

## Affordable Housing

- 30% affordable housing, including 19 shared ownership units and 19 social rented units

## Community Involvement

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

Initial contact to local residents was with the delivery of 1,180 leaflets to homes in the local area advertising the two consultations events, the leaflets included a freepost envelope and feedback form for residents to return comments. A dedicated website included the exhibition boards and included a feedback submission section. The leaflet was also sent to local stakeholders.

The Public Exhibitions were held on 9<sup>th</sup> and 11<sup>th</sup> February at the Cranleigh Arts Centre. On Thursday 9<sup>th</sup> there were 69 attendees and on Sunday 11<sup>th</sup> there were 68.

18 feedback responses were received in response to those attending the exhibitions and 18 sent back the feedback forms but did not attend the exhibition.

Concerns were raised in respect of the following:

- Impact of new development on the flow of traffic, traffic management and the present road infrastructure capacity needed to accommodate the cars anticipated;
- Concerns regarding the drainage and waste management strategy;
- The need for further general social infrastructure including health and schooling facilities and congestion in the village centre
- Need to adapt phasing to build homes for smaller families and young individuals;
- Flooding concerns, sewerage and height of buildings;
- Parking capacity, road improvement funding, density concerns, and use of renewables;
- Overdevelopment, housing mix and affordability, issue of entrance.

## Relevant Planning History

The following planning history relates to the application site and the land immediately to the north, currently being developed as Phase 1:



WA/2017/1229	Display of non illuminated signs	Advertisement Consent Granted 31/08/2017 Implemented
WA/2017/0345	Display of non-illuminated signs including flags (as amplified by email and additional plan received 04/04/2017)	Advertisement Consent Granted 13/04/2017 Implemented
SO/2017/0002	Request for Screening Opinion for the redevelopment of land off Horsham Road, Cranleigh	EIA not required 18/02/2014
WA/2016/0417	Erection of 149 dwellings with access from the Horsham Road (details pursuant to outline approval granted under WA/2014/1754) This application affects footpath 378 (as amplified and amended by Addendum to Design and Access Statement; Refuse Vehicle Swept Path analysis plans; amended plans received 4/7/16; 12/07/16; 4/8/16; 9/8/16; 7/9/16; 8/9/16; 9/9/16; 15/9/16; Revised Parking schedule 13202/SCH003 Rev F; Surface and Foul Water Drainage Statement 161380 – 001B; Drainage Strategy Report 161380-003B; Arboricultural Impact Assessment and Method Statement and plan CREST20232-03C rec'd 9/8/16)	Full Permission 5/10/2016 Implemented
WA/2014/1754	Outline application for the erection of up to 149 dwellings and associated works with access onto Horsham Road. Application affects footpath 378, as amended by additional plans rec'd 25/2/15; additional Agricultural Land Classification Report rec'd 17/3/15 and 8/4/15 and as clarified by emails dated 22/5/15, 12/5/15, 12/6/15, 15/6/15 and 17/6/15.	Outline Consent Granted 28/1/2016
SO/2014/0001	Request for screening opinion for the proposed residential development of 149 dwellings	Screening opinion given – EIA required 18/2/2014

		Screening Direction from Secretary of State issued : EIA not required 25/08/2014
WA/1984/0226	Outline application for the erection of 199 houses with garages, together with estate roads, access roads and open spaces	Refused 13/07/1984
WA/1979/1834	Erection of one detached bungalow and garage	Full Permission 17/01/1980
WA/1979/0656	The erection of one detached bungalow and garage	Full Permission 02/08/1979
HM/R 20778	Use of 26.85 acres of land for residential development	Refused 13/10/1972 Appeal dismissed 23/05/1974
HM/R 18076	Site for the erection of 166 houses with garages, roads and all other services	Refused 17/10/1969

### Planning Policy Constraints

Countryside beyond the Green Belt – outside defined settlement area  
Southern Gas Networks - GPL

Section 106 (relating to Phase 1)  
Neighbourhood Plan Designation  
Ancient Woodland 500m buffer  
TPO

### Development Plan Policies and Proposals

Saved Policies of the Waverley Borough Local Plan 2002:

Policy C2      Development in the Countryside  
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 H10	Amenity and Play Space
Policy HE14	Sites and Areas of High Archaeological Potential
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

Draft Local Plan Part 1 Strategic Policies and Sites 2016 Policies:

Policy RE1	Countryside beyond the Green Belt
Policy TD1	Townscape and Design
Policy NE1	Biodiversity and Geological Conservation
Policy NE2	Green and Blue Infrastructure
Policy SP1	Presumption in Favour of Sustainable Development
Policy SP2	Spatial Strategy
Policy SS4	Land at Horsham Road
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 CC3	Renewable Energy Development
Policy CC4	Flood Risk Management

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. At the examination in June/July 2017 the Inspector indicated that modifications will need to be made to the Plan for it to be found sound and invited the Council to submit a list of these proposed modifications. The Council's Executive Committee has endorsed the modifications to be submitted to the Inspector and the public consultation has now closed. 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.

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)
- Settlement Hierarchy (Update 2012)
- Climate Change Background Paper (2011)
- Open Space, Sport and Recreation (PPG17) Study 2012
- Statement of Community Involvement (2014 Revision)
- Strategic Flood Risk Assessment (2015/2016)
- Viability Assessment (2016)
- Planning Infrastructure Contributions SPD (2008)
- Cycling Plan SPD (April 2005)
- Council's Parking Guidelines (2013)
- Density and Size of Dwellings SPG (2003)
- Residential Extensions SPD (2010)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Surrey Design Guide (2002)
- Cranleigh Design Statement 2008

Consultations and Parish Council Comments

Cranleigh Parish Council	Parish	<p>Objection – The Members objected to the proposed development as it is on a greenfield site. Also the secondary access is shown to run through an Ancient Woodland. The access would damage this Ancient Woodland, and would impact on broad leaf trees.</p> <p>Response to amended plans – none received</p>
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Highway Authority	<p>The Highway Authority recommends an appropriate agreement should be secured before the granting of planning permission to secure the following highway and transportation mitigation package:</p> <p>Prior to commencement of the development to enter into a Section 278 agreement with Surrey County Council to provide highway works, in accordance with the Highway Authority's requirements, to include: Horsham Road highway improvements, including:</p> <ul style="list-style-type: none"> <li>(i) Re-location of southbound bus stop with associated bus stop cage markings.</li> <li>(ii) Re-location of northbound bus stop, construction of 2.5m wide footway/bus stop waiting area with associated bus stop cage markings.</li> <li>(iii) Construction of uncontrolled pedestrian crossing on Horsham Road.</li> <li>(iv) New 30mph gateway feature.</li> </ul> <p>S106 financial contributions are also requested to include:</p> <ol style="list-style-type: none"> <li>1. A combined cycle/public transport voucher at £100 per dwelling (total cost £11,900).</li> <li>2. Contributions of £225,692 for highway safety and capacity improvements at the following junctions: <ul style="list-style-type: none"> <li>(i) Horseshoe Lane/High Street/The Common mini-roundabout junction.</li> <li>(ii) Elmbridge Rd/High Street/Horsham Road mini-roundabout junction.</li> </ul> </li> </ol> <p>Recommends a number of planning conditions and informatives.</p>
Surrey County Council Rights of Way Officer	None received
Lead Local Flood Authority	<p>The surface water drainage strategy has been assessed against the requirement of the NPPF, the accompanying PPG for Flood Risk and Coastal Change and national Non Statutory Technical Standards for SuDS.</p> <p>The proposed drainage scheme meets the requirements set out in the aforementioned documents and it is recommended that if planning permission is granted a suitably worded condition is applied to ensure that the SuDS scheme is properly implemented and maintained throughout the lifetime of the development.</p>

	<p>Response to amended plans: As the additional items sit outside the Statutory Duties as the LLFA, no further comments are made.</p>
Thames Water	<p>Surface Water Drainage – It is the responsibility of the 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 ensure that storm flows are attenuated or regulated onto the receiving public network through on or off site storage.</p> <p>Water Comments - Recommend informatives be attached to the planning permission. Thames water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water Pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p> <p>Currently the waste water infrastructure has insufficient capacity to meet the demand from this development. Thames Water has acknowledged that the development forms just part of the much larger redevelopment area and cannot therefore be viewed in isolation. Under application WA/2014/1754 – Phase 1 - Land At 106 &amp; Chantreys Bungalow &amp; Land South West Of Horsham Rd, Cranleigh an impact study was undertaken assessing the impact of 262 dwellings. The study confirmed that detriment would be caused to the sewerage network, as part of the study options were provided to the developer. Thames Water is working closely with the developer to ensure a solution is implemented and therefore it would be prudent for any approval to have an appropriately worded planning condition attached to ensure, upgrades are in place ahead of occupation of the development. Conditions regarding the submission of a drainage strategy are recommended.</p>
Environment Agency	Has declined to comment due to site falling within Flood Zone 1 and therefore outside their remit for consultation.
Surrey Police	- Fencing to rear of plots 239-246 is shown as 1.1m chestnut post and rail fencing which offers no security

	<p>value. Preference would be for 1.8m fence with trellis topping;</p> <ul style="list-style-type: none"> <li>- The balconies to the apartments have supporting legs exposed at the front providing a climbing aid, consideration should be given to changing the design to eliminate any climbing aid. The wall on the balcony should fit flush with the floor so there is no hand hold;</li> <li>- Car parking bays in the allocated apartment parking shall not be marked so that they can be easily linked to an apartment.</li> </ul> <p>Development should meet the Secure by Design Accreditation.</p> <p>Response to amended plan – None received</p>
County Archaeologist	<p>Development site is large, well over the 0.4 hectare threshold for archaeological assessment and possible evaluation under Policy HE15 of the Waverley Borough Local Plan.</p> <p>Application is accompanied by a desk based assessment covering both Phase 1 and Phase 2 areas. Assessment considers the site to have a generally moderate potential for prehistoric remains with a low potential for later periods and that an archaeological evaluation trial trenching exercise is required to establish whether archaeological assets are present.</p> <p>The Written Scheme of Investigations sets out a scheme of trial trench evaluation for Phase 1 and Phase 2. The evaluation phase of Phase 1 recorded no significant remains, however given the size of Phase 2, significant archaeological remains could be present and as such the trial trench evaluation as set out in the Written Scheme needs to be carried out for Phase 2.</p> <p>Given that there is no indication that remains of national importance worthy of preservation in situ will be present, it would be reasonable and proportionate to secure the archaeological evaluation and any subsequent mitigations works by condition.</p> <p>Therefore recommend imposition of condition</p>

Natural England	No comments to make – the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes - refers to standing advice.
Surrey Wildlife Trust	<p>Note the Ecological Assessment – JFA Environmental Planning, dated June 2017.</p> <p>Great Crested Newts – a breeding population are known to be present within Pond 3, and the proposed development site includes significant areas of suitable scrub and terrestrial habitat which would be subject to loss of deterioration as a result of the proposed development, therefore there is a reasonable likelihood of the GCN being present and affected by the development.</p> <p>Whilst the report concludes a low population of GCN within pond 3, a Habitat Suitability Index assessment of Pond 2 concludes that the pond had ‘good’ suitability but that presence / absence surveys were not undertaken due to the lack of access. Given that pond 2 is located close to pond 3 with contiguous habitat, it is precautionary to assume GCN are present within pond 2 as well as pond 3. It is also precautionary to assume the presence of GCN within pond 4. The conclusion of a low population in pond 3 is not substantiated and the Council cannot be confident that the proposed development is compliant with Regulation 53.</p> <p>Recommend that a sufficiently detailed and precautionary statement is provided detailing effective impact avoidance, mitigation, compensation and enhancement measures to conclude that the development will not have an adverse impact on the local population of GCN and that a European Protected Licence is likely to be granted by Natural England. The precautionary statement should be written by a qualified ecological professional and should be submitted prior to determination of the application.</p> <p>Bats – The arboricultural report identifies that up to 4 mature native trees with bat roost potential are scheduled for felling to facilitate the development. Surveys have</p>



	<p>identified active roosts within at least one. Should the Council be minded to grant permission for the proposed development, a bat roost assessment, undertaken by a qualified ecologist in line with best practice should be undertaken prior to any felling or works to trees on site with identified bat roost potential to avoid contravention of European protected species legislation.</p> <p>Given bats are sensitive to increases in artificial lighting, the applicant should ensure that the proposed development will result in no net increase in external artificial lighting, to be secured through an appropriately detailed Sensitive Lighting Management Plan.</p> <p>Reptiles – Low populations of three reptile species have been identified, the development will result in the loss of suitable reptile habitat. Therefore, if minded to approve, an appropriately detailed reptile impact avoidance, mitigation and compensation strategy and enhancement plan, including details of any proposed translocation, written by a suitably qualified ecologist, would need to be submitted and approved prior to commencement.</p> <p>Dormice – Suitable dormouse habitat is located adjacent to and within the development site and a significant area of native scrub is indicated to be removed, resulting in a loss of suitable habitat. Should the Council be minded to grant permission, any tree or scrub removal should be undertaken only in accordance with a precautionary working methodology, if dormouse are confirmed within the site during tree or scrub clearance, works must stop and a European Protected Species Mitigation License would be required from Natural England.</p> <p>Badgers – An outlier badger sett was identified along the southern boundary of the site, although appeared disused at the time of the survey. If minded to grant permission, prior to commencement of development, a survey should be undertaken of the outlier badger sett to confirm it is still disused. If it has become active a EPS licence may be required.</p> <p>Breeding birds – The developer should take action to</p>
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	<p>ensure that development activities such as vegetation or site clearance are timed to avoid the bird nest season or early March to August inclusive.</p> <p>Landscape and Ecological Management Plan – Proposed development will result in loss of significant area of grassland and scrub habitat, together with removal of some mature native trees and hedgerow. Should the Council be minded to grant permission, recommend that the Council requires the development to be implemented in accordance with an appropriate detailed Landscape and Ecological Management Plan (LEMP)</p> <p>Amended response: Response to additional letter from Mr D Finnie of Derek Finnie Associates and the Great Crested Newt – Outline Mitigation Strategy dated October 2017 -</p> <p>The additional information appropriately addresses concerns previously raised regarding the risk of the proposed development adversely affecting legally protected species with appropriate mitigation.</p> <p>Should the LPA be minded to grant consent, the applicant should be required to undertake all the recommended actions detailed in Mr Finnie’s letter date 11<sup>th</sup> October, including the actions detailed in the Great Crested Newt – Outline Mitigation Strategy date October 2017.</p> <p>The LPA should also take the opportunity to secure:</p> <ul style="list-style-type: none"> <li>- A Reptile Mitigation Strategy as advised by the ecologists in the Reptile section of their letter;</li> <li>- A Landscape and Ecological Management Plan (LEMP) for the site.</li> </ul>
Forestry Commission	Ancient woodland is an irreplaceable habitat. The Forestry Commission refers to standing advice.
Council's Environmental Health Officer - Contamination	No significant contaminated land issues
Council's Environmental Health Officer - Noise	Noise needs to be considered when developments create additional noise, when new developments would be sensitive to prevailing acoustic environment.

	<p>Planning policies and decisions should aim to:</p> <ul style="list-style-type: none"> <li>▪ avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;</li> <li>▪ 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;</li> <li>▪ 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;</li> <li>▪ 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.</li> </ul> <p>The principle considerations are:</p> <ul style="list-style-type: none"> <li>▪ Whether or not a significant adverse effect is occurring or likely to occur;</li> <li>▪ Whether or not an adverse effect is occurring or likely to occur;</li> <li>▪ Whether or not a good standard of amenity can be achieved.</li> </ul> <p>The proposed development is in close proximity to existing residential accommodation – if noise and other nuisances are not controlled, complaints may be received during construction phase and beyond. Therefore, in the event that permission is to be granted, recommends conditions.</p>
<p>Council's Environmental Health Officer – Waste and Recycling</p>	<p>Access roads into and within the development will need to be capable of accommodating a collection vehicle 2520mm wide and 9840mm overall length with a maximum gross weights of 26 Tonnes. Suitable turning to be provided.</p> <p>Storage for each house will be 1 x 140 black bin; 1 x 240 blue recycling bin; 1 x 240 brown garden waste; 1 x 23 litre food waste kerbside caddy.</p>

	<p>For blocks of 4 flats, each will require 1 x 660 litre black lidded 4 wheeled refuse bin; 3 x 240 litre blue recycling bins and 23 litre food waste bins.</p> <p>For the block of 8 flats, 1 x 1100 litre black flat lidded 4 wheeled refuse bin; 5 x 240 litre blue recycling bins; and 1 x 140 litre communal food waste bin would be required.</p>
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## 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 18/08/2017 site notices were displayed around the site and neighbour notification letters were sent on 8<sup>th</sup> August and 30<sup>th</sup> August 2017.

17 letters have been received raising objection on the following grounds:

### Principle of Development

- No joined up thinking in ignoring Phase 2 when Phase 1 was considered;
- Local Plan is too little too late;
- Large tracts of brownfield land eg Dunsfold and Hewitts could have been approved years ago to avoid overdeveloping Cranleigh;
- Cranleigh is not a soft touch, Cranleigh has taken more than its fair share of homes for the benefit of Waverley;
- Development of Phase 1 is under construction, disregarding planning conditions;
- Application was submitted in August when many people were away, and consultation was limited;
- Application comes hot on the heels of the last application;
- The Council has approved application after application for housing in Waverley for hundreds of new homes, irrespective of concerns regarding local infrastructure shortcomings;
- Few neighbours have been notified, whereas the proposal will affect the whole of Cranleigh, all those who objected to Phase 1 should have been notified;
- Phase 1 was only narrowly approved by JPC and since then two other major house builders have been given permission;
- Cratus who undertook public consultation are no longer working with Crest and so their assurances no longer apply;
- Certain Councillors appear intent to push as much housing onto Cranleigh as possible, which when combined with declared financial interests and therefore

narrow margins of votes; residents feel powerless and feel that the application has already been determined;

- Proposals are not to meet a local demand and houses will be sold for £½ million which will not deliver the affordable element to the Local Plan; Cranleigh is a village with a vibrant heart but limited employment opportunities – the village will become a commuter dormitory;
- Concerns in relation to Phase 1 should be taken into account in Phase 2.
- The highway and environmental improvements promised are not specific;
- Northern boundary is in dispute, and therefore Phase 1 should not have commenced, therefore Phase 2 cannot be granted;
- Crest development cannot be considered independently of other major developments taking place in Cranleigh;
- Unwarranted use of greenfield sites; tendency to flooding, inadequate infrastructure and unproven need for homes;
- There are no jobs locally and so residents will need to commute – roads are inadequate and badly maintained, parking at stations is full and trains are crowded;
- Ill considered scheme which will destroy the character of the area and quality of life of residents;
- Concern that the development has already been given approval, given reluctance to impose tree controls;
- Concern that the road will not be adopted by Surrey County Council and homes are being sold on a leasehold type agreement;
- The very village that new residents are being enticed to is becoming destroyed by increasing urbanisation;
- Permission for housing development on this site was refused on appeal in the 1980s, due to foul and surface water drainage issues – nothing has changed – permission on Phase 1 was flawed;
- Like Phase 1, there are no supporting comments for Phase 2, local residents are being constantly ignored;
- Proposal would result in loss of amenity to existing residents – problems in drinking water supply, sewage removal, increased flood risk, noise pollution, loss of privacy and light and increased pressure on over stretched infrastructure.

#### Trees and loss of area of woodland scrub

- The original plans for Phase 2 (subject to public consultation) showed existing trees and shrubbery remaining between the proposed development and rear gardens of Horsham Road, this has now been removed, with houses significantly closer to the boundary with reduced screening
- The wood is a mix of English trees and bushes, full of birds and wild animals – removal contradicts Crest Design Statement which indicates improving the west – east hedgerow to improve connectivity for bat foraging;

- Wood could be a leisure facility for dog walkers, children on bikes etc, removing it contradicts the claim that green spaces are proposed to encourage healthy activity and benefit biodiversity;
- The wood acts as a privacy barrier between Horsham Road and the new estate – five houses have been built in the back gardens of 124, 126, 128 and 130 Horsham Road – these houses face the woodland and have smaller gardens than the existing Horsham Road houses and will be open to the new estate once wood is removed;
- Claim that additional homes in the wood space makes site financially viable is questioned;
- The Design Statement includes the original Master Plan of the site, including the wood;
- New young families will bring vibrancy to the village and affordable homes will attract lower paid workers, but plan will lose a wood for no good reason; the Design Statement should be disregarded; Crest have misled residents.

#### Flooding

- Area is prone to flooding, and the woodland now shown to be removed would usefully soak up water;
- Impact of current development needs to be considered, given flooding concerns and forecasts of heavy rainfall events due to climate change;
- Flooding issues with Phase 1 will be exacerbated with Phase 2;
- What happens when the main sewer level remains consistently too high to allow for pumping sewage from holding tanks to main sewer, or what happens when the pump fails?;
- Given area is prone to surface water flooding, properties on Phase 1 are being raised, although access paths have already been flooded.

#### Impact on roads

- Increased traffic congestion on local narrow roads, including at junction of Ewhurst Road and Horsham Road;
- Still only one access road for 270 houses ( Nightingales has 3 to support circa 300 houses);
- Increased bottlenecks at Shalford and Bramley and Broadbridge Heath; roads are inadequate for the additional housing taking into account other developments;
- Single entrance is inadequate given poor visibility at the junction;
- If there is an accident at the entrance, this would prevent emergency services accessing the development;
- Cranleigh is a one road in and one road out village which is clogging with traffic issues.

### Impacts on infrastructure

- Development will put even more strain on local infrastructure to support foul and surface water management;
- Cranleigh does not have a sixth form, so pupils need to travel out of the village;
- Thames Water has advised sewerage won't cope;
- Asbestos in water pipes; pipes degrade over time releasing fibres into the water supply, given the higher minimum pressure to be supplied to new development – potential for an increase in a number of major pipe bursts;
- Thames Water objects to the strain in main sewer – whilst a storage tank would allow pumping out in periods of low demand, during the prolonged floods in 2012 the sewer had no periods of low demand and were backed up for days at a time;
- Water and sewerage systems are inadequate;
- Increased population has implications for cars, car parks and sewage facilities, which Cranleigh cannot cope with;
- When, where and how many houses are to be built in Cranleigh – decision should be delayed until conclusive discussions around infrastructure, roads, services and environment;
- Increased pressure on infrastructure;
- Pedestrian access to services via the Downs Link is inappropriate for use during winter and wet periods;

### Affordable housing

- Houses do not address shortfall of affordable housing;
- The minimal provision of such housing included cannot justify the whole development.

In response to amended plans, 2 further objection letters were received which raise the following concerns:

- Reiterate previous objections, amendments do not overcome concerns;
- Object to loss of woodland, which at the time of the public consultation was shown to be retained, concern that neighbours have been misled as this area is now shown for removal;
- Removal of woodland would result in overlooking and loss of privacy;
- Loss of trees;
- Removal of the woodland would have implications for ecology and loss of habitat for deer and other wildlife.

## Submissions in support

In support of the application the applicant's Planning statement concludes that the proposed development:

- Accords with the emerging allocation and policy criteria of the draft Waverley Borough Local Plan, to which significant weight can be attributed to emerging policies;
- Is within the scope of the emerging allocation for 'around 250 dwellings', incorporating both phases of development and aids the Borough in meeting its housing need;
- Proposes a range of housing to meet the needs of the borough, with 30% of the housing provided to be affordable housing and parking provision within the Council's adopted standards.

It is further put forward that:

- The combined Phases 1 and 2 would deliver the objectives of the allocations as defined by Policy SS4 within the emerging Local Plan, which seeks the delivery of 'around 250' new homes on land inclusive of both Phases;
- The land the subject of Phase 1 and 2 is one of a number of principal strategic allocations that underpins the soundness of the Local Plan;
- Phase 2 will utilise the existing access from Horsham Road and will follow the established principles:
  - o A character reflecting that of the village;
  - o Significant levels of new and retained planting;
  - o Integrated green corridors, providing habitat connectivity;
  - o Improved pedestrian and cycle links;
  - o A distinctive street hierarchy;
  - o A sustainable drainage system;
  - o Space for recreation
- Phase 2 proposes an additional pedestrian link from the south eastern corner of the site to Horsham Road to facilitate access to bus stops;
- The site is located in Flood Zone 1 at a low risk of flooding from rivers; however surface water drainage attenuation has been designed to suit site constraints; Given that the site is underlain by clay, SuDS will maximise storage and slow down water improving drainage conditions beyond the site;

Key features of the proposed development include:

- Access via a tree lined street within Phase 1;
- Highway connection from Phase 1 to Phase 2;
- Mature hedgerow retained within a green corridor to accommodate a footpath;
- Primary street to be tree lined and complete a vehicular loop;
- Incidental focal space with specimen trees and drainage feature;
- Foot / cycle connection via existing track;



- New green link corridors to retained hedgerows and tree belts;
- Retained boundary planting with existing track upgraded to a foot / cycle path;
- Retained copse with dry pond;
- New play areas;
- Second highway connection from Phase 1;
- New tree planting to extend wildlife corridor and provide visual softening;
- Focal buildings at key locations;
- Surface water attenuation area;
- Dwellings to face public realm to provide enclosure and passive surveillance.

The agents consider that having regard to the national and local planning policy context, and the technical studies which support the application, that the proposal would provide a well designed scheme, which reflects their vision for an integrated extension to the approved residential development. The scheme would provide for 119 new dwellings within a visually contained site adjacent to the settlement and within a reasonable walking and cycling distance from a range of local facilities and existing bus stops. The development has been designed to reflect the distinctive design of Cranleigh and enjoys a landscape setting, with new and retained planting to provide an attractive addition to the village. A variety of green spaces are proposed to encourage healthy activity and benefit biodiversity.

### Determining Issues

- Principle of development
- Planning history and differences with previous proposal
- Prematurity
- Lawful use of the site
- Loss of existing uses
- Location of Development
- Housing Land Supply
- Housing Mix
- Affordable Housing
- Highways and parking considerations
- Impact on the Countryside beyond the Green Belt
- Design and visual amenity
- Impact on residential amenity
- Impact on trees
- Archaeological Interest
- Standard of accommodation for future occupants
- Provision of amenity and play space
- Air quality
- Noise impacts
- Contaminated Land

- Flooding and drainage
- Infrastructure contributions
- Biodiversity and compliance with Habitat Regulations 2010
- Health and Wellbeing
- Crime and Disorder and compliance with Habitat Regulations 2010
- 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 Parish Council and Third Party comments
- Conclusion / Planning Judgement

### Planning Considerations

#### Principle of development

The planning application seeks planning permission for the erection of 119 dwellings, 36 of which would be affordable, and associated development including the construction of new roads, parking, associated landscaping, public open space including four Local Areas of Play (LAPs) and a Locally Equipped Area of Play, SuDS attenuation basins, and the provision of pedestrian / cycle links with Horsham Road.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. There are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's needs and support its health, social and cultural well-being; and
- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use

natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The NPPF 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.

The latest housing land supply figures confirm that the Council can meet its objectively assessed housing need. Policy C2 of the Local Plan, therefore, now carries substantial weight; however, it should be noted that this is not full weight as Policy C2 does refer to protection for 'its own sake', whereas the NPPF places emphasis on protecting the intrinsic character and beauty of the Countryside.

The NPPF states that, where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

Policy SP1 of the Draft Local Plan Part 1 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.

It is further relevant to note that this site is an allocated site identified within the emerging Local Plan for new housing development.

Policy SS4 acknowledges that following the first phase of development which granted 149 units, Phase 2 has the potential to deliver a further 101 housing units.

Policy SS4 identifies Land at Horsham Road on the Adopted Policies Map and allocated the site for around 250 homes subject to the following:

- a) The protection and enhancement of existing trees, woodlands, hedgerows, ponds and ditches which make an important contribution to the character of the local area.
- b) Additional planting to enhance the character of, and reduce views into the site from, the Downs Link National Trail which abuts the western boundary of the site.
- c) Achievement of satisfactory access into the site from Horsham Road, and direct pedestrian access to the Downs Link.

The application site is set out as a green site in the LAA (2016). This is not a policy document but an evidence base to support the Local Plan in terms of the availability of land for development.

Whilst recognising that the site lies in the countryside, in relation to Policy C2, the weight to be attached to this Policy is limited given that the site is a strategically allocated site within the emerging Local Plan and given the increasing weight that can now be given to the emerging plan it is considered that the proposed Policy SS4 carries far greater weight than current Policy C2. Therefore, in the light of Policy SS4, residential development at the above site is considered acceptable in principle and in policy terms.

#### Planning history

The planning history is a material consideration. As indicated above, this is part of a wider development site, identified in the emerging Local Plan as an allocated housing site, the northern part of which has already been granted planning permission for 149 dwellings, and which is currently under construction. This application relates to the remaining part of the site and the application proposes a further 119 units, proposed as an extension of Phase 1 and utilising the existing vehicular access onto the Horsham Road approved and constructed as part of Phase 1. The proposed development in combination with the previously permitted scheme would, if permitted, result in 268 new dwellings being provided on the wider site.

## 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 submitted to the Secretary of State for examination the development proposed is not 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 is comprised of a grassed field surrounded by mature tree belts on the northern and southern boundaries. A copse of trees exists within the centre of the site. Officers consider the lawful use of the site to be agricultural.

## Loss of existing use

Where land within the site is considered to constitute agricultural land, paragraph 112 of the NPPF states that if significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poor quality land in preference to that of higher quality.

This sentiment accords with Policy RD9 of the Waverley Borough Local Plan 2002, which states that development will not be permitted which would result in the loss or alienation of the best and most versatile agricultural land, unless it can be demonstrated that there is a strong case for development on a particular site that would override the need to protect such land.

Furthermore, on all grades of agricultural land, development will not be permitted which would result in the fragmentation of an agricultural or horticultural holding so as to seriously undermine the economic viability of the remaining holding.

In considering the development of Phase 1, the Council's agricultural consultants advised that the site was classified as grade 3 and would not have resulted in the loss or alienation of the best or most versatile agricultural land and would not have resulted in the fragmentation of an agricultural holding so as to seriously undermine the economic viability of a remaining holding. The proposed development of this further site is considered to be an extension of Phase 1.

Officers are, therefore, satisfied that the proposal would not result in the loss of the best or most versatile agricultural land and would not result in the fragmentation of, or economic damage to, an agricultural holding in accordance with the NPPF and Policy RD9 of the Local Plan 2002.

#### Location of Development

Paragraph 55 of the NPPF 2014 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 69 of the NPPF 2012 states, inter alia, that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. It continues that local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see.

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:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public

- houses and places of worship) and other local services to enhance the sustainability of communities and residential environments;
- sustainability of communities and residential environments;
  - guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community's ability to meet its day-to-day needs;
  - ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community; and
  - 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. Policy RE1 of the Draft Local Plan Part 1 states that the intrinsic beauty of the countryside will be recognised and safeguarded in accordance with the NPPF.

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 refers to the Council's Spatial Strategy to 2032 and the need to maintain Waverley's character whilst ensuring development needs are met in a sustainable manner. Policy SP2 sets out the following:

- Major development on land of the highest amenity and landscape value will be avoided
- Development will be focused at the four main settlements
- Moderate levels of development will be allowed in larger villages
- Limited levels of development will be allowed in and around other specified villages
- Modest levels of development will be allowed in all other villages.
- Opportunities for the redevelopment of suitable brownfield sites will be maximised.
- Strategic and additional sites will be identified and allocated through Local Plan Part 2 and Neighbourhood Plans
- Infrastructure, where needed, will be provided alongside new development including funding through the Community Infrastructure Levy (CIL)

This site falls within the Countryside beyond the Green Belt. However it is included within the Council's Land Availability Assessment (LAA) updated December 2016 under ID ref 294. Furthermore the site is allocated as one of the Council's Strategic Sites in the emerging Local Plan as set out in Local Plan Policy SS4.

The LAA sets out that the site is adjacent to the existing Local Plan settlement boundary for Cranleigh on its northern and eastern sides and is contained by the Downs Link to the west. It is relatively well integrated with the settlement pattern in Cranleigh compared with some of the other greenfield sites promoted in this area. The findings of the Landscape Study identify some potential for development in this area. Whilst not as close to the village centre as some other promoted sites, it is still considered to have reasonable accessibility, given its proximity both to Horsham Road and the Downs Link. Officers therefore consider that the proposals would provide reasonable sustainable access to the village facilities required for promoting health communities.

In view of the above, therefore, whilst acknowledging that the site lies outside of the developed area of Cranleigh, it is considered that the proposal would not result in isolated dwellings in terms of its visual relationship to the existing settlement and in terms of access to the facilities required to sustain inclusive, mixed communities. As such the proposal is not required to demonstrate any special circumstances as set out in paragraph 55 of the NPPF and would not compromise an unsustainable location in terms of access to essential services and facilities.

#### Housing Land Supply

In July 2017, the Council published an update to their five year housing supply position based on the Local Plan Examination Inspector's provisional findings in July 2017. The statement 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, the supply of housing is 6.28 years worth of the housing requirement. Therefore, the Council can demonstrate in excess of the requirements of paragraph 47 of the NPPF.

The provision of 119 dwellings as proposed makes a significant contribution to housing supply and is one of the Council's allocated sites, as such a site which is anticipated for coming forward and being delivered within the plan period. The fact that the Council can demonstrate in excess of the requirements does not mean that what is otherwise sustainable development should nevertheless be refused.

#### Housing Mix

The NPPF 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.

Policy AHN3 of the Draft Local Plan Part 1 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.

The West Surrey SHMA provides the following information with regard to the indicative requirements for different dwelling sizes:

Unit Type	1 bed	2 bed	3 bed	4 bed
Market homes	10%	30%	40%	20%
Affordable homes	40%	30%	25%	5%

The applicant has proposed the following mix of housing:

Unit Type	Number of units	% of overall total
1 bedroom	16	13.4 %
2 bedroom	39	32.7%
3 bedroom	49	41.2 %
4+ bedroom	15	12.6%
Total	119	100%

In comparison with the indicative requirements of the SHMA, this is broken down into the following two tables for market and affordable housing:

#### Market Housing

Unit Type	SHMA	Proposed mix
1 bedroom	10%	2 (2.4%)
2 bedroom	30%	27 (32.5%)
3 bedroom	40%	41 (49.4%)
4 + bedroom	20%	13 (15.66%)
Total	100%	83 units (100%)

#### Affordable units

Unit Type	SHMA	Proposed mix
1 bedroom	40%	14 (38.9%)
2 bedroom	30%	12 (33.3%)
3 bedroom	25%	8 (22.2%)
4 bedroom	5%	2 (5.6%)
Total	100%	36 units (100%)

The proposed mix for Phase 2 would broadly reflect the indicative requirements of the SHMA (2015), although it is accepted that with respect to the market housing there is a particular concentration on 2 and 3 bed units at the expense of 1 bed units. It is noted that Phase 2 has a lesser proportion of 4 bed units to take account of the higher level of 4 bed units permitted on Phase 1.

It is noted that when comparing the two phases the following mix of market units would be as follows:

Bedroom No	Phase 1	Phase 2	In combination total	SHMA recommended mix
1	0 (0%)	2 (2.4%)	2 (1%)	10%
2	10 (11%)	27 (32.5%)	37 (21.5%)	30%
3	35 (40%)	41 (49.4%)	76 (44.1%)	40%
4+	44 (49%)	13 (15.66%)	57 (33%)	20%
Total	89	83	172	100%

When comparing the combined development of Phase 1 and 2 in relation to affordable housing the mix would be as follows:

Bedroom No	Phase 1	Phase 2	In combination total	SHMA recommended mix
1	18 (30%)	14 (38.9%)	32 (33.3%)	40%
2	26 (43.3%)	12 (33.3%)	38 (39.58)	30%
3	14 (23.3%)	8 (22.2%)	22 (22.91%)	25%
4+	2 (3.3%)	2 (5.6%)	4 (4.16%)	5%
Total	60	36	96	100%

The total number of units proposed for Phase 2 which would have 2 bedrooms or less would be 55 which would equate to 46.2% of the total, which would not accord with criteria a) of Policy H4 as it would fall short of the 50% requirement. However, it is notable that there is an over concentration of 3 bed units, such that of the 119 dwellings proposed, 104 would be three bed or less, equating to 87.4% which would exceed the requirements of criteria b) of policy H4 which requires not less than 80% of the dwellings to have 3 bedrooms or less. Only 12.65% of the development would be 4 dwellings or larger and therefore the proposal would comply with criterion c) which sets a maximum 20% threshold for dwellings in excess of 165 sq m.

In view of the above, officers consider that the proposed mix would be broadly in accordance with the spirit of Policy H4 which seeks to encourage smaller dwellings, having regard to the evidence in the 2015 SHMA.

The density element of Policy H4 of the Waverley Borough Local Plan 2002 is given less weight than guidance in the NPPF 2012 which states that to boost significantly the supply of housing, local planning authorities should set their own approach to housing density to reflect local circumstances. 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 considered more important is the actual visual impact of the layout and extent of development upon the character and amenities of the area.

The proposed development would have a density of approximately 17.9 dwellings per hectare, which is considered to relate well with the density of the adjacent Phase 1 scheme which is approximately 16 unit per hectare and corresponds with the surrounding residential density of between 4.2 and 17.5 dwellings per hectare.

The proposed housing mix and density are considered to be appropriate having regard to the evidence in the SHMA, the requirements of Policy H4 of the Local Plan 2002 and Policy AHN3 of the Draft Local Plan Part 1 by providing the greatest number of 2 and 3 bedroom dwellings.

## Affordable Housing

Paragraph 50 of the NPPF 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 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 adopted Local Plan has no threshold or percentage requirement for affordable housing on sites outside of settlements, as within an area of restraint, housing development, including affordable housing, is unacceptable in principle. However, the provision of a significant level of affordable housing could be regarded as a benefit of considerable weight and in recent years developers have often offered 40% affordable housing on such sites. It is noted that 40% affordable housing was approved within Phase 1.

Notwithstanding the above however, Policy AHN1 of the Draft Local Plan states that the Council will require a minimum provision of 30% affordable housing. Given the substantial weight that can now be applied to Policy AHN1, it is considered that the proposed development would need to provide 30% affordable housing as part of the proposed development and it would be unreasonable to require more in this instance.

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. 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.

The SHMA (2015) provides the following information with regard to the indicative requirements for different dwelling size affordable units:

Unit type	1 bed	2 bed	3 bed	4+ bed
Affordable	40%	30%	25%	5%

The proposed development seeks to provide 30% affordable dwellings on the site and the following table indicates the proposed breakdown:

#### Affordable units

Unit Type	SHMA	Proposed mix
1 bedroom	40%	14 (38.9%)
2 bedroom	30%	12 (33.3%)
3 bedroom	25%	8 (22.2%)
4 bedroom	5%	2 (5.6%)
Total	100%	36 units (100%)

In this instance therefore, 38.9% would be 1 bedroom, 33.3% would be 2 bed, 22.2% 3 bed and 5.6% 4 bed. It is considered that such a mix would be acceptable.

Unit Type	Affordable Rented	Shared Ownership	Total
1 bedroom	12	2	14
2 bedroom	4	8	12
3 bedroom	2	6	8
4 bedroom	0	2	2
Total	18	18	36

The SHMA (2015) recommends that 30% of new affordable homes be intermediate tenures and 70% for rent. The proposed scheme proposes a 50 / 50 split with 18 units being offered for social rent and 18 units offered for shared ownership. Whilst it is accepted that the level of shared ownership is at a higher level than recommended in the SHMA, in the Cranleigh context where the Wyphurst Road scheme has a high level of affordable homes for rent, the Housing Enabling Manager has advised that the proposed mix is supported in terms of encouraging a balance of tenures and encouraging movement through the housing stock.

It is expected that all affordable homes are owned and managed by a Registered Provider (housing association), with nomination rights secured via a nomination agreement. It is considered that the nomination of a Registered Provider is key to achieving a workable design and a deliverable tenure mix. It is understood that the developer is currently working with Clarion, who already own and manage stock in the area and it is a partnership which would be supported.

It is noted that the location of the affordable homes in Phase 1 and 2 are concentrated around the middle of the site, however the significant tree screening

and degree of separation will serve to break up this concentration. It is also noted that following concerns from Officers, minor amendments have been made to some of the affordable homes which were considered to have fallen short of the minimum national space standards. These units are now broadly compliant with the space standard requirements, although it is acknowledged that in the absence of a specific Local Plan Policy, it would be difficult to refuse permission on space standards grounds.

Affordable housing is acknowledged to be a key corporate priority for the Council. Officers consider that the level of affordable housing, in a range of sizes, types and tenures will meet the affordable needs of the Borough in line with guidance contained within the NPPF, and no objections are therefore raised in relation to affordable housing.

#### 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 limit 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”.

Local Plan Policy M4 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 states that development schemes should be located where it is 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.

The application is accompanied by a Transport Assessment (TA) prepared by SK Transport Planning to support the application. The report concludes that the site is well located in relation to local services and amenities and that existing safe walking, cycling and public transport routes offer opportunities for future residents to access by these modes. The proposal includes measures to enhance accessibility and tie in with the previously agreed sustainable access infrastructure improvements delivered as part of the Phase 1 consented scheme. These measures will assist in reducing the reliance on the private car and integrate the proposal with the existing community.

The TA indicates that safe and appropriate vehicular access to the site can be gained from the access delivered as part of Phase 1 from Horsham Road. The proposal includes segregated pedestrian and cycle access points to the Downs Link and the southern section of Horsham road.

The junction modelling assessments confirm that the vehicle access delivered as part of Phase 1 will operate well within the expected capacity thresholds, and is fit for the scale of development proposed.

The TA concludes that the additional traffic generated from the proposed development will not have a residual impact on road capacity or safety and the proposals would be in line with the NPPF.

Whilst the proposed vehicular access would be taken from the existing access from Horsham Road into Phase 1, and continue through to Phase 2, an additional pedestrian / cycle accessway is proposed in the south eastern corner of the site.

The County Highway Authority has assessed the application and is satisfied that the proposed package of transport mitigation measures, in addition to the measures secured as part of the phase 1 development, would improve accessibility to the site by non-car modes of travel. Therefore the planning application is considered to meet the transport sustainability requirements of the National Planning Policy Framework. Furthermore, the Highway Authority is satisfied that the proposed access and movement strategy for the development would ensure all highway users can travel to and from the site with safety and convenience.

With respect to the impact of the proposed development on the transport network, the County Highway Authority has indicated its satisfaction with the traffic impact

assessment undertaken by the applicant. It is considered that it provides a robust and realistic assessment of the likely impact of the development on the highway network, within the context of the likely future cumulative impact of development in Cranleigh. It is further understood that the applicant has agreed to provide a package of mitigation measures that directly mitigates the impact of traffic generated by their development and the cumulative impact of development traffic in Cranleigh and these would be secured via a section 106 agreement.

In considering the proposed development it is acknowledged that the site has been designed to maximise accessibility by non-car modes of travel and includes links between the application site and Public Bridleway 566 (Downs Link) and Public Footpath 378/380. The development includes a scheme to provide safe pedestrian access between the site and Horsham Road. The Highway Authority is satisfied that all new access points provide safe and suitable access for all highway users.

With respect to proposed traffic generation, the trip generation assessments are based on trip rates obtained from the TRICS database. The Highway Authority has assessed the assumptions used by the applicant to calculate the trip rates and is satisfied that they are fit for purpose. The proposed development is likely to generate the following number of trips during the busiest peak periods on the highway network:

- AM Peak (08:00-09:00) – 71 Vehicle Trips (20 in and 51 out)
- PM Peak (17:00-18:00) – 75 Vehicle Trips (48 in and 27 out)

Furthermore, in accordance with the methodology agreed for the Phase 1 scheme, the trips generated by the development have been distributed onto Horsham Road as follows:

- Horsham Road Northbound – 76% of development traffic
- Horsham Road Southbound – 24% of development traffic

In relation to the submitted traffic flow data, Manual Classified Turning Counts were undertaken during November 2016 during the AM and PM peak periods. An Automatic Traffic Count (ATC) survey has also been used to establish speeds and volumes of traffic passing the proposed site access on Horsham Road. Assessment of this data confirms that the peak periods of the network are 0800-0900 (the AM peak period) and 1645-1745 (the PM peak period). The Highway Authority has interrogated the applicant's traffic survey methodology and is satisfied that the data is robust for the purposes of assessing the impact of development generated traffic on the local highway network.

In accordance with the requirements of the National Planning Policy Framework (NPPF), the Transport Assessment addresses the impact of development generated traffic using a cumulative impact assessment methodology. This methodology ensures that the assessment takes into consideration both the committed planning



applications within Cranleigh and the quantum of development ear marked for Cranleigh in the draft Local Plan. The results of the traffic modelling at those junctions where development traffic will have a material impact are as follows:

- Site Access/Horsham Road – The assessment shows that the junction will operate well within capacity accommodating all traffic movements associated with Phase 1 and 2.
- Horsham Road/Ewhurst Road/High Street - The modelling work has confirmed that due to the tidal nature of traffic through this junction there is an existing operational issue with the High Street junction arm in the PM peak period. The Highway Authority has identified a capacity improvement scheme to improve traffic flow through this junction, which will deliver an improvement for all highway users in this location. The applicant is required to provide a S106 payment to enable the Highway Authority to deliver the junction improvement works should permission be granted.
- High Street/Horseshoe Lane - The modelling confirms that in the AM peak period the junction is predicted to incur some queuing and delay on the High Street arm of the junction. With regard to the PM peak period the tidal nature of traffic flow in the village leads to the Guildford Road junction arm experiencing the highest level of delay. Based on the modelling review it has been identified that the conversion of the existing mini-roundabout junction to a simple priority junction will deliver significant capacity enhancements on the main High Street arm of the junction without causing detriment to queuing on the Horseshoe Lane arm. The applicant is required to provide a S106 payment to enable the Highway Authority to deliver the junction improvement works should permission be granted.
- Elmbridge Road/Guildford Road – The modelling assessment demonstrates that this junction will operate within operational capacity in both the AM and PM peak periods. The addition of future traffic (including the development traffic and traffic from other consented developments in Cranleigh) will not materially impact the operation of this junction. The Highway Authority is therefore satisfied that no mitigation measures are required at this junction.

With respect to the proposed layout and parking provision, the Highway Authority is satisfied that the parking provision is acceptable on highway safety grounds and that the layout of the site can safely accommodate access for refuse and service vehicles. The layout of the site provides safe and suitable access for pedestrians and cyclists, both within the site and between the site and the surrounding area.

In respect of road safety the Transport Assessment has analysed Personal Injury Accident (PIA) data for the latest three year period, for the highway network in the

vicinity of the site. The Highway Authority is satisfied that there are no adverse collision records on the surrounding highway network and there is no evidence of any existing highway safety issues that would be exacerbated as a result of the Phase 2 development.

In accordance with the requirements of the NPPF and Waverley Borough Council's Local Plan 2002, the proposed development needs to demonstrate that opportunities to promote access by sustainable transport modes have been maximised. The Highway Authority considers the proposed development is sustainable in transport terms, being within a reasonable walking and cycling distance to a wide range of service and amenities within Cranleigh and the surrounding area. With regard to the public transport network, Cranleigh has a good level of bus service provision, with the nearest bus stops located approximately 150 metres to the north of the site access on Horsham Road, and adjacent to the new pedestrian/cycle link onto Horsham Road located in the north eastern corner of the site.

In view of the above the Highway Authority, subject to the imposition of appropriate conditions and works and contributions secured through a section 106 agreement and a Section 278 agreement, is satisfied that the proposed development is in accordance with the relevant Local Plan movement policies.

In addition to the section 106 payments to secure junction improvement works as outlined above, the Highway Authority has advised of the need for the applicant to enter into a Section 278 agreement with Surrey County Council to provide the following highway works, in accordance with the Highway Authority's requirements:

1. Prior to first occupation of the development to construct the Horsham Road highway improvements, in general accordance with Drawing No. SK21638-01A, comprising:

- (i) Re-location of southbound bus stop with associated bus stop cage markings.
- (ii) Re-location of northbound bus stop, construction of 2.5m wide footway/bus stop waiting area with associated bus stop cage markings.
- (iii) Construction of uncontrolled pedestrian crossing on Horsham Road.
- (iv) New 30mph gateway feature.

Therefore, subject to the above, and subject to the off site highway works and contributions of £225,692.00 for highway safety and capacity improvements at the Horseshoe Lane / High Street / The Common mini-roundabout junction and Elmbridge Road / High Street / Horsham Road mini-roundabout junction, and the provision of £100 per dwelling towards cycle / public transport voucher, then officers consider that the proposed development could be provided without prejudice to highway safety or capacity, in accordance with the NPPF and Development Plan Policies.

In relation to car parking provision, the Council's adopted Parking Guidelines (2013) set out the following guidelines for new residential development:

Dwelling size	Number of parking spaces
1 bedroom	1 space
2 bedroom	2 spaces
3+ bedroom	2.5 spaces

The proposal includes the following parking provision:

Type	Number of spaces
Garages	69
Parking spaces	179
Additional /visitor parking spaces	37
Total	285

Given the proposed housing mix, the development would require the provision of 254 parking spaces to meet the Council's adopted Guidelines. The proposals seeks to provide 285 spaces representing an over provision of 31 spaces. The overall parking provision on the site is, therefore, acceptable and exceeds the parking guidelines. However, it is noted that whilst the smaller 1 and 2 bed units and the larger 4 bedroom units meet the guideline provision, with the 4 bed units providing four spaces, representing an over provision, there is a shortfall in relation to the 3 bed units which only show 2 parking spaces. In order to address this shortfall and in the interests of providing meaningful parking close to the properties affected the applicants have provided an increased number of visitor spaces throughout the site, 37 in number to offset this shortfall and minimise the potential for ad-hoc parking within the site. Where practicable these additional spaces have been provided close to the 3 bed units.

With respect to cycle parking provision, this would be provided within garages or within designated cycle stores within rear gardens. It is understood that these would be in the form of small timber garden sheds with dimensions 2m x 1.5m. Dedicated communal cycle stores would be provided for the flats and apartments with the proposed development.

Officers are therefore satisfied that the overall provision of vehicle and cycle parking for the scheme would be acceptable.

## Impact on countryside beyond the Green Belt

The site is located within the Countryside beyond the Green Belt outside any defined settlement area. Paragraph 17 of the NPPF states that, as a core planning principle the intrinsic character and beauty of the countryside shall be recognised.

Policy C2 of the 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) states that the intrinsic character and beauty of the Countryside will be recognised and safeguarded.

The proposed development would involve the development of open fields. The site is acknowledged to lie within the Low Weald which is characterised by low lying and gently rolling landscape which is moderately densely wooded with pasture. The landscape is generally rural in character.

The application site is acknowledged to be an area of relatively level pasture, with a rural appearance and is therefore considered to display characteristics of the wider Low Weald landscape.

It is appreciated that the current open fields would be replaced with residential built form. Whilst a small area of woodland scrub would be removed to the rear of existing properties fronting Horsham Road, the majority of the established hedgerows and trees would be retained as green infrastructure and the established treed boundary to the south of the site would be retained. It is accepted that the views into the site would be relatively localised, as the proposal is set behind existing built form, and would therefore not be readily perceptible from the approach into the village, and due to the topography of the land, views of the site would be limited from the south. It is, however accepted that views into the site would be possible from the Downs Link, given the elevated position of the long distance footpath and would be visible from within the Phase 1 site.

Whilst it is acknowledged that the AONB lies to the north of the village of Cranleigh, due to the distance of the proposal from higher ground and the heavily wooded nature of the local area it is considered that the proposal would not give rise to an adverse impact on the landscape character of the AONB. Furthermore, given the existing settlement of Cranleigh lies between the site and the AONB, the proposed redevelopment of this site would be seen as being part of the wider village context.

In view of the above, it is considered that the proposed development would inevitably have an impact on the intrinsic character and beauty of the countryside, by virtue of the urbanising effect of an existing undeveloped and open field, which would be visible from the Downs Link. However, the Downs Link is currently abutted by a substantial length of residential development, and as such an extension of this would not necessarily appear out of character along this stretch of the long distance footpath route.

Accordingly, the additional and inevitable urbanising impact of the proposal on the countryside is to be balanced against other issues in the assessment of the proposal.

### Design and visual amenity

Paragraph 56 of the NPPF 2012 states that the Government attaches great importance to the design of the built environment and that good design is a key aspect of sustainable development.

Paragraph 58 of the NPPF 2012 sets out that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- Establish a strong sense of place, using streetscapes to create attractive and comfortable places to live, work and visit;
- Optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport networks;
- Respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
- Create safe and accessible environments;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 60 of the NPPF 2012 states that it is proper for development to seek to promote or reinforce local distinctiveness. Paragraph 63 states that great weight should be given to outstanding or innovative designs which help raise the standard of design more general in the area.

Paragraph 64 of the NPPF 2012 states that permission should be refused for development of poor design that fails to take opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 65 of the NPPF 2012 states that local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels

of sustainability because of concerns about incompatibility with an existing townscape.

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 proposed development is essentially an extension of the residential development previously approved under Phase 1. The development has been designed to incorporate large areas of open space, including a 'village green' with houses fronting onto a tree lined main spine road, forming a natural extension from Phase 1, with secondary streets taken off it.

The proposed development incorporates a range of dwelling designs, of two storey height some of which would be tile hung or rendered, to provide a variety of built form throughout the scheme.

The proposal seeks to provide 30% affordable dwellings within the site which would be spread across the site, located in four main areas, a small cluster in the south western side, a larger group along the northern boundary and to the north eastern corner and another cluster in the south eastern corner. Whilst it is acknowledged that the proposed affordable housing on the northern boundary would be close to the affordable houses in the southern part of Phase 1, the two parts of the site would be separated by an established tree belt, covered by a TPO such that there would not be a visually perceptible over concentration of affordable units in one location. It is also noted that the tenure of affordable homes would also be spread across the site. Overall therefore, it is considered that the proposed affordable housing would be satisfactorily dispersed and integrated within the site.

The proposed LEAP would lie to the north of the site and is linked by proposed footpaths around the site. The position of adjacent properties would ensure that there is a level of natural surveillance. It is also noted that 4 laps would also be proposed within the site to offer more informal play space closer to groups of properties.

In relation to bins and recycling, all detached and semi detached properties would have provision within the rear garden areas for the storage of bins. The proposed flats and apartments would have communal bin storage provided which would adequately accommodate the bin requirements. The applicants have also indicated potential bin collection points throughout the site.

A proposed electricity sub station would be sited within the south eastern part of the site, within a proposed landscaped verge.

Pedestrian and cycle routes proposed throughout the site would provide alternatives to the use of the car and connect the proposed development to both Phase 1, the Downs Link to the west of the site and existing built form in the south eastern corner of the site.

It is acknowledged that the proposed layout would seek to ensure a spacious character with large areas of open space and good established tree screening, which officers consider help to ground the development within the surrounding countryside. The proposed open space within the development site would offer a visual enhancement to the character of the area for the amenities of future occupiers of the dwellings.

The proposed development includes the provision of two new attenuation ponds which would contribute to the wider character of the development whilst providing an important drainage function within the development.

Officers consider that the proposed development would be appropriate to the site in terms of its scale, height, form and appearance and would reflect the wider character permitted on Phase 1. Whilst it is accepted that the scheme would involve the removal of a small number of trees and an area of woodland scrub, additional planting would be provided as part of the proposed landscaping of the site. Each of the proposed properties would have their own private garden and there would be a significant quantity of public open space within the site.

Officers therefore consider that the proposed development would represent an acceptable design in accordance with the NPPF, Policies D1 and D4 of the Local Plan 2002 and the Cranleigh Design Statement.

#### 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 and guidance contained within the Council's SPD for Residential Extensions.

The proposed dwellings have been designed to reflect the character, scale and form of development which has already been permitted within Phase 1. The site is only bounded on one side, the east, by existing residential development. Whilst the proposed development would remove a section of woodland scrub, which would

reduce the amount of screening between the proposed development and existing properties, it is material that this area is an area of recent growth and does not contain any mature trees worthy of retention. Whilst it is appreciated that the removal of the scrub area would result in the proposed development being more visible to existing neighbours, it is noted that any of the proposed new buildings would be set approximately 20m from the site boundary. Furthermore, the proposed buildings would be orientated such that it would be the side elevations that face the boundary, with minimal windows to reduce any perception of overlooking. Whilst a footpath is proposed between the proposed buildings and the eastern boundary, and two small Local Areas of Play are proposed at either end of the footpath, the proposal would not result in any overbearing form of development.

It is further noted that existing vegetation retained along the eastern boundary would be enhanced by additional visual screening in the form of a 2.7m wide planted margin of new low level native plants including a mix of Hawthorn, Hazel and Dogwood to be planted as a mix of whip (60 – 80cm / 1.0 – 1.2m) and feathered plants (3 – 3.5m).

In view of the above, whilst it is noted that the outlook from some properties and from private garden areas of properties fronting onto Horsham Road, and from properties permitted in the rear gardens of some of those properties would alter, it is important to note that the right to a view is not a material planning consideration.

Officers are therefore satisfied that the proposed design and layout would ensure that there would be no material harm to neighbouring amenity by way of overbearing impact, overlooking or loss of privacy in accordance with Policies D1 and D4 of the Local Plan 2002.

### 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.

Policy D7 of the Local Plan 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 site comprises an open field to the rear of properties fronting Horsham Road. Most of the trees on the site are located on the boundaries, although a small copse of trees exists within the centre of the site.



The application has been accompanied by an Arboricultural Impact Assessment and a Tree Survey. The Arboricultural Impact Assessment indicates that the development proposals are in accordance with the recommendations set out in the British Standard – Trees in relation to design, demolition and construction, BS5837:2012 and indicates that all retained trees can be protected throughout the development. The report advises that the development proposes minimal tree loss and seeks to retain an acceptable distance between dwellings and retained trees.

The report highlights the removal of four oak trees to allow for the construction of the proposed new road linking to Phase 1. A further oak damaged by a lightning strike is proposed to be removed, and a dense thicket of mainly blackthorn is also shown to be removed to the rear of existing properties fronting the Horsham Road.

The Council's Tree and Landscape Officer has been consulted and has advised that as currently submitted the tree report makes no reference to the pedestrian access in the north eastern corner of the site linking the site with the Horsham Road and which passes immediately adjacent an area of Ancient Woodland. Whilst this area would appear to be tree'd through neglect, its clearance with recognition of the need to avoid root damage to the adjacent Ancient Woodland to the north from stump removal and new engineering would presumably be acceptable in principle.

Ancient Woodland is defined as an area that has been wooded continuously since at least 1600 AD. Ancient woodland is acknowledged to be of prime ecological and landscape importance providing a vital part of a rich and diverse countryside. A very small area of ancient woodland lies within the private curtilage of a property immediately adjacent to the proposed footpath link from the site through to the Horsham Road. The proposed footpath would run along one side of the woodland for a length of approximately 46.5m

Natural England's and the Forestry Commissions standing advice indicates that development must be kept as far as possible from ancient woodland, with a buffer area maintained between the ancient woodland and any development boundary, and it is suggested that a 15m buffer zone is appropriate in many instances. It is recognised that the irreplaceable nature of ancient woodland means that loss or damage cannot be rectified by mitigation and compensation. Therefore, where measures seek to minimise the area of ancient woodland affected, this can only be considered after it has been judged that the wider benefits of a proposed development clearly outweigh the damage to the ancient woodland.

The amended AIA identifies that the position for the proposed path is on an existing unmade and disused track, which is bounded by a chain-link fence to the south and a close boarded fence to the north. To the north of the eastern end of the track is the area of Ancient Semi Natural Woodland which is comprised of Oak and Ash trees to a maximum height of 18m. Immediately adjacent to the proposed access

route there are semi mature Ash trees with a height of 16m and an average stem diameter of approximately 300mm, none of which are closer than 1m to the boundary fence. The AIA indicates that the trees are not of especially good quality and a showing signs of Ash dieback disease. There are some better quality mature Oak trees forming a continuous group adjacent to Horsham Road to a height of 16m and with an average stem diameter of 400mm.

The proposed access track would be 3m wide located on the existing unmade track and would allow a grass margin each side of the path. The proposed path would be built to a no-dig specification.

In respect of the proposed new highway crossing and bus shelter provision, this is acknowledged to be adjacent to an area of ancient semi natural woodland, and in order to minimise the impact on any roots, the new area of hardstanding to serve the bus shelter and uncontrolled crossing point would also be constructed to a no-dig specification.

The Councils Tree officer has been consulted about these works adjacent to the woodland and has identified that there may be some incursion into the woodland consequent to the works. This includes understorey removal of vegetation and removal of up to three hawthorn and one hazel which are not mature. Works will need to be supervised as part of discharging conditions.

In this instance and in accordance with Para 118 of the NPPF the need for housing and the benefits created by the provision of 119 new dwellings and the increased permeability and connectivity between the proposed development and the existing residential areas would outweigh any potential damage that might occur to the small area of ancient woodland which is acknowledged to be within private ownership and within an existing curtilage.

It is noted that the principle tree belts are retained with the exception of the new access from Phase 1 site. The mature oak in the centre of the pond will require removal, however, in the view of officers, this is considered to be reasonable in terms of the site's holistic viability for development and would be mitigated to some extent by the extent of tree planting proposed.

The proposal includes the removal of an area of scrub land to the north east of the site, this is an area which according to the Council's aerial photographs has been left to self seed and establish itself over recent years. The area is shown on Council records to be far less established in 2001.

The amended Arboricultural Impact Assessment notes that none of the trees within this area would warrant retention, with the majority of the trees being under 150mm diameter. It is however, acknowledged that the removal of the group would result in

a loss of screening between the site and existing properties at Horsham Road. The AIA recognises however, that between the area of scrub to be removed and the site boundary, there is clear ground of between 5 and 7 metres in width which would provide space for new native trees and shrub planting as part of the landscaping proposals. Whilst it is recognised that local residents are particularly concerned at the loss of this area of 'woodland', which would in their view bring the development much closer to the rear of existing gardens, the proposed development would nevertheless retain a gap of approximately 19 – 20m between the boundary and the side walls of proposed buildings. Therefore, given the distances involved and subject to the provision of suitable landscaping, it is considered that the development would be acceptable in this instance.

In considering the juxtaposition of proposed buildings to existing trees it is noted that the principle areas of future pressures remain where plot 201 is tight against the Downs Link bank and trees thereon in the SW corner, and plot 201 which will require the reduction and clipping / suburbanisation of the field boundary hedge to the south to facilitate light levels to the property.

Furthermore, Plots 239 – 246 will experience varying amounts of shading for large parts of the day and if minded to approve it would be prudent to impose a TPO to enable a level of control of foreseeable future homeowners desires to fell / damage trees to achieve increased light.

The application has also been accompanied by additional landscaping information including palettes and indicative positions. Given the extent of tree planting shown on the plans, such detail is considered to be sufficient for a site of this scale, particularly given the retained tree belts at the margins of the site, enclosing the proposed development.

In view of the above, conditions have been recommended, if permission is granted, which would seek to control; tree retention, tree protection, arboricultural supervision, levels and construction details and services.

### Archaeological Interest

The NPPF sets out that, as a core principle, planning should take account of the different roles and character of different areas and heritage assets, in a manner appropriate to their significance, should be conserved. In considering proposals for development involving ground disturbance within sites with an area of over 0.4 hectares, Policy HE15 of the Local Plan requires an archaeological assessment is provided and then refers back to Policy HE14 which requires appropriate measures be taken to ensure any important remains are preserved.

The application has been accompanied by a desk based archaeological assessment which concludes that the site is considered to have moderate potential for below ground archaeological deposits associated with the prehistoric periods, and a low potential for archaeological deposits associated with all other periods.

From the medieval period onwards, the site is likely to have been utilised as agricultural land. Ploughing is likely to have had a widespread negative impact on any sub-surface horizons.

The construction of isolated buildings on the site during the 19<sup>th</sup> and 20<sup>th</sup> century, and subsequent demolition, will have had a severe negative impact on sub-surface horizons, limited to the footprint of the buildings. The assessment considers that an archaeological evaluation trial trenching exercise is required to establish whether Archaeological Assets are present.

The County Archaeologist has considered the proposals and has acknowledged that whilst noting no significant remains were recorded in response to trial trench evaluation on Phase 1, due to the size of Phase 2, it is still possible that significant archaeological remains could be present and it is therefore advised that further trial trench evaluations be carried out on site. Given that there is no indication that remains of national importance worthy of preservation in situ will be present, it is considered that it would be reasonable and proportionate to secure the archaeological evaluation and any subsequent mitigation be required by means of a condition. A condition is therefore recommended, if permission is granted, that no development shall take place until a suitable scheme of archaeological work in accordance with a Written Scheme of Investigation has been submitted by the applicant and approved by the Planning Authority

#### Standard of accommodation for future occupants

Paragraph 17 of the NPPF seeks a high standard of design for future occupiers.

The Government's policy on the setting of technical standards for new dwellings is set out in the Ministerial Statement of 25<sup>th</sup> March 2015. This statement should be taken into account in applying the NPPF and in particular, the policies on local standards or requirements at paragraphs 95, 174 and 177. New homes need to be high quality, accessible and sustainable. The Building Regulations cover new additional optional standards on water and access. A new national space standard has been introduced to be assessed through the planning system. The optional new national standards should only be required through any new Local Plan policies, if they address a clearly evidenced need and where their impact on viability has been considered.

Policy TD1 of the Pre-Submission Local Plan Part 1 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, appropriate internal space standards for new dwellings.

With regards to the full element of the application the following table provides an assessment against the Technical Housing Space Standards:

Plot number (differing house type)	Size	Technical Requirem ent	Proposed Floor Area (m sq)	Bedroom size compliant	Meets / Fails
1 bed affordable 253, 254, 259, 260, 263, 264, 271, 272	1 bedroom (2 person)	50 sq m	50.72 sq m	Yes	Meets
1 bed maisonette affordable 283, 285, 287	1 bedroom (2 person)	50 sq m	51.00 sq m	Yes	Meets
1 bed maisonette affordable 284, 286, 288	1 bedroom (2 person)	58 sq m	61.22	Yes	Meets
1 bed apartment 316, 317	1 bedroom (2 person)	50 sq m	50.72 sq m	Yes	Meets
2 bed affordable 255, 256, 257, 258, 261, 262, 273, 274	2 bedroom (4 person)	70 sq m	69.48 sq m	Yes	Meets
2 bed affordable 312, 313, 314, 315	2 bedroom (4 person)	79 sq m	79.12 sq m	Yes	Meets
2 bed apartment 318, 319	2 bedroom (4 person)	70 sq m	69.48 sq m	Yes	Meets
Thatch 266, 267, 279, 289, 281, 282, 290, 291, 292,	2 bedroom (4 person)	79 sq m	70.3 sq m	Does not meet	Does not meet

293, 295, 296, 297, 299, 309, 310					
Darwell 300, 301, 302, 303, 304, 305, 306, 307,	2 bedroom (4 person)	79 sq m	81.1	Yes	Meets
3 bed affordable 211, 212, 213, 222, 223, 224, 275, 276	3 bedroom (5 person)	93 sq m	93.08 sq m	Yes	Meets
Leith 215, 216, 217, 218, 228, 229, 233, 234, 236, 237, 244, 245, 248, 249, 250, 251	3 bedroom (5 person)	93 sq m	98.0 sq m	Single bedroom is below standard	Meets over all size standard, but single bedroom is below
Braxted 1.1 238, 240, 241, 270,	3 bedroom (5 person)	93 sq m	86.4 sq m	Single bedroom is below standard	Does not meet overall size and single bed is below standard
Braxted 1.2 268, 269	3 bedroom (5 person)	93 sq m	87.23 sq m	Single bedroom is below standard	Does not meet and single bedroom is below standard
Braxted 2.1 210, 214, 221, 225, 265,	3 bedroom (5 person)	93 sq m	92.9 sq m	Single bedroom is below standard	Meets over all size, but single is below standard
Braxted 2.2 289, 294, 298, 308	3 bedroom (5 person)	93 sq m	92.9 sq m	Single bedroom is below standard	Meets over all, but single bedroom is below

					standard
Sherwood 206, 207, 208, 209, 226, 227, 230, 231, 247, 252,	3 bedroom (4 person)	84 sq m	92.9 sq m	Meets	Meets
4 bed affordable 277, 278	4 bedroom (6 person)	106 sq m	109.99	One single bedroom is below standard	Meets overall but one single bedroom is below standard
Orchard 201, 202, 205, 219, 220, 232, 235, 239, 242, 243, 246,	4 bedroom (6 person)	106 sq m	163.2 sq m	Meets	Meets
Wordsworth 203, 204,	5 bedroom (8 person)	128 sq m	194.4 sq m	Meets	Meets

As amended, all of the affordable units would broadly meet the recommended technical standard, although it is noted that some of the market units would fall short. Given the absence of any policy requiring compliance with the standards it would be difficult to refuse on this basis and as such whilst the developers have been made aware of the issue, they have decided to let the market decide in relation to the market dwellings.

In addition to the space standards, consideration also needs to be given to the outlook and provision of light for habitable rooms. The Council would generally expect a window to window distance of 21m between the built form of the development and a window to garden distance of 18m, in accordance with the Council's Residential Extension SPD. Whilst it is noted that within the site the position of dwellings would in instances, result in unusual shaped gardens and juxtaposition of buildings closer than advocated by the SPD, in most instances the distance to boundaries is at least 10m. Where those distances are less, the gardens are typically wider. What is important however is that all of the distances to existing residential gardens meets the guidance criteria.

#### Provision of amenity and play space

On promoting healthy communities, 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.

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 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. 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 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).

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 provides for a LEAP trail running along the northern boundary of the site. Indicative drawings submitted indicate the provision of activity trail, low level



climbing equipment. The development also indicates the provision of four smaller LAPs positioned throughout the site, one in the north eastern corner of the site, one to the south east, one in the west and one close to the western end of the proposed LEAP. Indicative plans show the provision of a grassed mounded area, hop scotch, a grass maze and stepping stones / swings.

Indicative proposals for LEAP include:



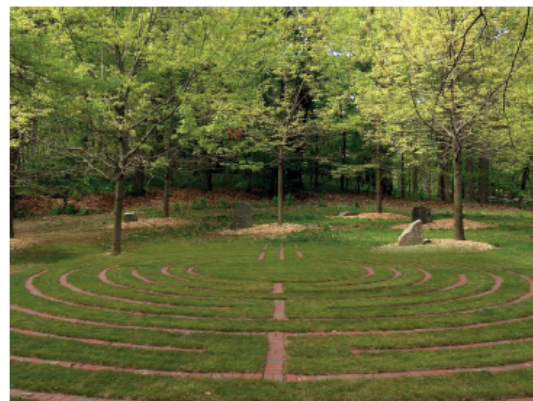
Indicative proposals for LAPs



LP 1



LAP2



The Fields in Trust Guidance also indicates a contribution towards a Multi-Use Games Area (MUGA) and in consultation with the Council's Leisure Department it is proposed that a contribution of £46,685.50 is made to the provision of a MUGA at Snoxhall Fields or Cranleigh Leisure Centre and a further £50,837.50 towards the

provision of a youth sports pitch at Snoxhall Fields. The applicant is agreeable to making these contributions.

The management of the play areas would be through the Management Company to be secured through the Section 106 agreement.

The proposal is considered to make appropriate amenity space provision to provide a good standard of accommodation for future occupants. Whilst it is acknowledged that a small number of houses would be slightly more than 100m from a LAP, none of the houses would be a significant distance from either the LAP or LEAP. Whilst the detailed size of the proposed LAPs are not clear, they appear to be approximately 100 sq m in size and indeed the central informal parkland area within which LAP 3, and the western end of the LEAP, is situated would provide a larger area of ground on which to play.

It is noted that the proposed LEAP is elongated in nature and would extend along the rear boundaries of a number of dwellings including some of the affordable units. Given the nature of this LEAP it is noted that the provision would be within the recommended 20m distance to new dwellings, although the western end of the proposed LEAP would be more than 20m away from the nearest property and this would be the likely area of concentrated activity.

The proposed layout provides appropriate amenity space provision such as to provide a good standard of accommodation for future occupants and to accord with Policy H10 of the Waverley Borough Local Plan 2002. It is noted that the apartment blocks also have communal areas of private amenity space. It is also noted that the development includes a Village Green, (dry basin) which is an open informal parkland within the centre of the site available for informal recreation purposes.

Whilst a completed legal agreement to secure the relevant contributions has not yet been finalised, the applicant has indicated a willingness to enter into a legal agreement to secure relevant contributions. Subject to this being completed, officers would raise no objection.

### Air Quality

Paragraph 120 of the NPPF 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 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 within a designated AQMA and nor is it adjacent to one. However, the impact on air quality remains an important material consideration. The proposed development would introduce new residents into an area that has an established road network and therefore may expose future occupants to air pollution associated with road traffic. The new development would also potentially increase road usage in the area by potential future occupiers.

The application has been accompanied by an Air Quality Assessment which considers that the existing conditions within the area show acceptable air quality, with concentrations of all pollutants below the relevant air quality objectives.

The Air Quality Assessment acknowledges that additional traffic generated by the proposed development has the potential to affect air quality at existing properties along the local road network, however the impacts are not anticipated to be significant. The impacts of local traffic on the air quality of future occupants of the proposed development is also considered to be acceptable with concentration likely to be well below the air quality objectives. The report therefore concludes that the air quality impacts of the proposed development are judged to be 'not significant'.

The Council's Environmental Health Service has been consulted but has not responded. However in considering Phase 1 it was acknowledged that there would be an increase in emissions during any construction Phase and in the increased road use resulting, this is inevitable given the current green field use. In the event that permission is granted it is recommended that an Environmental management Plan be submitted to include measures for suppressing dust during construction.

## Noise impacts

Noise needs to be considered when developments may create additional noise and when new developments would be sensitive to the prevailing acoustic environment.

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;
- 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.

The principal considerations are:

- Whether or not a significant adverse effect is occurring or likely to occur;
- Whether or not an adverse effect is occurring or likely to occur;
- Whether or not a good standard of amenity can be achieved.

The planning system should contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of noise pollution. To prevent unacceptable risks from pollution, planning policies and 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 or proposed development to adverse effects from pollution, should be taken into account.

The Council's Environmental Health Officer has considered the application in respect of noise and recommended conditions to minimise potential nuisance from noise, dust, vibrations and lighting.

## Contaminated Land

Paragraph 120 of the NPPF 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. Where a site is affected by contamination or

land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

Policy D1 of the Local Plan sets out that development will not be permitted where it would result in material detriment to the environment by virtue of potential pollution of air, land or water and from the storage and use of hazardous substances.

The supporting text indicates that development will not be permitted unless practicable and effective measures are taken to treat, contain or control any contamination. Wherever practical, contamination should be dealt with on the site.

The site is not identified as a contaminated site. The Council's Environmental Health Officer has reviewed the application and has advised that there would be no significant contaminated land issues in this instance.

### 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 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.

This site lies wholly within Flood Zone 1.

In a Written Ministerial Statement on the 18<sup>th</sup> December 2014, the Secretary of State for Communities and Local Government set out the Government's expectation that sustainable drainage systems (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 Floor 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. This policy came into effect on the 6<sup>th</sup> April 2015 and from the 15<sup>th</sup> April 2015, the LLFA in respect of surface water drainage and SuDS will be Surrey County Council.

The NPPG 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.

The Department for Environment, Food and Rural Affairs (DEFRA) has published non-technical standards for SuDS (March 2015) which will be taken into account by

the LLFA and local planning authorities in assessing the acceptability of SuDS schemes.

The proposed development would be for residential purposes and this 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 one has been submitted with the application.

The accompanying FRA has been prepared by Ardent Consulting Engineers and is dated July 2017. This document concludes that the site is located within Flood Zone 1 which is described as having a 'low probability' of flooding from artificial sources, groundwater, sewer and fluvial flooding. The site is at a medium risk of surface water flooding, which would be mitigated by the implementation of a surface water drainage network to manage runoff from the proposed development. The application proposes SuDS options for the site including permeable paving and attenuation tanks located within the private paved area and strategic attenuation basins, following the principles of the Phase 1 surface water drainage strategy.

The surface water runoff rate for all storm events would be restricted to a maximum rate of 14 l/s from the west part of the site and 16.5 l/s from the east part of the site, into the Holdhurst Brook. This is less than the existing greenfield Qbar rate in accordance with the principles of Phase 1. The western catchment will discharge into the Phase 1 network and the eastern catchment will discharge into the water course flowing through the middle of the Phase 2 development.

The piped sewer network will be offered to Thames Water for adoption and a management company will be appointed to maintain the roads, landscaping and SuDS system throughout the development, similar to the approach adopted for Phase 1.

Thames Water has been formally consulted on the proposal and they have no objection. Currently there is not enough capacity in the waste water infrastructure to accommodate the needs of the proposed development. Thames Water have confirmed that the detailed discussion with the applicant are taking place and ask for standard conditions be attached to any planning permission given. Given the discussion and agreement to details Thames Water have now issued their consent in principle for the connection to the public sewer and their consent in principle for the adoption of the public sewer.



The proposed development will generate a foul flow of 5.20 l/s which will be drained to the Phase 1 pumping station. The Phase 1 pumping station was designed to accept the flows from both Phase 1 and Phase 2 and Thames Water has agreed that it has sufficient capacity to accept flows from the entire development.

Informatives have also been recommended by Thames Water, should permission be granted, in relation to surface water drainage, groundwater discharge and water supply. Officers consider that this would ensure that drainage strategy would be acceptable and not result in material harm to neighbouring properties or occupiers of the site due to the existing infrastructure not being suitable for the proposed development. Given that the proposal is Phase 2 of a wider proposal the scheme cannot be considered in isolation, and there is a need to understand the drainage strategy for all phases.

The drainage strategy essentially involves storing water in strategically placed attenuation basins, (dry ponds, designed to store water), self storing paving (paving which allows surface water to infiltrate through the paving and be stored in a layer of gravel beneath the surface-permeable pavement) and storage tanks spread throughout the site. Each of these features will store water and release it slowly into the drainage network by way of controlling the flow of water to mimic the natural situation.

Each of the attenuation basins for Phase 1 have been designed to discharge to the ditch along the north of the wider site and eventually flow into the Holdhurst Brook. Attenuation basin 4 within Phase 2 would connect into the Phase 1 pipe network and attenuation basin 5 would connect into the existing watercourse that bisects the site.

The Local Lead Flood Authority has considered the proposal and has advised that the proposed drainage scheme would be acceptable but has recommended a conditions to ensure that the SuDS scheme would be properly implemented and maintained throughout the lifetime of the development.

Having regard to the absence of an objection from either Thames Water or the Local Lead Flood Authority and the significant progress made by the applicant in agreeing details with Thames Water it is considered that the proposals would not lead to increased flood risk, either on site or elsewhere, subject to conditions, and would accord with Policy CC4 of the Draft Local Plan Part 1 and the NPPF 2012 in this respect.

#### 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.

From 6<sup>th</sup> April 2015, CIL Regulation 123 was amended to mean that the use of pooled contributions under Section 106 of the Town Country Planning Act is restricted.

Policy D13 of the Local Plan states that “development will only be permitted where adequate infrastructure, services and facilities are available, or where the developer has made suitable arrangements for the provision of the infrastructure, services and facilities directly made necessary by the proposed development. The Council will have regard to the cumulative impact of development, and developers may be required to contribute jointly to necessary infrastructure improvements”.

Local Plan Policy D14 goes on to set out the principles behind the negotiation of planning obligations required in connection with particular forms of new development. The current tests for legal agreements are set out in Regulation 122 (2) of the CIL Regulations 2010 and the guidance within the NPPF.

Policy ICS1 of the Draft Local Plan Part 1 states that infrastructure considered necessary to support new development must be provided either on- or off-site or by the payment of contributions through planning obligations and/or the Community Infrastructure Levy. The Council will resist the loss of key services and facilities unless an appropriate alternative is provided or evidence is presented which demonstrate that the facility is no longer required. New services and facilities where required, will be supported. Land for infrastructure, as identified through the Infrastructure Delivery Plan, will be safeguarded.

No more contributions may be collected in respect of a specific infrastructure project or a type of infrastructure through a Section 106 agreement, if five or more obligations for that project or type of infrastructure have already been entered into since 6<sup>th</sup> April 2010 and it is a type of infrastructure that is capable of being funded by CIL.

In the light of the above change, the infrastructure providers have been requested to confirm that the identified contributions contained within the PIC calculator meet the tests of CIL Regulations 122 and 123. The final obligations to be included within the Section 106 agreement will need to satisfy the tests of the Regulations.

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 Education (Cranleigh C of E Primary School)	£80,093
Primary Education infrastructure (Cranleigh C of E Primary School)	£349,515
Leisure – Youth sports pitch provision at Snoxhall Fields	£50,837.50
Multi-Use Games Area (MUGA) at Snoxhall Fields or Cranleigh Leisure Centre	£46,685.50
Environmental enhancements (improvements to a section of Downs Link to continue the improvement from the pavilion to connect to the end of Snoxhall Fields car park)	£28,000
Highways Highway safety and capacity improvements at the following junctions: (i) Horseshoe Lane/High Street/The Common mini-roundabout junction. (ii) Elmbridge Road / High Street/Horsham Road mini-roundabout junction.	£225,692.00
Combined cycle / public transport vouchers.	£100 per dwelling (total cost £11,900) towards
Arts and Leisure	£45,000 towards improvements to the Cranleigh Arts Centre
Provision of 30% on site affordable housing	
Provision of recycling containers	£3,352.00
On site LAPs and LEAP	
Total	£841,075.00 plus affordable housing and LAPs and LEAP

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 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.

#### 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 application, 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 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 application property does not fall within a designated SPA, SAC, SNCI or SSSI. A small area of Semi Ancient Woodland lies immediately adjacent to the proposed footpath link between the site and Horsham Road in the south east of the site. This woodland is within an area of private garden.

The application is accompanied by an Ecological Assessment, prepared by JFA Environmental Planning dated June 2017. The Assessment includes a desk study, a Phase 1 Habitat Survey and an assessment of the site to support protected species.

The Assessment sets out that the site comprises improved grassland which is common and widespread and of relatively low ecological value. The hedgerows, scrub and mature trees have ecological value for the protected species they have the potential to support. Most of the habitats will be lost, however there will be no fragmentation and additional wildlife planting on site within the development footprint and in the retained habitats will compensate for this loss.

Four ponds including one on site, were assessed for their habitat suitability to support Great Crested Newts. Further surveys were undertaken on one pond and a small population of great crested newts was found. This pond is not within the proposed development footprint, however its proximity to the development means that a European Protected Species Mitigation Licence will be required for the development.

Reptile surveys found small populations of adder, grass snake and slow worm on site which would be translocated to suitable retained habitat within the site.

In relation to bats, one mature tree with current bat use is being lost, however there is no evidence of dormice, or active badger setts within the site. The site is suitable to support nesting breeding birds, and the proposal seeks to retain tree and scrub belts, and the proposed residential gardens will supply increased additional habitat.

Additional ecological information in the form of a Great Crested Newt Mitigation Strategy was undertaken by Derek Finnie Associates, dated October 2017. This report acknowledges that a low population of Great Crested Newts has been identified close to the development boundary and therefore a newt translocation scheme will need to be undertaken in advance of any construction works to ensure that no harm or injury will come to any newts as a result of the proposed development.

To avoid harm or injury to newts, they will be removed from the construction zone and placed in a receptor at the north of the site and to ensure the long term favourable conservation status of the Great Crested Newt population, habitat enhancement and creation will be undertaken across the site.

The Ecology Surveys submitted with the application indicate that the proposals would involve activities which would affect a European Protected Species. Two legal decisions have recently helped to clarify the role and responsibilities of Local Planning Authorities (LPAs) in respect of European Protected Species (EPS) when they are considering development consent applications. Those cases are R (Simon

Woolley) v Cheshire East Borough Council and Millennium Estates Limited<sup>1</sup>, a High Court case, and more recently still the Supreme Court decision in R (Vivienne Morge) v Hampshire County Council (the Morge case). These cases do not create a new obligation or requirement on LPAs but they do provide some clarification of the duties placed on LPAs by the Conservation of Habitats and Species Regulations 2010 (the Regulations).

The Regulations transpose certain prohibitions against activities affecting EPS. These include prohibitions against the deliberate capturing, killing or disturbance and against the damage or destruction of a breeding site or resting place of such an animal. The Habitats Directive provides for the derogation from these prohibitions for specified reasons and providing certain conditions are met. Those derogations are transposed into the Regulations by way of a licensing regime that allows what would otherwise be an unlawful act to be carried out lawfully. Among the reasons why a licence may be granted and the reason relied upon by developers when seeking a licence to carry out operations for the purposes of development, is that there are imperative reasons of overriding public interest why the operation should be carried out.

Natural England is the licensing authority for the purposes of this licensing regime. In addition to satisfying itself that one of the reasons provided for by the Regulations, in this case imperative reasons of overriding public interest exists, before granting a licence Natural England must also be satisfied that there is no satisfactory alternative and that any action licensed will not be detrimental to the maintenance of the population of the species at favourable conservation status in its natural range. The reason for granting the licence together with the two conditions that must be met before a licence can be granted are what Natural England refers to as the three statutory tests.

The Regulations also provide that a competent authority, including a planning authority must, in the exercise of any of their functions, have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions. It is this duty that was considered in the Morge case. In that case the Supreme Court stated that it could not see why planning permission should not ordinarily be granted unless it is concluded that the proposed development would (a) be likely to offend one of the prohibitions referred to above and (b) be unlikely to be licensed under the regime described. Following that, it is clear that there will be circumstances in which planning authorities will be required to form a view on the likelihood of a licence being granted by Natural England. It is for the planning committee to determine the planning application in light of the three tests and the Morge and Woolley cases do not alter that position.

In determining whether or not to grant a licence Natural England must apply the requirements of Regulation 53 of the Regulations and, in particular, the 3 tests set out in sub-paragraphs (2)(e), (9)(a) and (9)(b):-

(1) Regulation 53(2)(e) states:

a licence can be granted for the purposes of “preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment”.

(2) Regulation 53(9)(a) states:

the appropriate authority shall not grant a licence unless they are satisfied “that there is no satisfactory alternative”

(3) Regulation 53(9)(b) states:

the appropriate authority shall not grant a licence unless they are satisfied “that the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range

Surrey Wildlife Trust has assessed the submitted Ecological Assessment report and whilst requesting additional information in relation to newts, in respect of other ecological issues has advised that should the Council be minded to grant permission, further assessments / information be submitted prior to the commencement of development, to include:

- A bat roost assessment, to be undertaken by a qualified ecologist prior to the felling of any trees on site with identified bat roost potential;
- An appropriately detailed Sensitive Lighting Management Plan, to ensure dark corridors are retained across the site;
- An appropriately detailed reptile impact avoidance, mitigation and compensation strategy and enhancement plan, including details of any proposed translocation;
- The use of a precautionary working methodology in relation to the removal of trees or scrub to avoid killing, injuring or disturbing dormice;
- A survey is undertaken of the outlier badger sett to confirm it is disused;
- Removal of vegetation or site clearance to avoid the bird nest season of early March to August inclusive;
- The submission and compliance with a detailed landscape and ecological management plan.

In relation to the additional information submitted in respect of newts, together with a letter from Derek Finnie Associates it is considered that the subject to the applicant being required to undertake all of the recommended actions detailed in Mr Finnie’s letter to help protect legally protected species from adverse effects resulting from the proposed development and included in the actions detailed in their Great Crested

Newt – outline Mitigation Strategy dated October 2017, the proposal would be appropriately mitigated.

It is clear from the Ecological Survey results that the proposal would offend Article 12(1) of the Habitats Directive and a licence would be required. Following the advice contained above, it is incumbent on the Local Planning Authority to assess the likelihood of obtaining the said licence. This assessment is based on the comments of Surrey Wildlife Trust and the 3 tests already cited. Given the comments from Surrey Wildlife Trust and subject to the imposition of suitable planning conditions to secure where necessary extra survey work, and mitigation, officers consider that owing to the overriding need for the delivery of market and affordable housing and the absence of any suitable alternatives to deliver the level of housing provision proposed at this site within the locality; that the proposal would contribute to the social and economic needs of the local community; and subject to the effective implementation of mitigation measures, that the proposed development would meet the Imperative Reasons of Overriding Public Interest test in a licensing context and would, with the effective implementation of mitigation, cause no adverse effect on the conservation status of the protected species concerned. Officers conclude that the proposal would be likely to obtain the requisite licence.

Taking into account the above considerations, subject to the inclusion of conditions should permission be granted, no material objection is raised on biodiversity grounds.

### 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 wellbeing of current and future residents is echoed in Policy TD1 of the Draft Local Plan Part 1.

The proposal would include the provision of an equipped play space within a wider open space to the north of the residential development. There would be 4 further Local Areas of Play and a large area of open central space within the proposed development. These areas would have open access to residents and non-residents.

Officers consider that the provision of private amenity space for all units, public open space and play space would be a benefit to the scheme in terms of the health and wellbeing of future residents.

### 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.



Paragraph 69 of the National Planning Policy Framework 2012 highlights that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.

To this end, planning policies and decisions should aim to achieve places which promote inter alia safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

Surrey Police has been formally consulted on the application and have requested that consideration be given to gaining Secured by Design certification for this development. This will ensure that the properties are constructed with a good level of basic security. However, as the Council does not have a policy to require this, it would not be reasonable to request this as a condition.

Nonetheless, officers are of the view that the site could be developed in such a way so as to not lead to crime and disorder in the locality which would accord with the requirements of the NPPF 2012 and the Crime and Disorder Act 1998.

#### Accessibility and Equalities Act 2010,

There are no implications for this application.

#### 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 2017 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.

A screening opinion was submitted under reference SO/2017/0002 when it was determined that an EIA was not required.

#### 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 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 Parish Council and Third Party comments

It is considered that the concerns of the Parish Council and Local Residents have been largely addressed within the body of the report.

In relation to the Parish Council's comments that the proposed footpath runs through an area of Ancient Woodland, it not runs immediately adjacent to it and is located within a private garden area. Whilst noting this constraint, the woodland is already within a private garden. Furthermore, given the relatively small length of woodland adjacent to the proposed footpath, the existing boundary treatment and the proposed construction methods to be used to minimise and root disturbance, it is considered that the benefits of the provision of 119 new dwellings, together with increased

permeability and connectivity and the improved access to public transport, would outweigh any potential damage that might occur to the small area of ancient woodland.

It is acknowledged that local residents are concerned at the continuing pressure put on Cranleigh in terms of new housing and the implications for its infrastructure, and particularly concerned at the development coming so quickly after Phase 1, however as indicated in the report this is an allocated site within the emerging Local Plan and forms part of its wider strategic policy for development within the Borough. Notwithstanding this policy position, however, it will not stop officers considering other brownfield sites when these become available.

There is a concern that all of the views and objections raised in relation to Phase 1 are not taken into account and that the consultation was not wide enough. Whilst noting this concern, this is a fresh application, and all statutory neighbours have been notified. Furthermore, site notices were displayed around the site and a notice was placed in the paper. It is also noted that a public consultation event was held prior to the submission of the application. It is therefore considered that the proposed development has been widely publicised.

Officers are aware of the infrastructure constraints within the area, and the concerns in relation to flooding, however in the absence of an objection from Thames Water or the Lead Local Flood Authority it would be difficult to substantiate a reason for refusal. Equally, whilst it is noted that all of the traffic from Phase 1 and 2 would use the same access onto Horsham Road, this has been assessed and considered acceptable to the Highway Authority.

Officers note the comments by a third party regarding ownership of two small parcels of land through which the drainage ditch to the north of the Phase 1 development passes. The Council's solicitor has liaised with the developer's solicitor on this issue and the matters have been registered as disputes with the Land Registry. The first parcel of land was erroneously omitted from the developer's title deed by the Land Registry and this is being corrected.

The second parcel of land is the subject of an adverse possession claim by a third party. This claim was made following the granting of permission for Phase 1 of the development. The developer has agreed not to dispute the ownership of that piece of land and this matter is being concluded by the Land Registry.

Notwithstanding the adverse possession claim, any other owner of the land through which the ditch passes would be riparian owners and would be required to allow water to flow through the land without any obstruction, pollution or diversion which affects the rights of others. The approved S106 agreement for Phase 1 is considered to be lawful as at the time of its execution, there was no formal dispute regarding the

ownership of the ditch. The S106 agreement is thereafter binding on any future or subsequent landowners. Officers are therefore satisfied that the drainage of the site could still be adequately secured and maintained for the life of the development.

### Conclusion / Planning Judgement

In forming a conclusion, the NPPF requires that the benefits of the scheme must be balanced against any negative aspects of the scheme.

The Council can identify a deliverable supply of housing sites from the identified sites which would sufficiently meet the housing demand for the next five years. The Council has also published a Draft Local Plan – Part 1. As such, policies that relate to the supply of housing can be afforded substantial weight in the determination of this application. The test/balance required by paragraph 14 of the NPPF, when policies are considered out of date, is considered to not be engaged.

The site is located within the Countryside beyond the Green Belt, outside of a defined settlement area, and therefore the principle of development is considered to not be acceptable when considered in line with the adopted Local Plan. However, the site has been identified as a green site within the Council's Land Availability Assessment (2016) and the Draft Local Plan (ID ref 294), and furthermore has been allocated as one of the Council's Strategic Sites in the emerging Local Plan as set out in Policy SS4. Furthermore, whilst the proposal would result in an encroachment into open countryside and an impact to the landscape character, officers are of the view that the proposal would be seen in the context of an extension to the edge of the village in Cranleigh and an extension of recently permitted development and would not therefore be isolated. The adverse impact to the landscape character is considered to be minor in scale and officers are of the view that the proposal would not prejudice the openness, character and natural beauty of the open countryside.

Overall, the proposed development would function well, be of a high quality design and would integrate well with the surrounding development and form a natural extension to Phase 1. The proposal would provide for an acceptable housing mix and density and the affordable housing proposed would contribute to meeting local needs.

Given the separation to existing residential properties, whilst recognising that the removal of scrub woodland would make the proposed development more visible from existing properties, given the distances involved and the orientation of the proposed dwellings it is considered that there would be no material harm to neighbouring residential amenity. Furthermore, whilst noting the removal of a small number of trees it is considered that the proposals would not adversely affect the wider trees or any designated heritage assets.

Having regard to the size of the proposed units, officers are satisfied that the proposal would provide a good standard of accommodation. The provision of private amenity space and public open space would be positive features of the proposal and it is considered that the proposed layout would not likely lead to crime and disorder in the wider community.

Subject to the implementation of mitigation measures, officers are satisfied that the proposal would result in an acceptable impact on Ancient Woodland, and would have no adverse impact on the ecological value of the site. Similarly, detailed conditions would ensure that noise nuisances to existing residential properties would be minimised and subject to securing a detailed remediation scheme and programme of archaeological work, it is considered that there would be no adverse archaeological implications.

Officers are satisfied, having regard to the expert opinion of the County Highway Authority, that the increased volume of traffic could be adequately accommodated through the existing access and would not prejudice highway safety or capacity. In addition, having regard to the proposed SuDS scheme, it is considered that the proposal would not lead to increased flood risk on site or elsewhere.

Overall therefore, officers consider that any adverse impacts of the development would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.

## Recommendation

### Recommendation A:

That, subject to the completion of a Section 106 agreement to secure appropriate contributions in respect of early years and primary education; recycling containers; Arts and Leisure improvements towards Cranleigh Arts Centre; Leisure and Recreation sports pitch provision at Snoxhall Fields and a new MUGA; Environmental Improvements to public bridleway between Snoxhall Pavilion and Snoxhall Fields Car Park; provision of on site LEAP and LAPS; off site highway works; provision of 30% affordable housing; the setting up of a Management Company for open space, play space, landscaping, footpath and cycle links and SuDS; conditions 1 – 28 and informatives 1- 22 , permission be GRANTED

### Condition

#### 1. Condition

The plan numbers to which this permission relates are:

- 13230 /1023 - Red Line Plan;
- 3230/3020/R – Illustrative Masterplan;
- 13230/3170 F – Strategy Building Scale;
- 13230/3171.1F – Strategy Tenure Mix;
- 13230/3173G – Strategy Access and Movement;
- 13230/3174F – Strategy Refuse;
- 13230/3175I – Strategy Parking;
- 13230/3176F – Strategy Facing Material;
- 13230/3177F – Strategy Roof Material;
- 13230/3178H – Strategy Boundary Treatment;
- 13230/3600B – Street Elevations;
- 13230/5000B – Site layout;
- DR-5700 S4-P3 – Landscape Strategy;
- CREST21074-03C – Tree Protection Plan;
- DR-5709 S4-P0 – Typical detail – SuDS Batter;
- DR-5708 S4-P1 – No dig path construction;
- 13230/6001.1B – House type Thatch;
- 13230/6001.2B - House type Thatch terrace;
- 13230/6001.3 - House type Thatch terrace;
- 13230/6002.1A - House type Darwell;
- 13230/6002.2A - House type Darwell;
- 13230/6003.1A - House type Braxted 1.1;
- 13230/6003.2B - House type Braxted 1.1 handed;
- 13230/6003.3B - House type Braxted 1.1;
- 13230/6003.4B - House type Braxted 1.1 handed;

13230/6004.1B - House type Braxted 1.2;  
13230/6004.2B - House type Braxted 1.2 handed;  
13230/6005.1B - House type Braxted 2.1;  
13230/6005.2B - House type Braxted 2.1 handed;  
13230/6006B - House type Braxted 2.2;  
13230/6007.1A - House type Thatch / Braxted 2.2;  
13230/6007.2A - House type Thatch / Braxted 2.2;  
13230/6007.3A - House type Thatch / Braxted 2.2 handed;  
13230/6008.1A - House type Leith;  
13230/6008.2A - House type Leith;  
13230/6008.3A - House type Leith detached;  
13230/6009.1A - House type Sherwood;  
13230/6009.2A - House type Sherwood detached;  
13230/6009.3A - House type Sherwood detached handed;  
13230/6010.1A - House type Orchard;  
13230/6010.2 - House type Orchard;  
13230/6010.3 - House type Orchard;  
13230/6010.4A - House type Orchard handed;  
13230/6010.5 - House type Orchard handed;  
13230/6010.6 - House type Orchard handed;  
13230/6010.7 - House type Orchard handed;  
13230/6011.1 - House type Wordsworth;  
13230/6011.2 - House type Wordsworth;  
13230/6012B - House type 2 bed affordable;  
13230/6013.1B - House type 3 bed affordable;  
13230/6013.2A - House type 3 bed affordable;  
13230/6013.3A - House type 3 bed affordable;  
13230/6014B - House type 4 bed affordable;  
13230/6015 - House type 1 bed affordable apartment terrace;  
13230/6016.1A - House type 1 and 2 bed apartment block;  
13230/6016.2 - House type 1 and 2 bed apartment block;  
13230/6016.3A - House type 1 and 2 bed apartment block handed  
13230/6016.4 - House type 1 and 2 bed apartment block handed  
13230/6025 –Garage type;  
13230/6026.1 – Bin and cycle store types;  
13230/6026.2 – Bin and cycle stores types;  
SK21638-01A – Pedestrian / Cycle Access onto Horsham Road;  
2599-5-2-DR-5701 P0 – Planting Palette – trees and hedging;  
2599-5-2-DR-5702 P0 – Planting Palette - shrubs;  
2599-5-2-DR-5703 P0 – Planting Pallet – grasses and bulbs;  
2599-5-2-DR-5704 P0 – Indicative materials;  
2599-5-2-DR-5705 P0 – Indicative LAP play areas;  
2599-5-2-DR-5706 P1 – LEAP play equipment;  
2599-5-2-DR-5707 P0 – Play area – indicative planting palette

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 C2, D1 and D4 of the Waverley Borough Local Plan 2002.

2. 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 vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

Reason

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 2012 and Policy M2 of the Waverley Borough Local Plan 2002.

3. Condition

No development shall commence until a Construction Transport and Environmental 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) timings of all deliveries of plant and materials, 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
- (l) arrangements for public consultation and liaison during the construction works
- (m) measures to minimise noise (including vibration) during the construction process, to include hours of work, proposed method of piling, selection of plant and machinery and use of noise mitigation barriers
- (n) details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
- (o) measures to control the emission of dust and dirt during construction



(p) a scheme for recycling/disposing of waste resulting from demolition and construction works.

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

#### Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to protect the amenities of the area, in accordance with Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012 and Policies D1, D4 and M2 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it relates to the construction process.

#### 4. Condition

No operations involving the bulk movement of earthworks/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 Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012 and Policy M2 of the Waverley Borough Local Plan 2002.

#### 5. 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.
- (b) Electric Vehicle Charging Points.

#### Reason

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 2012 and Policy M2 of the Waverley Borough Local Plan 2002.

6. Condition

Prior to the commencement of the development the approved Travel Plan for Phase 1 (dated August 2014) shall be updated to include the Phase 2 development and shall be submitted for the written approval of the Local Planning Authority. The approved Travel Plan shall then be implemented prior to first occupation of the Phase 2 development.

Reason

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 2012 and Policy M2 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it relates to the construction process.

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

Reason

In the interests of the character and amenity of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

8. Condition

No variation of the type and colour of the external materials to be used in the construction of the development as shown on the approved deposited plans, including the materials submission, shall be made without the prior written consent of the Local Planning Authority.

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.

9. Condition

Construction works pursuant to this permission shall not take place other than between the hours 08:00am and 18.00pm Mondays to Fridays and between 08:00am and 13:00pm 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.

10. 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.

11. 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

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002 and the NPPF 2012. This is a pre-commencement condition as it goes to the heart of the matter.

12. 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.

Reason

To ensure that the water supply infrastructure has sufficient capacity to cope with the/this additional demand in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002 and the NPPF 2012. This is a pre-commencement condition as it goes to the heart of the matter.

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 Drainage System has been constructed as per the agreed scheme.

Reason

To prevent increased risk of flooding in accordance with Local Plan Policies D1 and D4 and the NPPF. This is a pre-commencement condition as it goes to the heart of the matter.

14. Condition

Prior to commencement of development details of how the Sustainable Drainage System will be protected and maintained during construction of the development, during the operation of the systems and for the lifetime of the system, shall be submitted to an approved in writing by the Local Planning Authority. Once approved the development shall be maintained at all times in accordance with these details.

Reason

To ensure that the proposal does not give rise to adverse drainage conditions. This is a pre commencement condition as it goes to the heart of the consent. This pre commencement condition goes to the heart of the permission.

15. Condition

Prior to any felling or works to trees on site with identified bat roost potential, a bat roost assessment, undertaken by a qualified ecologist in line with best practice guidance, should be undertaken and submitted to and agreed in writing by the LPA. The development shall be carried out in strict accordance with the recommendations therein.

Reason

In the interests of the ecology of the site and to accord with Policy D5 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

16. Condition

Prior to the first occupation of the dwellings hereby permitted, a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing all external lighting to serve the development, including street lighting. The lighting should comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and The Built Environment Series". The development shall be carried out in strict accordance with the agreed details.

Reason

In the interests of the visual amenities and ecological value of the area and to accord with the Wildlife and Countryside Act 1982, Regulation 40 of the Conservation of Species and Habitats Regulations, Policies D1, D4 and D5 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

17. Condition

Prior to the commencement of development a reptile mitigation strategy shall be submitted and approved in writing by the Local planning Authority. The strategy shall include: detailed reptile impact avoidance, mitigation and compensation strategy and enhancement plan, including details of any proposed translocation. The report shall be written by a suitably qualified ecologist. The development shall be carried out in strict accordance with the agreed details.

Reason

In the interests of the ecological value of the area and to accord with the Wildlife and Countryside Act 1982, Regulation 40 of the Conservation of Species and Habitats Regulations, Policy D5 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

18. Condition

Any tree or scrub removal shall be undertaken only in accordance with a precautionary working methodology in order to avoid killing, injuring or disturbing dormice in line with best practice guidance 'The Dormouse Conservation Handbook', 2nd Ed, 2006. Works should be undertaken under the supervision of a suitably qualified ecologist.

Reason

In the interests of the ecological value of the area and to accord with the Wildlife and Countryside Act 1982, Regulation 40 of the Conservation of Species and Habitats Regulations, Policy D5 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

19. Condition

Prior to the commencement of development, a Landscape and Ecology Management Plan (LEMP) relating to the public open spaces within the site, shall first be submitted to and agreed in writing by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in Section 11.0 of the submitted Ecological Appraisal report and should include adequate details of the following;

- Description and evaluation of features to be managed and created including measures to compensate for loss of proposed tree and hedge removal and loss of grassland habitats. It is recommended that wetland features are designed to retain some water year round.

- Numbers and locations of bat and bird boxes, including provision integral to the design of the new buildings.
- Aims and objectives of management
- Appropriate management options to achieve aims and objectives
- Prescriptions for management actions
- Preparation of a costed work schedule for securing biodiversity enhancements in perpetuity
- Ongoing monitoring and remedial measures.
- This LEMP can incorporate above referenced measures relating to specific protected species.

The development shall be carried out in strict accordance with the agreed LEMP.

#### Reason

In the interests of the character and ecological amenities of the site in accordance with Policies D1, D4 and D5 of the Waverley Borough Local Plan 2002.

#### 20. Condition

In this condition 'retained tree' means an existing tree, which is shown to be retained in accordance with the approved plans and particulars referred to in Condition 1 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the first occupation of the development.

a)no retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be pruned other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. Any pruning shall be carried out in accordance with British Standard 3998 (tree work) and in accordance with any supplied arboricultural method statement.

b)if any retained tree is removed, uprooted, destroyed or dies, another tree shall be planted at the same place and that tree shall be of an appropriate size and species, and shall be planted at such time, as agreed in writing by the Local Planning Authority.

#### Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter in accordance with Policies D6 and D7 and the NPPF 2012.

#### 21. Condition

No development shall commence, including any groundwork preparation, until a detailed, scaled Tree Protection Plan 'TPP' and related Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within

the Root Protection Area of trees shown to scale on the TPP including installation of service routings and site access and addressing the heads of terms in the submitted ACD report. All works shall be carried out in strict accordance with the approved details.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter in accordance with Policies D6 and D7 and the NPPF 2012. This is a pre-commencement condition as it relates to the construction process.

22. Condition

No development, groundworks or demolition processes shall be undertaken until an agreed scheme of supervision for the arboricultural protection measures has been submitted to and approved in writing by the Local Planning Authority. The supervision and monitoring shall be undertaken in strict accordance with the approved details. The scheme shall include details of a) a pre-commencement meeting between the Local Planning Authority Tree Officer and personnel responsible for the implementation of the approved development and b) timings, frequency & methods of site visiting and an agreed reporting process to the Local Planning Authority.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter in accordance with Policies D6 and D7 and the NPPF 2012. This is a pre-commencement condition as it relates to the construction process.

23. Condition

Before work begins, cross sections/details indicating the proposed finished ground levels, surface materials including sub-base and depth of construction and method/materials used for edging, within protected zone around retained trees shall be submitted and approved in writing by the Local Planning Authority.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter in accordance with Policies D6 and D7 and the NPPF 2012. This is a pre-commencement condition as it relates to the construction process.

24. Condition

Prior to commencement of any works on site, details of any services to be provided or repaired including drains and soakaways, on or to the site, shall be submitted to and approved by the Local Planning Authority in writing and shall be carried out as

shown. This requirement is in addition to any submission under the Building Regulations. Any amendments to be agreed with the Local Planning Authority in writing.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter in accordance with Policies D6 and D7 and the NPPF 2012. This is a pre-commencement condition as it relates to the construction process.

25. Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted development) Order 2015 (or any other Order revoking or re-enacting that Order with or without modification), no development within Schedule 2 Part 1 Classes A to H, inclusive of that order, shall be implemented on the site without the written permission of the Local Planning Authority.

Reason

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

26. Condition

The garaging for each residential dwelling hereby approved shall be retained in a form capable for the parking of vehicles 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 interests of the amenities of the area and to ensure appropriate levels of parking are maintained on the site, in accordance with Policies D1, D4 and M14 of the Waverley Borough Local Plan

27. Condition

Prior to the first occupation of the dwellings hereby permitted, details of all proposed walls, fences, or other means of enclosure within and around the site shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details prior to the occupation of the dwellings and thereafter retained.

Reason

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



28. Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking and re-enacting that Order with or without modification) no fences, boundary walls or other means of enclosure, other than as may be approved as part of this permission, shall be provided forward of any wall of that dwelling or adjoining dwelling which fronts onto any highway.

Reason

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

29. Condition

Prior to the first occupation of the dwellings hereby permitted, full detailed elevations and floorplans shall be submitted to and approved in writing by the Local Planning Authority of the proposed cycle stores to serve each dwelling. The cycle stores shall be provided prior to the occupation of each dwelling and shall thereafter be retained.

Reason

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

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](http://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. The developer is advised that Public Bridleway Number 378 crosses 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.
9. 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.
10. The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a 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.

11. 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.
12. 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>
13. 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.
14. The granting of any permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990 be received. For further information please contact the Environmental Health Service on 01483 523393.
15. "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.
16. 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.

17. 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.
18. 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.
19. 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](mailto:waverley.snn@waverley.gov.uk)  
For further information please see the Guide to Street and Property Naming on Waverley's website.
20. The applicant should be made aware that should dormouse be confirmed within the boundary of the development site during tree or scrub clearance works while following best practice guidance, they must stop works immediately and contact Natural England with regards to applying for a European Protected Species Mitigation Licence in order to avoid contravention of the above European legislation.
21. The applicant should ensure that construction activities on site have regard to the potential presence of badgers to ensure that badgers do not become trapped in trenches, culverts or pipes. All trenches left open overnight should include a means of escape for any animals that may fall in.
22. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

#### Recommendation B:

That, in the event that a Section 106 Agreement is not completed within 6 months of the date of the resolution to grant planning permission, then permission be REFUSED.