

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

E-mail: ema.dearsley@waverley.gov.uk

Direct line: 01483 523224

Calls may be recorded for training or monitoring

Date: 6 November 2018

Membership of the Joint Planning Committee

Cllr David Else (Chairman)	Cllr David Hunter
Cllr Peter Isherwood (Vice Chairman)	Cllr Jerry Hyman
Cllr Brian Adams	Cllr Simon Inchbald
Cllr Mike Band	Cllr Anna James
Cllr Maurice Byham	Cllr Denis Leigh
Cllr Carole Cockburn	Cllr Stephen Mulliner
Cllr Kevin Deanus	Cllr Nabeel Nasir
Cllr Paul Follows	Cllr Chris Storey
Cllr Mary Forszewska	Cllr Liz Townsend
Cllr Michael Goodridge	Cllr John Ward
Cllr John Gray	Cllr Nick Williams
Cllr Val Henry	

Substitutes

Appropriate Substitutes will be arranged prior to the meeting

Members who are unable to attend this meeting must submit apologies by the end of Wednesday, 7 November 2018 to enable a substitute to be arranged.

Dear Councillor

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

DATE: WEDNESDAY, 14 NOVEMBER 2018

TIME: 6.30 PM

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

The Agenda for the Meeting is set out below.

Yours sincerely

ROBIN TAYLOR
Head of Policy and Governance

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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 12 November 2018 (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.

Members are advised that in order for a substitute to be arranged, a Member must give four clear working days notice of their apologies. For this meeting, the latest date apologies can be given for a substitute to be arranged is 7 November 2018.

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.

The last date for receipt of questions is 7 November 2018.

5. QUESTIONS FROM MEMBERS

The Chairman to respond to any questions received from Members in accordance with Procedure Rule 11.

The last date for receipt of questions is 7 November 2018.

6. PERFORMANCE AGAINST GOVERNMENT TARGETS (Pages 5 - 6)

Planning Performance and the Government target on quality on planning decision making will now be a standard item on the Joint Planning Committee agenda. This was an agreed recommendation at Executive on 28 November 2017 and is part of the Development Management Service Improvement Plan.

The latest available statistics are attached.

7. B1 - WA/2017/2391 - LAND SOUTH OF HIGH STREET BETWEEN ALFOLD ROAD AND KNOWLE LANE, CRANLEIGH GU6 8NE (Pages 7 - 54)

Proposal

Approval of reserved matters for phase 2.2 for the erection of 130 dwellings with associated access, parking, drainage and landscaping works following the outline approval WA/2016/1625 for the erection of 425 dwellings. This is a subsequent application under the EIA Regulations and is accompanied by a statement of conformity (as amended by plans and documents received 09/08/18)

Recommendations

RECOMMENDATION A

That, subject to a S106 Agreement to secure a deed of variation to amend the affordable housing provision in relation to phases 2 and 3, and conditions 1-18 and informatives 1-21, the Reserved Matters of Layout, Scale, Appearance and Landscaping be APPROVED.

RECOMMENDATION B

That details pursuant to the S106 Agreement requirement in respect of a Play Space Specification and Play Space Management Plan for WA/2014/0912 (Schedule 4, Clause 1.1.1) be APPROVED.

RECOMMENDATION C

That, in the event that a deed of variation to the original legal agreement to amend the

affordable housing provision is not completed within 6 months of the resolution to grant the reserved matters, that the Reserved Matters of Layout, Scale, Appearance and Landscaping be REFUSED

8. B2 - WA/2018/1678 - SITE B , EAST STREET REGENERATION, EAST STREET, FARNHAM (Pages 55 - 86)

Proposal

Application under Section 73A to vary Condition 5 and remove Condition 11 of WA/2018/0544 (Condition 5 limits works that can be done prior to construction of access bridge and Condition 11 limits lane closure times on the A31) to allow for the demolition of Brightwell Cottage and the tennis pavilion and the provision and collection of welfare facilities prior to the completion of the temporary construction bridge and to allow for the temporary 24 hour closure of a lane of the A31, to enable the construction of the bridge

Recommendation

That, subject to the consideration of the views of the Council's Environmental Health Team and the County Highway Authority and subject to conditions 1-14 and informative 1, permission be GRANTED

9. 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.

10. 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**

Planning Service Performance on Speed (Government Target)

	Majors*	Non Majors**
Targets	60% (or more)	70% (or more)
Performance = % of applications determined in statutory or agreed time period. Last Assessment Period 1 st October 2015 to 30 th September 2017	97.79%	97.47%
1st April 17 to 31st October 2018	93.20%	96.93%

Planning Service Performance on Quality (Government Target)

	Majors*	Non Majors**
Targets	10% (or less)	10% (or less)
Performance = Major appeals that were allowed, as a % of all major decisions that were made in the Assessment Period. Last Assessment Period 1 st April 2015 to 31 st March 2017	9.60% (Interim figure as 1 major appeal decisions still outstanding)	1.56% (Final figure as all appeal results known)
Best Estimate*** 1st April 2017 to 31 st October 2018	6.8%	1.56%

*A Major application is defined as development which involves any one or more of the following:-

The provision of dwellings when the number proposed is 10 dwellings or more or where the number of dwellings is not known but the site area is 0.5 hectares or more; Provision of building(s) creating over 1,000 square metres of floor space; Site areas in excess of 1 hectare;

There are also some Waste and Mineral applications which are County matters not determined by the Council.

Town and Country Planning (Development Management Procedure) (England) Order 2015 Para 2, Interpretation.

Agenda Item 7.

B1 WA/2017/2391
L Parchment
Berkeley Homes (Southern) Ltd
20/12/2017

Approval of reserved matters for phase 2.2 for the erection of 130 dwellings with associated access, parking, drainage and landscaping works following the outline approval WA/2016/1625 for the erection of 425 dwellings. This is a subsequent application under the EIA Regulations and is accompanied by a statement of conformity (as amended by plans and documents received 09/08/18) at Land south of High Street between Alfold Road and Knowle Lane, Cranleigh GU6 8NE

Committee: Joint Planning Committee
Meeting Date: 14/11/2018

Public Notice: Was Public Notice required and posted: Yes
Grid Reference: E: 505170 N: 139070

Parish: Cranleigh
Ward: Cranleigh West
Case Officer: Rebecca Clarke
Expiry Date: 10/04/2018
Time Extended Date: 16/11/2018
Neighbour Notification Expiry Date: 16/02/2018
Neighbour Notification Amended
Expiry Date: 04/09/2018

RECOMMENDATION A

That, subject to a S106 Agreement to secure a deed of variation to amend the affordable housing provision in relation to phases 2 and 3, and conditions, the Reserved Matters of Layout, Scale, Appearance and Landscaping be APPROVED.

RECOMMENDATION B

That details pursuant to the S106 Agreement requirement in respect of a Play Space Specification and Play Space Management Plan for WA/2014/0912 (Schedule 4, Clause 1.1.1) be APPROVED.

RECOMMENDATION C

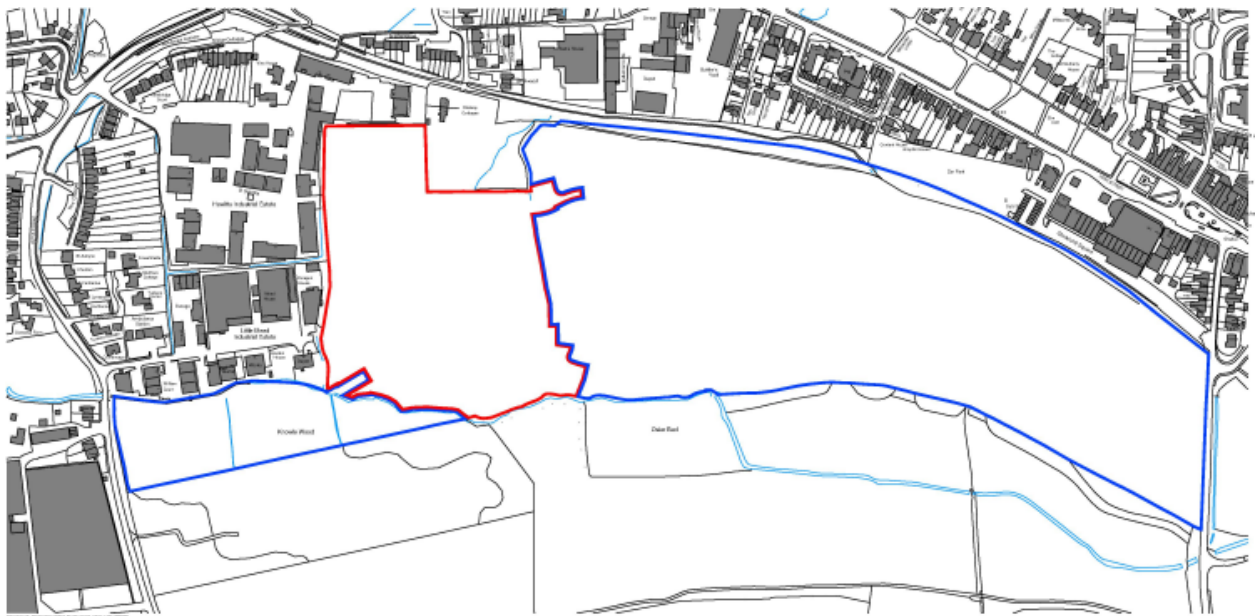
That, in the event that a deed of variation to the original legal agreement to amend the affordable housing provision is not completed within 6

months of the resolution to grant the reserved matters, that the Reserved Matters of Layout, Scale, Appearance and Landscaping be REFUSED

Introduction

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

Location Plan – showing total area covered by the outline consent (blue) and current reserved matters site (red)



Site Description

This Reserved Matters application relates to part of a wider site measuring approximately 20.8 hectares in total. The current site measures approximately 5 hectares and relates to a central area of the wider site which adjoins a Builders' yard (Jewsons) and Hewitts Industrial Estate, which is being developed with residential dwellings.

Background

Outline permission was granted on 31/06/2016 under Ref WA/2014/0912 for up to 425 dwellings including affordable homes, new access points and associated works.

The permission was subject to a Section 106 Agreement that secured the following:

- Delivery of off-site highway improvement works
- Provision of 128 on-site affordable units

- The submission of the following documents:
 - Ancient Woodland Off-site Works Management Plan
 - Ancient Woodland on-site management plan
 - Travel Plan
 - Affordable housing plan
 - Community Orchard specification and management plan

- Submission of the following with any Reserved Matters application:
 - Open space management plan per phase
 - Open space specification per phase
 - Play space management plan
 - Play space specification
 - Water Attenuation Management Plan

- The following contributions:
 - £380,000 for Ancient Woodland off site works
 - £125,000 for bus service enhancements
 - £77,000 for sustainable transport infrastructure improvements (bus stops)
 - £106,115 for community facilities
 - £173,000 for provision of a synthetic pitch at Cranleigh School
 - £120,000 for Cranleigh Skate Park improvements
 - £100,000 for surfacing and lighting improvements to the Downs Link
 - £286,046 for provision of early years facilities
 - £185,000 for Elmbridge Road improvements
 - £106,115 for environmental improvements.
 - £30,000 towards improvements of Lashmere Playground
 - £10,000 towards on street parking restrictions on Alfold Road and the High Street
 - £1,458,600 for improvements to Cranleigh Primary School
 - £23,345 for improvements to capacity of recycling bins within Cranleigh
 - £100 per dwelling for Sustainable Transport Vouchers
 - £20,000 towards provision of traffic signals at Elmbridge Road
 - £350,000 for highway and transport schemes
 - £6150 contribution towards the future auditing and monitoring of the Travel Plan

- £15,400 towards a wayfinding signage strategy for pedestrians and cyclists between application site and key destinations

The means of access was considered and approved under the outline permission. The current application seeks approval of the following reserved matters:

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

Whilst the above matters were “reserved” for further approval under the outline permission, the principle of the development has been approved and established. This matter is not, therefore, before the Committee for consideration under the current application.

In determining this application, it is relevant to consider whether there have been any material changes in planning circumstances since the outline planning permission reference WA/2014/0912 was granted. The following changes have taken place:

- The NPPF 2012 has been replaced with the adoption of the NPPF 2018.
- The adoption of the Local Plan Part 1: Strategic Policies and Sites in February 2018.

In addition, there have been the following applications:

- WA/2016/1625 approved – this varied Conditions 18, 21 and 22 of the outline permission in order to discharge details in connection with a phased approach.

Members should note that, if the reserved matters are approved, such an approval is not a planning permission in its own right but has to be read in conjunction with the outline planning permission, including the attached Section 106 agreement to that permission. Planning conditions imposed on the outline planning permission will remain in force and would not, therefore, be repeated on any reserved matters approval.

Proposal

This application comprises the information for Phase 2.2 of the development, which contains 130 dwellings in total. The matters of layout, scale, appearance and landscaping are now before the Committee for consideration.

The outline application proposed the erection of up to 425 dwellings which included 30% affordable dwellings. The number of affordable dwellings to be provided as part of each phase of the development was set out in the Section 106 Agreement, and is as follows:

Phase 1	0
Phase 2	50
Phase 3	71
Phase 4	7



Since this time, phase 2 (as shown in the plan above) has been split up into phase 2.1 and phase 2.2. An application has been submitted to the Council in connection with the approval of reserved matters for phase 2.1 (Ref: WA/2017/1611), which is currently pending.

In total, the combined affordable housing units to be provided for phase 2 overall would be increased from 50 to 58. This amendment would be secured by way of a deed of variation to the S106 Agreement. An application seeking this variation has been submitted to the Council (Ref: S52/2018/0007) and is currently pending.

1. Layout

The submitted plans show 130 dwellings spread across the site, with the road network and watercourse splitting the site up into a northern and a southern area. The density would amount to 26 dph. The northern area would contain a mixture of terraced dwellings and flatted buildings, whereas the southern area would contain a mixture of detached, semi-detached and terraced dwellings.

Dwellings generally are positioned with front elevations facing onto the street network. The site would connect with the development in phase 2.1 to the

west, and a future phase 3 to the east. Vehicular access would be via an access point off Alfold Road, running through phase 2.1. There would be two vehicular and pedestrian connections between the current phase and a future development to the east.

An area of informal open space would separate the northern and southern areas of built form, and this would wrap around the southern boundary. There would be three areas of play within the site, including a local landscaped area of play (LLAP) to the south and two local areas of play (LAP), one in the northern courtyard area and the other along the eastern boundary.

Parking would be provided in a mixture of bay parking, parking courtyards and on-site with driveways and garages.

2. Scale

The proposed dwellings would primarily be 2 or 2.5 storey in height, with accommodation provided in the roofspace with dormer windows. Many of the dwellings would also feature single storey elements such as garaging, porches and rear projections. The proposed flatted buildings would be 3 storey in height.

3. Appearance

The proposal includes a variety of building styles with different roof forms, footprints and materials, as shown in the elevation drawings within this report below. Materials would include a mixture of brickwork, tile hanging, timber cladding, render and clay roof tiles. There would also be a proportion of slate roof tiles for variety.

The proposed development would include architectural features such as pitched roofs, gables, canopies, bay windows, chimneys, porches and detailing around fenestration. The overall design of the proposed dwellings would be traditional Surrey vernacular.

4. Landscaping

The hard surfaces within the site would consist of a mixture of different colour permeable paving (burnt ochre and brindle) and tarmac. Front pathways serving the dwellings would be paved, and footpaths adjacent to the main road would consist of tarmac. The private amenity areas would be subdivided using 1.8m high close boarded fencing, and there would be an area adjacent to the flatted buildings in the north which would feature 1.2m high post and rail fencing.

Soft landscaping within the site would include areas of amenity hedging and lawn areas adjacent to the dwellings, native hedgerow planting in connection with the communal amenity areas serving the flatted units to the north and meadow seed mixture along site boundaries and adjacent to the watercourse.

Illustrative Masterplan submitted at the outline stage



Proposed site plan



Elevations (a selection, not all dwellings types)

Detached buildings – unit 82 (top left), 83 (top right), 187 (bottom left) and 203 (bottom right)



Semi-detached buildings – units 76-77 (top left), 174-175 (top right), 188-189 (bottom left) and 80-81 (bottom right).





Terraced buildings – plots 168 – 171 (top) and plots 150 – 155 (below)



Flatted buildings – plots 132 – 149 (top) and plots 96 – 104 (below)





Detached Garages – serving plots 182-183 (left) and plots 201-202 (right)



Relevant Planning History

S52/2018/0007	Request to modify a Section 106 legal agreement (WA/2014/0912 outline application) in respect of the allocation of affordable housing.	Pending Decision
NMA/2018/0075	Amendment to WA/2016/2160 to provide alterations to elevations and design.	NMA Allowed 23/07/2018
WA/2017/1611	Approval of reserved matters for phase 2.1 for the erection of 18 dwellings, parking, drainage and landscape works and detail of the road from the Alfold Road access and the bridge over Littlemead Brook following the outline approval WA/2016/1625 for the erection of 425 dwellings. (This is a "subsequent application" under the EIA Regulations and is accompanied by a statement of conformity.)	Pending Decision
WA/2017/1436	Approval of reserved matters in part, to provide detail of the road from	Pending Decision

	Alfold Road and bridge over Littlemead Brook following the outline approval WA/2016/1625 for the erection of 425 dwellings. (This is a "subsequent application" under the EIA Regulations and is accompanied by a statement of conformity.)	
WA/2016/2160	Approval of reserved matters for Phase 1 of the site for the erection of 55 dwellings following the Outline Approval for the erection of up to 425 dwellings, a community facility and informal open space (WA/2016/1625) (as amended by plans and documents received 06/02/2017 and 08/02/2017 and letter received 17/02/2017).	Refused 26/05/2017 Appeal Allowed 10/11/2017
WA/2016/1625	Application under Section 73 to vary Condition 18, 21 and 22 of WA/2014/0912 (pre-commencement conditions) to allow alternative wording to include a phased proposal of the development. This application is accompanied by an Environmental Statement (as amplified by Statement of Conformity received 20/12/2016).	Full Permission 16/02/2017
WA/2014/0912	Outline Planning Application with the reservation for subsequent approval of appearance, landscaping, layout and scale (reserved matters) for the erection of up to 425 dwellings including affordable homes and associated works, and new access points onto Alfold Road and Knowle Lane. This application affects Bridleway 566 and is accompanied by an Environmental Statement (as amended by letters dated 03/06/2014 and 05/12/2014, plans received 04/09/2014, 07/10/2014, and 19/11/2014, and as amplified by email dated 10/07/2014, by letters dated 12/08/2014, 13/08/2014, by	Refused 06/01/2015 Appeal Allowed 31/03/2016

	emails dated 03/10/2014 and 21/11/2014.	
SO/2013/0008	Request for Scoping opinion for proposed residential development comprising of approximately 400 units.	Scoping Opinion Given 24/09/2013

Planning Policy Constraints

Countryside beyond the Green Belt – outside any defined settlement area
 Long Distance Footpath
 Tree Preservation Orders (TPO)
 Ancient Woodland
 Gas Pipe Line
 Flood Zones 2 and 3
 River bank within 8m
 Neighbourhood Plan Designation
 Section 106 – in connection with the outline permission WA/2014/0912

Development Plan Policies and Proposals

The development plan includes:

- Waverley Borough Local Plan, Part 1, Strategic policies and sites (adopted February 2018)
- Waverley Borough Local Plan 2002 (retained policies February 2018)
- South East Plan (saved policy NMR6)
- Farnham Neighbourhood Plan (made May 2017)

In accordance with paragraph of the National Planning Policy Framework (NPPF) due weight has been given to relevant retained policies in the Waverley Borough Local Plan 2002

Waverley Borough Local Plan, Part 1, Strategic policies and sites (adopted February 2018):

Policy SP1	Presumption in Favour of Sustainable Development
Policy SP2	Spatial Strategy
Policy ALH1	The amount and Location of Housing
Policy ST1	Sustainable Transport
Policy ICS1	Infrastructure and Community Facilities
Policy AHN1	Affordable Housing on Development Sites
Policy AHN3	Housing Types and Size
Policy LRC1	Leisure and Recreation Facilities

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 CC1	Climate Change
Policy CC2	Sustainable Construction and Design
Policy CC3	Renewable Energy Development
Policy CC4	Flood Risk Management
Policy SS5	Strategic Housing Site at Land South of Elmbridge Road and the High Street, Cranleigh

Saved Policies of the Waverley Borough Local Plan 2002

Policy D1	Environmental Implications of Development
Policy D4	Design and Layout
Policy D6	Tree Controls
Policy D7	Trees, Hedgerows and Development
Policy D8	Crime Prevention
Policy D9	Accessibility
Policy C7	Trees, Woodlands and Hedgerows
Policy HE15	Unidentified Archaeological Sites
Policy M5	Provision for Cyclists
Policy M7	Footpaths and Cycleways

Other guidance:

- National Planning Policy Framework (2018)
- National Planning Practice Guidance (2014)
- 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)
- Surrey Design Guide (2002)
- Cranleigh Design Statement (2008)

Consultations and Parish Council Comments

County Highway Authority	No objection, subject to recommended conditions and informatives.
Cranleigh Parish Council	Object to the proposal It appears the overall flood risk strategy for the site is no longer being followed, as given in the outline permission. The Parish Council would like clarification on the height

	<p>the land would be increased to, as suggested on page 2 of the drainage report.</p> <p>In addition, the Parish would comment that the developers have seen fit to encroach on the tree root protection areas, when there is so much land available for development.</p> <p>The Parish Council has no further comments to make following receipt of amended plans and documents.</p>
Environment Agency	No comments – the Environment Agency is not a statutory consultee for reserved matters applications.
Natural England	No objection.
LLFA	<p><u>Comments dated 30/01/2018</u></p> <p>Insufficient information has been provided regarding the proposed surface water strategy to comply with the requirements laid out under the Technical Standards.</p> <p><u>Comments dated 16/08/2018</u></p> <p>The LLFA is satisfied that the proposed drainage scheme meets the requirements of the NPPF, accompanying PPG and Technical Standards and therefore recommends that planning permission is granted. Informatives are recommended.</p>
Thames Water	No objection, subject to recommended informatives.
South East Water	None received.
Southern Water	The development site is not located within Southern Water's statutory area for water supply, drainage and wastewater services.
County Archaeologist	<p>No objection</p> <p>The outline approval for WA/2014/0912 has a condition attached requiring that a programme of archaeological work is carried out in advance of development. Archaeological evaluation of the site has now been carried out by Thames Valley Archaeology Services. The evaluation of the phase 2.2 site consisted of the excavation</p>

	<p>of 35 trial trenches and followed on from a geophysical survey of the site. Neither the geophysics or the trial trenching revealed any significant archaeological deposits within the phase 2 area. As such, there is no requirement for any further archaeological work in this part of the site.</p>
Surrey Wildlife Trust	<p>No objection</p> <p>The Trust would advise that it has commented on previous applications for this site. The contents of a letter by Derek Finnie, Director of Derek Finnie Associates (Consultant Ecologists) dated 23rd November 2017, which confirms that in their opinion the site has changed little since previous survey work was undertaken. The Trust would advise that, if this is the case and no additional habitats are affected than have been previously been commented on, the Trust are unlikely to have any additional ecological comment to make.</p>
Surrey Police – Designing Out Crime Officer	<p>The Designing Out Crime Officer has made the following comments:</p> <ul style="list-style-type: none"> • The parking areas in the North West of the development give cause for concern as they are not directly overlooked by the dwellings that are allocated the parking bays. • It is requested that all ground floor and 1st floor easy access windows are fitted with laminate glass. • An application is welcomed for Secure Design Accreditation from the Developer.
Council’s Waste & Recycling Coordinator	<p>No objection, subject to appropriate containers being sought to serve the proposed units.</p> <p>The access roads into and within the development would need to be capable of accommodating a collection vehicle 2530mm wide and 9840mm overall length, with a maximum gross weight of 26 Tonnes.</p>

	Suitable turning provision to be included.
Council's Environmental Health Officer – noise and disturbance	No objection The Reserved Matters application does not affect the previously submitted Environmental Health response provided for this development site (under reserved matters application for Phase 1 and outline scheme). The Environmental Health Officer raised no objection previously subject to recommended conditions and informatives.
Council's Environmental Pollution Control Officer	No objection An assessment and remediation of minor soil issues was agreed under the outline approval.
Council's Environmental Health Officer – air quality	It appears that no information has been submitted in relation to the provision of electric vehicle charging points, as required by condition 16 of the outline approval, as part of the current application.
Health and Safety Executive	No objection

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 19/01/2018, site notices were displayed at the site and neighbour notification letters were sent on 10/01/2018.

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

- The height and density is intrusive and not in keeping with the village.
- Noise and disturbance from proposed parking spaces adjacent to 2 Railway Cottages.
- Impact to an oak tree on land serving 2 Railway Cottages arising from the access road – the road needs to be re-sited.
- Flooding
- Adequate fencing should be erected on the shared boundary in order to protect neighbouring privacy and security.

1 further letter has been received following receipt of amendments and re-notification letters being sent on 14/08/2018, raising objection on the following grounds:

- Threat to oak trees.

- There is no mention of boundary fencing between the site and No.2 Railway Cottages.

Determining Issues

Principle of development

Housing mix and affordable housing

Design and impact on visual amenity

Impact on residential amenity

Standard of accommodation and provision of amenity space

Waste, recycling and cycle stores

Car parking and highways

Flood risk and drainage

Environmental Impact Regulations 2017

Conditions on outline permission

Working in a positive/proactive manner

Response to Parish Council and Third Party comments

Planning Considerations

Principle of development

Policy SP1 of the Local Plan (Part 1) 2018 states that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development.

This application seeks approval of reserved matters following grant of outline planning permission under reference WA/2014/0912 (subsequently varied under WA/2016/1625). Therefore, the principle of development has already been established and only the reserved matters are to be considered in the assessment of this application. The matters which have been reserved for consideration are the appearance, landscaping, layout and scale of development. The report will consider the reserved matters, in addition to any other relevant considerations.

Housing mix and affordable housing

Policy AHN3 of the Local Plan 2018 (Part 1) requires new housing to make provision for an appropriate range of housing types and sizes, reflecting the most up to date evidence in the West Surrey Strategic Housing Market Assessment (SHMA).

The outline permission allowed for up to 425 dwellings across four phases of development on the site. The phases were indicatively agreed within the Section 106 agreement for the outline permission.

The indicative mix for the development at the outline stage was:

Number of bedrooms	Number of units	% mix
1-bedroom	66	15.5%
2-bedroom	144	33.9%
3-bedroom	117	27.5%
4+-bedroom	98	23.1%
Total	425	100%

The housing mix proposed under the current Reserved Matters application for Phase 2.2 is as follows:

Number of bedrooms	Number of units	% mix
1-bedroom	30	23.1%
2-bedroom	42	32.3%
3-bedroom	41	31.5%
4+-bedroom	17	13.1%
Total	130	100%

This would be broken down as follows:

Number of bedrooms	Market units	Affordable units
1-bedroom	18 (22%)	12 (25%)
2-bedroom	18 (22%)	24 (50%)
3-bedroom	29 (35.3%)	12 (25%)
4+-bedroom	17 (20.7%)	0 (0%)
Total	82 (100%)	48 (100%)

However, this is Phase 2.2 of a 425 dwelling development, and therefore, the mix of housing would be balanced across the wider development to result in a scheme that, in total, would meet the identified need for housing. In the event that the applicant were to submit further phases that did not seek to balance out the housing mix, the Council would be in a position to refuse subsequent schemes on the basis that the housing needs of the area would not be met. The table showing the indicative housing mix at outline stage demonstrated that, across all phases, an appropriate housing mix could be achieved. Officers are satisfied that the proposed mix under the current application would be acceptable.

With regard to affordable housing, the Section 106 agreement secured the provision of 30% affordable housing to be split across the site as a whole. Appendix 2 of the Section 106 Agreement sets out the agreed schedule of

affordable housing units and the allocation for each phase of development. For Phase 2, a total of 50 affordable units are specified to be provided.

However, the applicant is proposing to increase the number of affordable housing units to be provided as part of phase 2 overall, from 50, which is set out in the Section 106 Agreement, to 58. This would facilitate the early delivery of affordable housing on the scheme, which officers are supportive of. In order to facilitate this, a deed of variation to the Section 106 Agreement would be required, and an application has been submitted to the Council seeking agreement (Ref: S52/2018/0007) to this effect. The proposed variation is as follows:

<u>Phase 2</u> Total 50 Affordable properties				<u>Phase 2</u> Total 58 Affordable properties			
	<u>Affordable Rent</u>	<u>Shared Ownership</u>	<u>Total</u>		<u>Affordable Rent</u>	<u>Shared Ownership</u>	<u>Total</u>
1 Bed Flat	12	0	12	1 Bed Flat	12	3	15
2 Bed Flat	6	0	6	2 Bed Flat	6	5	11
2 Bed House	11	9	20	2 Bed House	11	9	20
3 Bed House	8	4	12	3 Bed House	8	4	12
Total	37	13	50	Total	37	21	58

As part of the current phase (Phase 2.2), the applicant proposes to provide 48 of the 58 affordable dwellings which would be provided as part of Phase 2 overall. These would be provided as follows:

<u>Phase 2.2</u> Total 48 Affordable properties			
	<u>Affordable Rent</u>	<u>Shared Ownership</u>	<u>Total</u>
1 Bed Flat	12	0	12
2 Bed Flat	6	0	6
2 Bed House	9	9	18
3 Bed House	8	4	12
Total	35	13	48

Subject to securing of the deed of variation to the original Section 106 Agreement, officers are satisfied that the proposal would be acceptable with regard to affordable housing.

Design and impact on visual amenity

Policy TD1 of the Local Plan (Part 1) 2018 requires development to be of high quality design and to be well related in size, scale and character to its surroundings. Retained Policies D1 and D4 of the Local Plan 2002 are

attributed substantial and full weight respectively due to their level of consistency with the NPPF 2018.

With regard to the appearance of the dwellings, the Cranleigh Design Statement (2008) sets out the following guidelines:

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

With regards to the structure of buildings, the Cranleigh Design Statement states that the majority of existing buildings in the locality are two storey in height; however heights of proposed dwellings should be sympathetic to their context. Most roofs are pitched, some with gabled windows, and flat roofs where they exist are disliked.

- Layout

The proposal would create a residential development with buildings fronting onto the proposed road network and several fronting onto areas of open space. Officers consider this arrangement to contribute to the quality of the development at the sensitive edge of settlement location and it would encourage natural surveillance.

The open space would be located linearly alongside the internal road network, and would allow for a spacious feel to the development on arrival into the site, which officers consider to be appropriate, given it would help to soften the built form.

There would be areas of play space provided in the northern and southern sections of the site. A LLAP would be provided to the south of the site and there would be two LAPS, one provided adjacent to the eastern boundary and the other provided to the north of the site. The locations of these would slightly differ from that shown on the Playspaces Plan included in the Section 106 agreement. However, this plan is indicative and one of the play areas shown on the S106 plan as being provided in the phase 2.2 site area will instead be provided as part of the phase 2.1 scheme. Overall, the number of play areas would be in accordance with that shown on the plan and the proposed locations would allow for more dispersed play space areas across the wider

site. The proposed play equipment would utilise natural materials and would be visually acceptable for the site's location. There would be natural surveillance provided to the areas from fronting dwellings.

An electricity substation would be located in the south western corner of the site, adjacent to the internal road network which would connect with future development of phase 3. There would be minimal hardstanding next to the substation and the building would comprise a single storey, brick structure with a pitched roof. Officers consider the siting of the substation to be acceptable.

There would be a range of housing types and sizes spread across the site. Dwellings would be served by private amenity areas and there would be communal areas of open space provided to serve the flatted units.

Affordable housing units would be provided in two areas within the site. The majority of the units would be provided in the northern area; however there would also be a small cluster in the southern area. The applicant has submitted confirmation from the Registered Providers that they would be happy to provide the affordable offer in terms of the location and mix of affordable homes. On this basis, the Council's Housing Enabling Manager does not raise any objection with regard to the location of the units.

Hardstanding allocated for parking would be provided in a mixture of on-site parking, parking courts, bay parking areas and garaging. Having regard to the location of these areas, and the use of soft landscaping to help soften their appearance, officers consider that the visual impact of the parking and hardstanding would be acceptable.

Overall, Officers consider that the proposed development would incorporate a good layout which would respect the character of the area and would allow for an attractive living environment.

- Scale

The proposed development would comprise a mixture of 2, 2.5 and 3 buildings, with the 2 and 2.5 storey buildings consisting of the dwellings and 3 storey buildings consisting of the flatted buildings. The dwellings would predominantly be detached or semi-detached; however there would be some dwelling terraces spread across the site.

The flatted buildings would be provided towards the north of the site and the 2.5 storey dwellings would be primarily focused towards the top of the southern section, fronting the road network. The distribution and scale of the

proposed buildings would not materially differ from the parameter plan submitted and accepted at the time of the outline permission. This parameter plan set out a height range of 8.5m – 10.5m for 2 storey built form and 10.5m – 16m for 2.5 – 3 storey built form. As part of the current proposal, the 3 storey flatted built form would have a maximum ridge height of 10.9m, which is at the lower end of the parameters.

The widths and lengths of the buildings are considered to be in proportion to their height and plot size. Whilst some of the dwellings would feature steep pitched roofs, this would be in keeping with the traditional Surrey vernacular. The incorporation of single storey garaging between dwellings would assist in breaking up the built form and providing variety to the streetscene.

- Appearance

The proposal would include a variety of house types and sizes, which would add variety and interest to the scheme. In addition, there would be a varied materials palette and varied architectural detailing on the dwellings. Features including gables, dormer windows, bay windows, chimneys, porch canopies, brick detailing and single storey projections would be incorporated into dwellings and would be spread across the site. Balconies would appear as features on the flatted buildings, which would add additional interest. Where balconies would provide external space, these would look out over open space rather than any private amenity areas.

The proposed detailing incorporated into the dwelling design is considered to be in keeping with the Cranleigh area. Officers consider that the appearance, form and overall character of the proposed dwellings would accord with the sentiments of the Design Statement.

It is acknowledged that the use of appropriate materials would be critical to the success of the scheme. The outline permission included a condition requiring the developer to submit samples of materials prior to the commencement of development for each phase and therefore it is not necessary to include such a condition on any reserved matters approval.

- Landscaping

All trees of high public amenity value on the site have been protected by a Tree Preservation Order. In connection with the construction of the internal road network, which would provide a link with phase 3 of the wider development, there would be loss of tree, not subject of a TPO, along the eastern site boundary.

The hard landscaping plan that has been submitted with the current application includes details of boundary treatments and hard surfacing materials within the site.

In terms of boundary treatment, details of the proposed treatment around the site peripheries would be secured by means of a planning condition should permission be granted. Private gardens within the site would be demarcated using 1.8m close board fencing and there would be small areas of 1.2m high post and rail fencing. Such boundary treatment is considered to be acceptable.

The hard surfacing within the site would include a tarmac road and footpath serving the primary road within the site, and porous paving in brindle and burnt ochre colours serving the secondary roads. Pathways to the dwellings would be paved and there would be a hoggin footpath with timber edging which would connect the site within future development of phase 3 to the east. Officers consider that the proposed materials and their variation within the site would be acceptable. The primary access road would blend with the existing road network in the area and the secondary roads would be de-formalised through the use of different colour surfaces.

A Landscape Management and Maintenance Plan has been submitted as part of the current application, which includes details of open space and play space management, as required by the Section 106 Agreement attached to the outline permission.

The scheme would incorporate planting around the site, which officers consider would help to soften the visual appearance of built form. The Council's Tree and Landscape Officers has commented that the extent of planting proposed would be acceptable. However, some of the planting species could be improved to better relate to the site and wider area. As such, officers consider that it would be reasonable to secure a revised specification by means of a planning condition should permission be granted.

Impact on residential amenity

Policy TD1 of the Local Plan 2018 (Part1) seeks to ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development. Retained policies D1 and D4 of the Local Plan 2002 are given substantial and full weight respectively due to their consistency with the NPPF 2012.

When considering the impact on residential amenity, it is necessary to consider the impact on existing neighbouring properties to the north of the

site, the properties being delivered to the north west of the site (Hewitts Industrial Estate – WA/2014/2384 and WA/2018/0460) and the properties being delivered to the south west of the site (Little Meadow – WA/2015/0478 and WA/2017/0738).

Firstly, with regard to the development to the south west of the site (Little Meadow), the approved layout for dwellings under WA/2017/0738 can be seen below:



Having regard to the fact that there would be an area of woodland and open space between the built form on both sites, officers are satisfied that the current proposal would not result in any material harm to the amenity of future occupiers of this adjacent site.

Secondly, turning to the residential development being implemented at Hewitts Industrial Estate, the approved site plan of WA/2018/0460 is as follows:



The neighbouring residential dwellings along the eastern site boundary would be sited a minimum distance of approximately 11m away from the shared boundary with the current application site. The built form proposed under the current phase 2.1 would include a row of terraced units (units 126 – 131) along the western site boundary adjacent to the Hewitts site. These units would be located approximately 13m away from the shared boundary. As such, the separation distance between the neighbouring built form along this boundary would be approximately 24m. Officers are satisfied that this would be sufficient so as to not result in any material harm to occupiers' amenity. There would also be a shared boundary with this neighbouring site to the north. However, the separation distance between built form in this area would be in excess of 20m and the proposed flatted building under the current scheme would be set at an angle to the neighbouring dwellings. Officers are satisfied that would be no resultant material impact to neighbouring amenity.

Lastly, turning to existing residential properties, the nearest neighbouring dwellings to the site would be those of semi-detached properties Nos. 1 and 2 Railway Cottages to the north of the site. The amenity area serving No.2 Railway Cottages would abut the very top of the north eastern site boundary. The nearest proposed built form would be in excess of 40m away from this neighbouring dwelling. Having regard to the separation distance, length of the neighbouring amenity space and juxtaposition of built form to each other, it is considered that there would be no resultant material overbearing impact, loss of privacy or loss of light.

It is acknowledged that there would be a car parking courtyard located adjacent to the north eastern site boundary shared with No.2 Railway Cottages. However, having regard to the size of this area (15 spaces) and the likely associated noise levels from its use, officers consider that any impact would not be of a scale to warrant a material objection.

Overall, officers consider that the proposed development would be located and designed in an acceptable manner, such that there would be no material resultant harm to neighbouring residential amenity from overbearing form, overlooking or loss of light.

Standard of accommodation and provision of amenity/play space

Policy TD1 seeks to maximise the opportunity to improve the quality of life, health and well-being of current and future residents through the provision of appropriate private, communal and public amenity space, appropriate internal space standards for new dwellings, on site play space provision, appropriate facilities for the storage of waste and private clothes drying facilities.

The Government Technical Housing standards – nationally described space standards (2015) requires dwellings to meet certain internal space standards in order to ensure that an appropriate internal standard of accommodation has been provided for future occupiers.

The proposal would provide for the following:

Market units

Type	Units	Beds	Internal Floorspace (m ²)	Space Standards (m ²)
1BF	96, 98, 99, 101, 102, 104, 114, 117, 118, 121, 122, 125, 156, 158, 159, 161, 162, 164	1	47 - 48.4	50
2BF	97, 100, 103, 115, 116, 119, 120, 123, 124, 157, 160, 163	2	70 - 73.9	70
2H2	154	2	72	79
2H2a	151	2	72	79
2H3	152, 188	2	77.5	79
2H3a	153, 189	2	77.5	79
3H1	190, 191	3	88.9	93
3H1(b)	150	3	90.2	93
3H9	202	3	104.5	102
3H9ex	74, 81, 175	3	115.3	102
3H13	77, 79, 95, 167, 183	3	137.3	102
3H13a	76, 78, 94, 166, 182	3	137.3	102
3H20(b)	155, 200	3	101.7	102
3H21	80, 174	3	106.3	102
3H21a	75	3	115.3	102
3H21ex	176, 203	3	111	102
3H50	93, 172	3	120.4	102
3H50a	92	3	120.4	102
3H51	91, 173	3	128.2	102
4H2	201	4	133.4	124
4H2w	83	4	135.3	124
4H18	165	4	149.2	124
4H26	178, 181	4	161.6	124
4H26ex	179, 180	4	164.7	124
4H30ex	82	4	156.4	124
4H31	177, 184-187	4	164.9-166.6	124
4H51	168-171	4	137.9	124

Affordable Housing Units

Type	Units	Beds	Internal Floorspace (m ²)	Space Standards (m ²)
1BF (R)	132, 134, 135, 137, 138, 140, 141, 143, 144, 146, 147, 149	1	41.2 - 46.3	50
2BF (R)	133, 136, 139, 142, 145, 148	2	67.1	70
2BH (R)	86, 88-90, 113, 128-130	2	75.3	79
2BH (SO)	84, 85, 105-107, 194-197	2	75.3	79
3BH (R)	87, 108-112, 126, 131	3	83.8	93
3BH (SO)	192, 193, 198, 199	3	83.8	93

It is acknowledged that a number of the proposed units would not accord with the Standards. However, the Council does not have a Local Plan Policy in respect of these standards and, having regard to the floorspaces to be provided, Officers nevertheless consider that an appropriate standard of accommodation would be provided on site.

It is considered that the proposal would provide appropriate separation distances between proposed dwellings such to provide appropriate light, outlook and privacy. Each proposed dwelling would be served by its own private amenity space and there would be a reasonable amount of open space surrounding the flatted buildings. In addition, some of the flats would benefit from private balconies.

Overall, the site would have a sizeable quantity of open space within it. There would be three areas of play within the site, comprising 1 LLAP and 2 LAPs. These are positioned relatively close to footpaths within the site and areas of open space. In all cases, there would be good natural surveillance provided by properties fronting the areas.

Clause 1.1.1 of Schedule 4 of the Section 106 Agreement attached to the outline consent sets out a requirement for a Play Space Specification and a Play Space Management Plan for the first LLAP to be submitted with the relevant Reserved Matters application. The first LLAP to be provided as part of the overall scheme would be provided as part of the current phase.

Details of the play space specification have been shown on a submitted plan, and details of the management are set out within Section 15.0 of the submitted 'Landscape Management & Maintenance Plan'. The areas would be managed and maintained by a Management Company, as per the Section 106 Agreement. The equipment to be provided in the two LAPS would include balance beams, timber stepping logs, play boulders, springers, a clatter bridge

and informal mounds. The proposed LLAP would also feature such equipment, with additions including a timber playhouse, timber swing, log frame climber, swing bars and an aerial runway. Overall the equipment would be of a natural material appearance which officers consider would blend into the surrounding environment. In this respect, it is considered that the proposed play space would be visually acceptable and the proposal would make provision for play space.

Waste, recycling and cycle stores

Communal cycle stores would be provided in a dedicated store to serve the flatted units. In addition, the application sets out that 2 cycle parking spaces would be provided to serve each dwelling, either within garage space or private amenity space. However, the County Highway Authority has recommended a condition to secure the submission of a scheme detailing the type of secure bicycle storage for both dwellings and flats to be agreed prior to the occupation of units. Officers consider that it would be reasonable to impose such a condition on any grant of permission to secure full cycle storage details.

With regard to waste and recycling, the proposed layout has been designed in a manner to accommodate kerbside bin collection points. A refuse strategy plan has been submitted with the application, which specifies the areas for on-plot storage of waste and recycling bins and off-plot bin collection locations. Communal bin stores would be provided to serve the flatted units. Swept path analysis has been carried out to demonstrate that a refuse vehicle could access the site and collection points. Overall, officers consider that acceptable bin and cycle storage could be achieved on site.

Car parking and highways

The NPPF supports the adoption of local parking standards for both residential and non-residential development. The Council has adopted a Parking Guidelines Document which was prepared after the Surrey County Council Vehicular and Cycle Parking Guidance in January 2012. Policy ST1 of the Local Plan (Part 1) 2018 states that development schemes should have appropriate provision for car parking. Development proposals should comply with the appropriate guidance as set out within these documents.

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

Dwelling size (and number proposed)	Spaces required per dwelling	Total required
1 bed (30)	1	30
2 bed (42)	2	84
3+ bed (58)	2.5	145
Total required spaces		259

The proposal includes 261 spaces, which exceeds the parking requirement. The parking requirement includes an allowance for visitor parking. However, the current scheme would, in addition to the 261 allocated spaces, also provide for 29 visitor parking spaces either in lay-by areas parallel with the road carriageway or parking areas for the flatted buildings. Officers consider the level of parking to be acceptable.

Officers note that Surrey Police has raised some concern over the parking court area in the north west corner noting that the parking bays are not directly overlooked by the dwellings to which they are allocated. Having regard to the Car Parking Guide from Homes 2016 that Surrey Police refer to, Officers consider that this area of parking would be comprise a small group of spaces, which would be adjacent to dwellings. Further, this parking area would be within view of active rooms (open plan living/dining rooms) of adjacent dwellings. On this basis, Officers consider the parking arrangement to be acceptable.

The application sets out that each of the garages provided within the site will be equipped with a trickle charging point for electric vehicles, in compliance with Condition 16 of the outline planning consent. There will be 5 communal charging points provided across the site, located adjacent to visitor spaces.

The County Highway Authority is satisfied that the current Reserved Matters application is compatible with the access arrangements agreed at the outline stage. No objection has been raised in connection with the current proposal, subject to recommended conditions and informatives. Conditions have been recommended in relation to cycle storage (as set out in previous section of this report), electric vehicle charging points (location, management and maintenance) and to secure areas for parking and turning being provided on site.

Flood risk and drainage

The matter of flood risk and drainage was considered under the outline consent. The principle of the acceptability of the proposal in terms of drainage and flood risk was therefore accepted at the outline stage. However, the Lead

Local Flood Authority (LLFA) has reviewed the current proposal to ensure that the drainage scheme for this phase of the development accords with that approved at the outline stage. The LLFA is satisfied that the proposed drainage scheme meets the requirements set out within the NPPF, NPPG and Technical Standards and is therefore acceptable.

Environmental Impact Regulations 2017

The approved outline application (WA/2014/0912) was supported by an Environmental Statement (ES), which identified that the most significant environmental issues relate to traffic and transportation, noise, air quality, ecology and nature conservation, landscape and visual impact assessment, archaeology, water resources and flood risk, climate change and cumulative impacts. The report concluded that subject to the mitigation measures set out within the report, the proposal would not have a significant effect on the above issues.

The Section 73 application to vary Conditions 18, 21 and 22 of the outline permission (Ref: WA/2016/1625) was accompanied by a Statement of Conformity to the EIA which concluded that given the minor nature of the amendments, the 2014 Environmental Statement and 2015 Environmental Statement. No further environmental information was required and Officers were satisfied that the proposed changes would not have any additional impacts on the environment over that identified within the Environmental Statements.

With regard to the current Reserved Matters application for Phase 2.2 of the scheme, an EIA Statement of Conformity has been submitted. This concludes that no additional environmental effects associated with the construction or operation of the current proposal are anticipated above and beyond those which have been previously assessed under the outline application. As such it therefore remains in conformity with the statements previously submitted.

Following amendments to the proposal, a further letter dated 15 October 2018 has been submitted by AECOM Infrastructure & Environment UK Limited. This sets out that the amendments, consisting of re-alignment of the internal road network, resultant loss of one additional tree, and design alterations to dwellings, would not result in any additional or different environmental impacts above those which have been previously assessed under the outline consent.

Following assessment of the Statement of Conformity, Officers are satisfied that the proposed reserved matters for which approval is sought under this application would not have any additional impacts on the environment over that identified within the original Environmental Statement. No further EIA

information is required and the original assessments made on the permissions WA/2014/0912 and WA/2016/1625 stand and remain relevant to enable determination of this application.

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 paragraph 38 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 Representations

The objections raised by the Parish Council and Third Party representations are noted by Officers and have been carefully considered as part of the assessment of the application.

With regard to the Parish Council objections, Officers would advise that additional drainage information has been submitted in the course of the assessment of the application and this has been found to be acceptable by the LLFA, having regard to the drainage strategy approved at the outline stage. The impact on trees has been fully assessed by Officers within this report.

A number of the objections raised by Third Parties are in relation to matters which have been fully assessed by Officers within this report, namely those of density, building height, impact on residential amenity and flooding. With regard to boundary treatment, details of boundary treatment within the site serving individual plots are known and have been set out within this report. In respect of the site periphery, including the shared boundary with No.2 Railway Cottages, the applicant has confirmed that an existing poor quality fence will likely require stripping out and replacement with a new close board fence. Full

details of the treatment around the site boundary would be secured by means of a planning condition should permission be granted.

Conclusion

The principle of development for 425 dwellings across the wider site has been established and approved by the outline permission WA/2014/0912 and subsequent amendment under WA/2016/1625. The current application is for the reserved matters: layout, scale, appearance and landscaping for phase 2.2 only.

Officers consider that the layout, scale, appearance and landscaping would not result in any material visual harm or material harm to neighbouring residential amenities. The proposal would provide an acceptable level of amenity and play space, and the architectural style, height and form of the dwellings proposed would be of a traditional character in keeping with the surroundings of Cranleigh.

In view of the above and having regard to all other material planning considerations set out in the report, officers are of the opinion that the proposal would be in accordance with the Development Plan.

RECOMMENDATION A

That, subject to a S106 Agreement to secure a deed of variation to amend the affordable housing provision in relation to phases 2 and 3, and conditions, the Reserved Matters of Layout, Scale, Appearance and Landscaping be APPROVED.

1. Condition

The plan numbers to which this permission relates are:

Site Layout and Location Plan

Site Location Plan – drawing S893-Ph2.2-001 Rev C

Site Layout – drawing S893-Ph2.2-002 Rev S

Site Layout (Coloured) – drawing S893-Ph2.2-002 Rev S

Site Layout (Clouded) – drawing S893-Ph2.2-002 Rev S

Elec Sub Station Details – drawing S893/Ph2.2/ESS

Refuse Strategy Plan – drawing S893-Ph2.2-RSP Rev A

Floor Plans and Elevations

Plot 74-75

Floorplans – drawing S893/Ph2.2/P74-75/01

Elevations (sheet 1) – drawing S983/Ph2.2/P74-75/02

Elevations (sheet 2) – drawing S893/Ph2.2/P74-75/03

Plot 76-77

Ground & first floor plan – drawing S893/Ph2.2/P76-77/01

Second floor plan – drawing S893/Ph2.2/P76-77/02

Elevations (sheet 1) – drawing S893/Ph2.2/P76-77/03

Elevations (sheet 2) – drawing S893/Ph2.2/P76-77/04

Plot 78-79

Ground & first floor plan – drawing S893/Ph2.2/P78-79/01

Second floor plan – drawing S893/Ph2.2/P78-79/02

Elevations (sheet 1) – drawing S893/Ph2.2/P78-79/03

Elevations (sheet 2) – drawing S893/Ph2.2/P78-79/04

Plot 80-81

Floorplans – drawing S893/Ph2.2/P80-81/01

Elevations (sheet 1) – drawing S893/Ph2.2/P80-81/02

Elevations (sheet 2) – drawing S893/Ph2.2/P80-81/03

Plot 82

Floorplans – drawing S893/Ph2.2/P82/01

Elevations – drawing S893/Ph2.2/P82/02

Plot 83

Floorplans – drawing S893/Ph2.2/P83/01

Elevations – drawing S893/Ph2.2/P83/02 Rev A

Plot 84-85

Floorplans – drawing S893/Ph2.2/P84-85/01

Elevations – drawing S893/Ph2.2/P84-85/02

Plot 86-90

Ground floor plan – drawing S893/Ph2.2/P86-90/01

First floor plan – drawing S893/Ph2.2/P86-90/02

Elevations (sheet 1) – drawing S893/Ph2.2/P86-90/03 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P86-90/04 Rev A

Plot 91-93

Ground floor plan – drawing S893/Ph2.2/P91-93/01

First floor plan – drawing S893/Ph2.2/P91-93/02

Second floor plan – drawing S893/Ph2.2/P91-93/03 Rev A

Elevations (sheet 1) – drawing S893/Ph2.2/P91-93/04 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P91-93/05 Rev A

Elevations (sheet 3) – drawing S893/Ph2.2/P91-93/06 Rev A

Plot 94-95

Ground floor plan – drawing S893/Ph2.2/P94-95/01

First floor plan – drawing S893/Ph2.2/P94-95/02

Second floor plan – drawing S893/Ph2.2/P94-95/03

Elevations (sheet 1) – drawing S893/Ph2.2/P94-95/04

Elevations (sheet 2) – drawing S893/Ph2.2/P94-95/05

Elevations (sheet 3) – drawing S893/Ph2.2/P94-95/06

Plot 96-104

Ground floor plan – drawing S893/Ph2.2/P96-104/01

First floor plan – drawing S893/Ph2.2/P96-104/02 Rev A

Second floor plan – drawing S893/Ph2.2/P96-104/03

Elevations (sheet 1) – drawing S893/Ph2.2/P96-104/04 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P96-104/05 Rev A

Elevations (sheet 3) – drawing S893/Ph2.2/P96-104/06 Rev A

Elevations (sheet 4) – drawing S893/Ph2.2/P96-104/07

Plot 105-107

Floorplans – drawing S893/Ph2.2/P105-107/01

Elevations – drawing S893/Ph2.2/P105-107/02

Plot 108-110

Floorplans – drawing S893/Ph2.2/P108-110/01

Elevations – drawing S893/Ph2.2/P108-110/02

Plot 111-113

Floorplans – drawing S893/Ph2.2/P111-113/01

Elevations – drawing S893/Ph2.2/P111-113/02

Plot 114-125

Ground floor plan – drawing S893/Ph2.2/P114-125/01 Rev A

First floor plan – drawing S893/Ph2.2/P114-125/02 Rev A

Second floor plan – drawing S893/Ph2.2/P114-125/03 Rev A

Elevations (sheet 1) – drawing S893/Ph2.2/P114-125/04 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P114-125/05 Rev A

Elevations (sheet 3) – drawing S893/Ph2.2/P114-125/06 Rev A

Elevations (sheet 4) – drawing S893/Ph2.2/P114-125/07

Plot 126-131

Ground floor plan – drawing S893/Ph2.2/P126-131/01

First floor plan – drawing S893/Ph2.2/P126-131/02

Elevations (sheet 1) – drawing S893/Ph2.2/P126-131/03 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P126-131/04 Rev A

Elevations (sheet 3) – drawing S893/Ph2.2/P126-131/05 Rev A

Plot 132-149

Ground floor plan – drawing S893/Ph2.2/P132-149/01

First floor plan – drawing S893/Ph2.2/P132-149/02

Second floor plan – drawing S893/Ph2.2/P132-149/03

Elevations (sheet 1) – drawing S893/Ph2.2/P132-149/04

Elevations (sheet 2) – drawing S893/Ph2.2/P132-149/05

Elevations (sheet 3) – drawing S893/Ph2.2/P132-149/06

Elevations (sheet 4) – drawing S893/Ph2.2/P132-149/07

Plot 150-155

Ground floor plan – drawing S893/Ph2.2/P150-155/01

First floor plan – drawing S893/Ph2.2/P150-155/02

Elevations (sheet 1) – drawing S893/Ph2.2/P150-155/03 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P150-155/04 Rev A

Elevations (sheet 3) – drawing S893/Ph2.2/P150-155/05 Rev A

Plot 156-164

Ground floor plan – drawing S893/Ph2.2/P156-164/01

First floor plan – drawing S893/Ph2.2/P156-164/02 Rev A

Second floor plan – drawing S893/Ph2.2/P156-164/03

Elevations (sheet 1) – drawing S893/Ph2.2/P156-164/04 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P156-164/05

Elevations (sheet 3) – drawing S893/Ph2.2/P156-164/06 Rev A

Elevations (sheet 4) – drawing S893/Ph2.2/P156-164/07 Rev A

Plot 165,182-183

Ground floor plan – drawing S893/Ph2.2/P165+182-183/01 Rev A

First floor plan – drawing S893/Ph2.2/P165+182-183/02 Rev A

Second floor plan – drawing S893/Ph2.2/P165+182-183/03 Rev A

Elevations (sheet 1) – drawing S893/Ph2.2/P165+182-183/04 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P165+182-183/05 Rev A

Plot 166-167

Ground floor plan – drawing S893/Ph2.2/P166-167/01 Rev A

First floor plan – drawing S893/Ph2.2/P166-167/02 Rev A

Second floor plan – drawing S893/Ph2.2/P166-167/03 Rev A

Elevations (sheet 1) – drawing S893/Ph2.2/P166-167/04 Rev A

Elevations (sheet 2) – drawing S893/Ph2.2/P166-167/05 Rev A

Plot 168-171

Ground floor plan – drawing S893/Ph2.2/P168-171/01 Rev A

First floor plan – drawing S893/Ph2.2/P168-171/02 Rev A

Second floor plan – drawing S893/Ph2.2/P168-171/03 Rev A
Elevations (sheet 1) – drawing S893/Ph2.2/P168-171/04 Rev A
Elevations (sheet 2) – drawing S893/Ph2.2/P168-171/05 Rev A
Elevations (sheet 3) – drawing S893/Ph2.2/P168-171/06 Rev A
Elevations (sheet 4) – drawing S893/Ph2.2/P168-171/07 Rev A

Plot 172-173

Ground floor plan – drawing S893/Ph2.2/P172-173/01 Rev B
First floor plan – drawing S893/Ph2.2/P172-173/02 Rev B
Elevations (sheet 1) – drawing S893/Ph2.2/P172-173/03 Rev B
Elevations (sheet 2) – drawing S893/Ph2.2/P172-173/04 Rev B

Plot 174-175

Floorplans – drawing S893/Ph2.2/P174-175/01 Rev A
Elevations – drawing S893/Ph2.2/P174-175/02 Rev B

Plot 176

Floorplans – drawing S893/Ph2.2/P176/01 Rev A
Elevations – drawing S893/Ph2.2/P176/02 Rev A

Plot 177

Floorplans – drawing S893/Ph2.2/P177/01 Rev A
Elevations – drawing S893/Ph2.2/P177/02 Rev B

Plot 178-181

Ground floor plan – drawing S893/Ph2.2/P178-181/01 Rev B
First floor plan – drawing S893/Ph2.2/P178-181/02 Rev B
Second floor plan – drawing S893/Ph2.2/P178-181/03 Rev B
Elevations (sheet 1) – drawing S893/Ph2.2/P178-181/04 Rev B
Elevations (sheet 2) – drawing S893/Ph2.2/P178-181/05 Rev B
Elevations (sheet 3) – drawing S893/Ph2.2/P178-181/06 Rev B

Plot 184-185

Ground floor plan – drawing S893/Ph2.2/P184-185/01
First floor plan – drawing S893/Ph2.2/P184-185/02
Elevations (sheet 1) – drawing S893/Ph2.2/P184-185/03
Elevations (sheet 2) – drawing S893/Ph2.2/P184-185/04

Plot 186

Floorplans – drawing S893/Ph2.2/P186/01
Elevations – drawing S893/Ph2.2/P186/02

Plot 187

Floorplans – drawing S893/Ph2.2/P187/01

Elevations – drawing S893/Ph2.2/P187/02

Plot 188-189

Floorplans – drawing S893/Ph2.2/P188-189/01

Elevations – drawing S893/Ph2.2/P188-189/02 Rev A

Plot 190-191

Floorplans – drawing S893/Ph2.2/P190-191/01

Elevations (sheet 1) – drawing S893/Ph2.2/P190-191/02

Elevations (sheet 2) – drawing S893/Ph2.2/P190-191/03

Plot 192-193

Floorplans – drawing S893/Ph2.2/P192-193/01 Rev A

Elevations – drawing S893/Ph2.2/P192-193/02 Rev A

Plot 194-197

Floorplans – drawing S893/Ph2.2/P194-197/01

Elevations – drawing S893/Ph2.2/P194-197/02

Plot 198-199

Floorplans – drawing S893/Ph2.2/P198-199/01

Elevations – drawing S893/Ph2.2/P198-199/02

Plot 200-201

Floorplans – drawing S893/Ph2.2/P200-201/01 Rev B

Elevations (sheet 1) – drawing S893/Ph2.2/P200-201/02 Rev B

Elevations (sheet 2) – drawing S893/Ph2.2/P200-201/03

Plot 202

Floorplans – drawing S893/Ph2.2/P202/01 Rev A

Elevations – drawing S893/Ph2.2/P202/02 Rev A

Plot 203

Floorplans – drawing S893/Ph2.2/P203/01 Rev A

Elevations – drawing S893/Ph2.2/P203/02 Rev A

Garage Details

Plot 83 Floorplans & Elevations – drawing S893/Ph2.2/P83/GD

Plot 91 Floorplans & Elevations – drawing S893/Ph2.2/P91/GD

Plot 182-183 Floorplans & Elevations – drawing S893/Ph2.2/P182-183/GD

Plot 187 Garage Floorplans & Elevations – drawing S893/Ph2.2/P187/GD

Plot 201-202 Car Barn Details – drawing S893/Ph2.2/P201-202/CBD

Landscaping

Hard Landscaping Plan – drawing S893-Ph2.2-003 Rev F

General Arrangement Key Plan – drawing EXA_1635_PH2.2_000 Rev B

Typical Tree Pit Details– drawing EXA_1635_PH2.2_200 Rev A

LAPS & LEAPS – drawing ExA_1635_PH2.2_300 Rev C

Landscape Management and Maintenance Plan –
ExA_1635_PH2.2_8000 (report dated November 2017)

Tree Protection Plan – drawing 16172-BT34

Drainage

Levels Layout Sheet 1 – drawing 8160696/PH2.2/SK001 Rev P1

Levels Layout Sheet 2 – drawing 8160696/PH2.2/SK002 Rev P3

Levels Layout Sheet 3 – drawing 8160696/PH2.2/SK003 Rev P3

Drainage Strategy Sheet 1 – drawing 8160696/PH2.2/SK005 Rev P2

Drainage Strategy Sheet 2 – drawing 8160696/PH2.2/SK006 Rev P3

Drainage Strategy Sheet 3 – drawing 8160696/PH2.2/SK007 Rev P3

Drainage Strategy Sheet 4 – drawing 8160696/PH2.2/SK008 Rev P2

Exceedance Flow Route Sheet 1 – drawing 8160696/PH2.2/SK009 Rev
P3

Exceedance Flow Route Sheet 2 – drawing 8160696/PH2.2/SK010 Rev
P2

Flood Risk Assessment & Drainage Statement (Issue 3) ref:
CV8160696/JB/DW/232 (report dated 3 August 2018)

Surface water Drainage Strategy & Proposed Discharge Rates –
8160696-1010 Rev P4

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 Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

2. Condition

No dwelling hereby approved shall be first occupied unless and until a scheme detailing the type of secure bicycle storage (for both houses and flats) has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The approved details shall then be provided prior to the first occupation of each dwelling in phase 2.2.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan 2018 (Part 1) and in recognition of Section 9 “Promoting Sustainable Transport” in the NPPF 2018

3. Condition

The development hereby approved shall not be occupied unless and until a scheme detailing the type of electric vehicle charging points for every house and communal charging points for flats (including a strategy for their ongoing management and maintenance), has been submitted to and approved writing by the Local Planning Authority. The approved electric vehicle charging scheme shall then be provided prior to first occupation of phase 2.2.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan 2018 (Part 1) and in recognition of Section 9 “Promoting Sustainable Transport” in the NPPF 2018.

4. Condition

No dwelling hereby approved within phase 2.2 shall be first occupied unless and until parking and turning for that dwelling has been provided in accordance with the approved plans. The parking and turning areas for each dwelling shall thereafter be 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 Policy ST1 of the Local Plan 2018 (Part 1) and in recognition of Section 9 “Promoting Sustainable Transport” in the NPPF 2018.

5. Condition

The garaging hereby approved within phase 2.2 shall be retained in a form capable for the parking of vehicles and storage incidental to the residential occupation and enjoyment of the dwellings as such. At no time shall the garaging be used 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 TD1 and ST1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

6. Condition

Prior to the first occupation of the development hereby permitted within phase 2.2, details of the boundary treatment to be provided around the site boundary shall be submitted to and approved in writing by the Local Planning Authority. The boundary treatment shall be provided on site in strict accordance with the approved details prior to the first occupation of the development in phase 2.2.

Reason

Having regard to the character and amenities of the area, in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

7. Condition

Prior to the first occupation of the development hereby permitted within phase 2.2, a scheme for the provision of an access bridge connecting phases 2.1 and 2.2 shall be approved by the Local Planning Authority and shall be implemented in strict accordance with the approved details.

Reason

To ensure appropriate access is provided to the development, having regard to Policy ST1 of the Local Plan 2018 (Part 1).

8. Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no fences, gates or walls shall be erected within the curtilage of any dwellinghouse forward of any wall of that dwellinghouse or adjoining dwelling which fronts onto a road, other than those that may be approved as part of this permission.

Reason

Having regard to the character and amenities of the area, in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

9. Condition

The development hereby approved within phase 2.2 shall not be first occupied until details of bin stores have been submitted to and approved in writing by the local planning authority and provided in accordance with these details. The bin stores shall be retained as approved thereafter.

Reason

Having regard to the character and amenities of the area, in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

10. 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 enlargement or alteration to the roofs of the dwellings hereby permitted as defined within Part 1 of Schedule 2, Class B inclusive of that order, shall be undertaken on the site without the written permission of the Local Planning Authority.

Reason

Having regard to the character and amenities of the area, in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

11. Condition

Prior to the occupation of the dwellings, details shall be submitted to and be approved in writing by the Local Planning Authority to confirm that the dwellings have been completed to meet the requirement of 110 litres of water per person per day.

Reason

To ensure sustainable construction and design in accordance with Policy CC2 of the Waverley Local Plan Part 1 (2018).

12. Condition

The first floor windows in the following elevations shall be formed of obscure glazing and fixed shut below 1.7metres from finished floor level to the extent that intervisibility is excluded and shall be retained:

- Plot 75 – bathroom in the eastern elevation
- Plot 80 – bathroom in the western elevation
- Plot 82 – bathroom in the eastern elevation
- Plot 84 – bathroom in the eastern elevation
- Plot 85 – bathroom in the eastern elevation

- Plot 101 – dining area in north western elevation
- Plot 104 – dining area in north western elevation
- Plot 174 – bathroom in the north west elevation
- Plot 177 – bathroom in the eastern elevation
- Plot 184 – bathroom in the southern and northern elevations
- Plot 185 – bathroom in the southern and northern elevations
- Plot 186 – bathroom in the northern elevation
- Plot 187 – bathroom in the southern and northern elevations
- Plot 188 – bathroom in the southern elevation
- Plot 200 – bathroom in the northern elevation
- Plot 203 – bathroom in the northern elevation

Reason

In the interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan 2002 and retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

13. 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. 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 Policy NE2 of the Local Plan 2018 (Part 1) and retained Policies D6 and D7 of the Local Plan 2002. This is a pre commencement condition as it goes to the heart of the permission.

14. 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 retained arboricultural consultant, 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 Policy NE2 of the Local Plan 2018 (Part 1) and retained Policies D6 and D7 of the Local Plan 2002. This is a pre commencement condition as it goes to the heart of the permission.

15. 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 Policy NE2 of the Local Plan 2018 (Part 1) and retained Policies D6 and D7 of the Local Plan 2002. This is a pre commencement condition as it goes to the heart of the permission.

16. 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 Policy NE2 of the Local Plan 2018 (Part 1) and retained Policies D6 and D7 of the Local Plan 2002. This is a pre commencement condition as it goes to the heart of the permission.

17. Condition

Space for the following:

1. Parking of vehicles of site personnel, operatives and visitors.

2. Loading and unloading plant and materials.
3. Storage of plant and materials including demolition arisings.
4. Cement mixing.

shall be minimally 8 metres away from mature trees and 4 metres from hedgerows, or as may otherwise be 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 Policy NE2 of the Local Plan 2018 (Part 1) and retained Policies D6 and D7 of the Local Plan 2002.

18. Condition

No development shall commence on site until a scheme for the landscaping and replacement tree planting of the site, including the retention of existing landscape features, has been submitted to and approved in writing by the local planning authority. Landscaping schemes shall include details of planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme. All soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or use of the approved development or in accordance with a programme agreed in writing with the local planning authority. All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction. Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species.

Reason

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002. This is a pre-commencement condition as it goes to the heart of the permission.

Informatives

1. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain

prior written Consent. More details are available on the Surrey County Council website.

2. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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-andtransport/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-communitysafety/flooding-advice.

8. 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).
9. 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.
10. 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.
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 S38 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/transportdevelopment-planning/surrey-county-council-commuted-sums-protocol>
13. The applicant is encouraged to submit a Secure By Design Accreditation Application.
14. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to

connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. The contact number is 0800 009 3921.

15. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit www.thameswater.co.uk/buildover
16. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
17. Thames Water will not accept surface water flow to the public foul sewer until all other options had been investigated fully. Discharges shall be attenuated to reduce the likelihood of flooding downstream of the point of connection. As a guide a discharge rate of 5 litres/second/Hectare will be use in most instances, however more onerous constraints may be imposed to fit local circumstances. The system shall not show signs of flooding above ground for the worst 1 in 30 year storm, and shall be tested for exceedance in a 1 in 100 year storm to demonstrate any flooding that may occur will not flood properties.
18. In order to understand and agree the drainage needs for this proposal can the developer please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer

Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB.

19. The applicant's attention is drawn to the comments provided by the Council's Waste and Recycling Co-ordinator dated 2 March 2018 with regard to the required refuse and recycling containers for each of the units.
20. The Developer/Management must inform Waverley Borough Council's Environmental Services at least four weeks prior to the proposed date of initial occupation, in order that final arrangements for refuse and recycling collections can be made.
21. The Applicant's attention is drawn to the comments provided by Surrey Police dated 19 January 2018, in respect of the recommendation for ground and first floor easy access windows to be fitted with laminate glass.

RECOMMENDATION B

That details pursuant to the S106 Agreement requirement in respect of a Play Space Specification and Play Space Management Plan for WA/2014/0912 (Schedule 4, Clause 1.1.1) be APPROVED.

RECOMMENDATION C

That, in the event that a deed of variation to the original legal agreement to amend the affordable housing provision is not completed within 6 months of the resolution to grant the reserved matters, that the Reserved Matters of Layout, Scale, Appearance and Landscaping be REFUSED.

Agenda Item 8.

B2 WA/2018/1678
Crest Regeneration Ltd
12/10/2018

Application under Section 73A to vary Condition 5 and remove Condition 11 of WA/2018/0544 (Condition 5 limits works that can be done prior to construction of access bridge and Condition 11 limits lane closure times on the A31) to allow for the demolition of Brightwell Cottage and the tennis pavillion and the provision and collection of welfare facilities prior to the completion of the temporary construction bridge and to allow for the temporary 24 hour closure of a lane of the A31, to enable the construction of the bridge at Site B , East Street Regeneration, East Street, Farnham

Committee: Joint Planning Committee
Meeting Date: 14/11/2018

Public Notice: Was Public Notice required and posted: N/A
Grid Reference: E: 484358 N: 146775

Town: Farnham
Ward: Farnham Castle & Farnham Moor Park
Case Officer: Ruth Dovey
Expiry Date: 06/12/2018
Neighbour Notification Expiry Date: 06/11/2018

RECOMMENDATION

That, subject to the consideration of the views of the Council's Environmental Health Team and the County Highway Authority and subject to conditions, permission be GRANTED

Introduction/Background

The application has been brought before the Area Committee at the request of the Local Member.

Planning permission was granted for a temporary two way construction access bridge in connection with the East St redevelopment in June 2018 (ref. WA/2018/0544).

The bridge is required to enable the construction of the East St (Brightwells) redevelopment scheme. Over the course of various planning applications for the East St development, the need for a bridge from the A31 directly into the

site to construct the development has been required by condition, on the basis that routing the traffic through Farnham itself would result in unacceptable levels of traffic congestion and would have a harmful impact on air quality resulting in the loss of amenity to local residents.

This application relates to two conditions that were attached to the dual lane bridge permission, the first of which is condition 5 that reads as follows:

Condition 5:

The proposed road and vehicular access to the A31 Farnham Bypass and South Street, including the temporary vehicular bridge over Borelli Walk and the River Wey, shall be designed and constructed prior to the implementation of WA/2012/0912 or WA/2016/0268. No development shall begin before the South Street and A31 accesses, the bridge, access road and site compound have been completed in accordance with the application drawings and the requirements of the County Highway Authority. Once constructed, the accesses and bridge shall be retained free of any obstruction to its use in accordance with a duration to be agreed with the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

The applicants submitted a non-material amendment application in August 2018 to vary this condition to enable the demolition of the Brightwell Cottage prior to the construction of the bridge. This NMA application had originally also sought to include the provision of site welfare facilities and the demolition of the tennis pavilion prior to the construction of the bridge, but with agreement from the applicant, these elements were removed. This was on the basis that the tennis pavilion has already been removed (under the terms of an amendment to the single lane bridge permission – NMA/2015/0039) and that the provision of site welfare facilities would be permitted development so could be carried out in advance of the construction of the bridge, in any event.

The NMA application to amend condition 5 to enable the demolition of Brightwell Cottage prior to the completion of the temporary construction access bridge was considered by the Joint Planning Committee on 3rd October 2018. It was resolved to grant approval subject to the applicants demonstrating that they have an interest in the land (as required under Section 96A of the Town and Country Planning Act).

Subsequently, the applicants, Crest Regeneration Ltd, have sought to demonstrate to the Council's satisfaction that they have the required interest in the land. However, the Council is of the view that they do not have a sufficient interest in the land to accord with the terms of Section 96A. As a result, the applicants have submitted this minor material amendment application to vary condition 5. Under a minor material amendment application, the applicants are not required to have an interest in the land but they have to serve notice of the development on all those that do.

This application also seeks to remove condition 11 of the dual lane bridge permission which currently reads as follows:

"Any traffic management requiring lane closures on the A31 Farnham by-pass shall not be implemented or take place before the hours of 9am or after 5pm Monday to Friday".

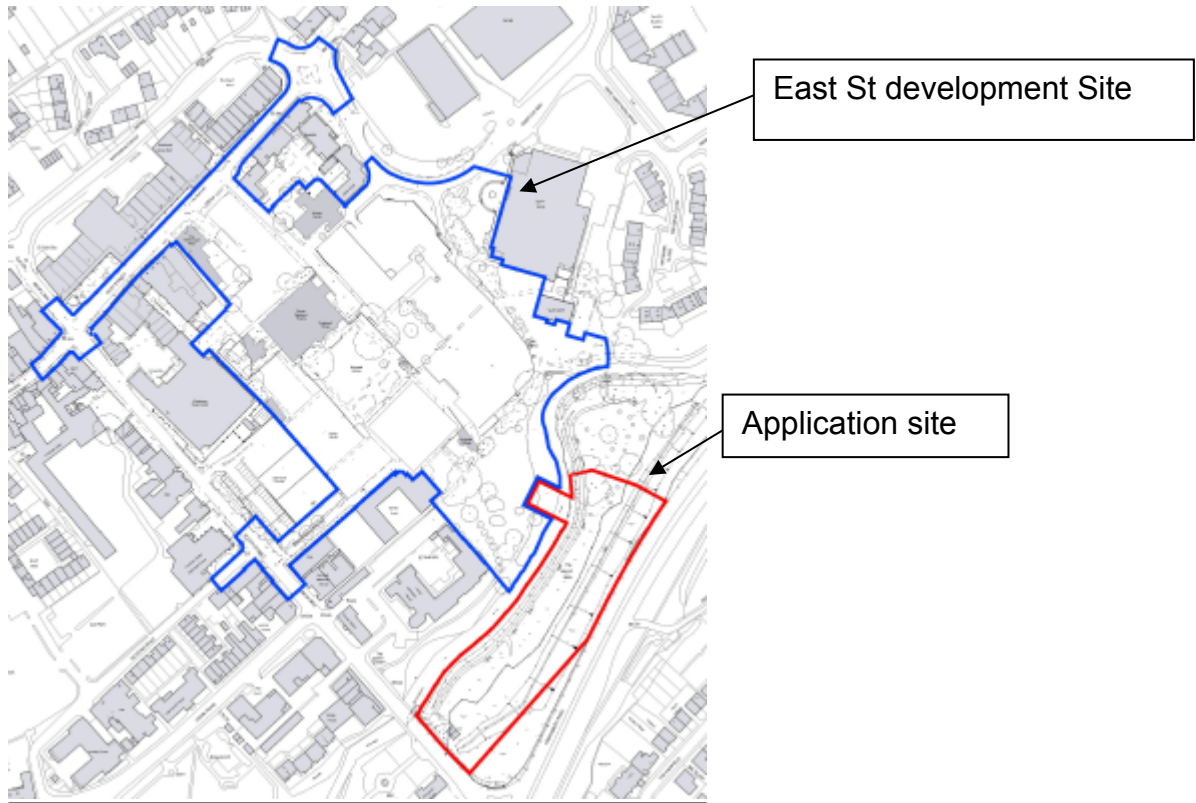
Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

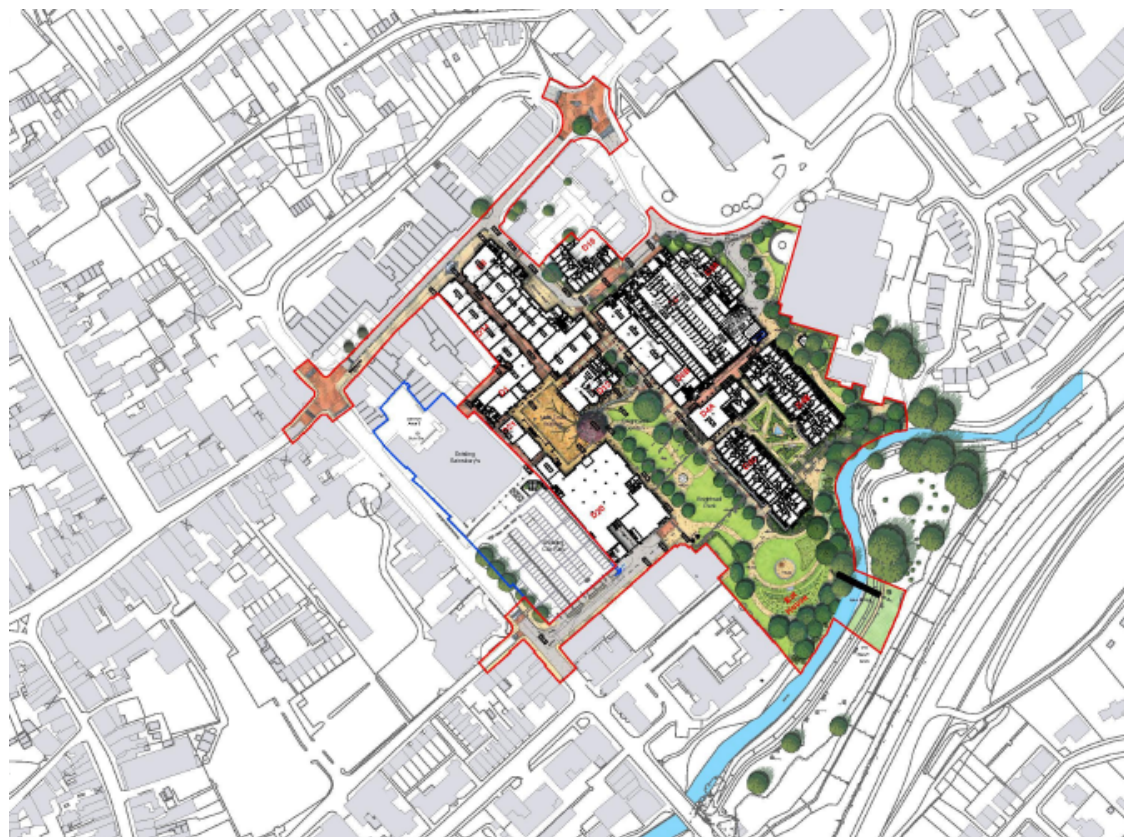
A lane closure on the A31 is required in order to construct the connection of the bridge to the A31. The above condition ensures that any lane closure does not take place during peak hours. However, the applicants are seeking to remove condition 11 to enable the 24 hour lane closure on the A31 Farnham by-pass during bridge construction.

The principle of this development has already been accepted with the approval of the planning application for the construction of the bridge (ref. no. WA/2018/0544). It would be inappropriate and unreasonable to revisit the principle of the entire redevelopment. The matters under consideration for this minor material amendment application relate solely to the implications, in terms of traffic impacts with regard to the re-wording of condition 5 and traffic, air quality and residential amenity impacts, resulting from the removal of condition 11.

Location Plan



Masterplan of East Street Redevelopment Scheme



Site Description

This application relates to the provision of a dual lane construction bridge which was granted under WA/2018/0544 and is required in association with the East Street redevelopment scheme in Farnham Town Centre, which was granted planning permission in August 2012 under reference WA/2012/0912, and later, under application ref. no. WA/2016/0268 which saw the approval of some minor material amendments.

The application site for the main redevelopment scheme extends to 3.95ha and is located between South Street, The Woolmead (East Street) and Dogflud Way. The River Wey and the A31 are beyond to the south and to the east is Farnham Leisure Centre.

The site for the dual lane bridge is situated at the southern end of the site, providing access from the A31, over the river and directly into the redevelopment site at its southern end. The reason for the bridge is to ensure that construction vehicles are not being routed through the town centre during the course of the development, reducing congestion in the town centre.

Proposal

Application ref. no. WA/2018/0544 granted approval for the following development:

Provision of a dual-lane temporary construction access to the A31 comprising a bridge across the River Wey, pedestrian underpass, temporary vehicular access from South St and other associated temporary works to enable the bridge.

Condition 5 of this permission reads as follows:

The proposed road and vehicular access to the A31 Bypass and South St, including temporary vehicular bridge over Borelli Walk and the River Wey, shall be designed and constructed prior to the demolition works approved by WA/2012/0912 and WA/2016/0268. No demolition or other works that fall within these planning consents that constitute development, shall begin before the South St and A31 accesses, the bridge access road and site compound have been completed in accordance with the application drawings and requirements of the County Highway Authority. Once constructed, the accesses and bridge shall be retained free of any obstruction to its use in accordance with a duration to be agreed by the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

Under the current terms of Condition 5, no development can take place on the main scheme until the bridge is completed. The application is for a Non-Material Amendment to Condition 5 of planning permission WA/2018/0544 to enable the demolition of Brightwell Cottage to occur prior to the completion of the bridge and the provision of on-site welfare facilities. The applicants are also applying to include the demolition of the tennis pavilion prior to the construction of the bridge. The tennis pavilion has already been demolished under a non-material amendment application for the single land bridge (NMA/2015/0039), although the applicants wish to include reference to it for the sake of completeness.

The re-worded condition is proposed to be as follows (*italics denote additions or changes*):

The proposed road and vehicular access to the A31 Bypass and South St, including temporary vehicular bridge over Borelli Walk and the River Wey, shall be designed and constructed prior to the demolition works approved by WA/2012/0912 and WA/2016/0268, *with the exception of Brightwells Cottage, the provision and collection of welfare facilities, and the demolition of the tennis pavilion*. No demolition or other works, *including the removal of demolition material*, that fall within these planning consents that constitute development (*other than the demolition of Brightwells Cottage, the provision and collection of welfare facilities, and the demolition of the tennis pavilion*), shall begin before the South St and A31 accesses, the bridge access road and site compound have been completed in accordance with the application drawings and requirements of the County Highway Authority. Once constructed, the accesses and bridge shall be retained free of any obstruction *until their removal*.

Condition 11 of planning permission WA/2018/0544 restricts any lane closure on the A31 during the construction of the temporary bridge, as follows:

Condition 11

Any traffic management requiring lane closures on the A31 Farnham by-pass shall not be implemented or take place before the hours of 9am or after 5pm Monday to Friday.

Reason

In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

This condition was attached to the permission to ensure that the lane closure does not take place during peak traffic hours to reduce the impact on the highway network. The applicants are seeking to remove this condition to enable a 24 hour lane closure to take place during the construction of the bridge.

Relevant Planning History

The relevant planning history relating to the bridge is as follows:

Reference	Proposal	Decision
WA/2018/0544	Provision of dual-lane temporary construction access to the A31 comprising a bridge across the River Wey pedestrian underpass temporary vehicular access from South Street and other associated temporary works to enable the bridge.	Full permission 09/07/2018
NMA/2015/0039	Non Material Amendment application for Amendment to Condition 16 of WA/2012/0911 in order to allow certain works identified to take place under planning permission WA/2012/0912 for the main site, prior to the construction of the temporary vehicular bridge and associated access works granted under planning permission WA/2012/0911	Agreed 17/06/2015
WA/2012/0911	Provision of temporary construction access to the A31 comprising bridge across the River Wey, pedestrian underpass, and other supporting infrastructure and re-instatement works including re-siting of the proposed footbridge across the	Full permission 07/08/2012 (Implemented – extant)

	River Wey from that approved under WA/2008/0279	
WA/2010/1650	Provision of temporary construction access to the A31, comprising bridge across the River Wey, pedestrian underpass, other supporting infrastructure and re-instatement works including re-siting of the proposed footbridge across the River Wey from that approved under WA/2008/0279.	Full permission 23/03/2012 (Not implemented)

The relevant planning history to the wider East St redevelopment site is as follows:

Reference	Proposal	Decision
NMA/2018/0049	Amendment to WA/2016/0268 to provide alterations to approved phasing plan	Agreed 06/08/2018
WA/2018/0308	Provision of 3 bat poles	Full permission 20/06/2018
WA/2017/2028	Listed Building Consent for demolition of Redgrave Theatre and works to Brightwell House.	Consent granted 23/01/2018 (Not implemented – extant)
WA/2016/0456	Application under Section 19 (Listed Building Consent) to vary Condition 6 of WA/2014/1926 (approved plan numbers) to allow a variation to the extensions and alterations hereby permitted.	Consent granted 04/07/2016. (Not implemented – expired)
WA/2016/0268	Application under S73 for the variation of Condition 3 (Plans) and removal of Condition 61 (Sustainability Statement) and Condition 60 (Combined Heat and Power Scheme) of WA/2012/0912 (East St Redevelopment) to allow 106 sq m increase in size of extension to Brightwell House, realignment of rear of Building D21, removal of Gostrey Centre	Full permission 09/09/2017 (Implemented – extant)

	community use from Building D20 resulting in space to be occupied by Use Classes A1/A3 Retail/Food and Drink, internal alterations and amendment to landscaping scheme; revision to heating strategy, omitting energy centre and changes to comply with current Building Regulations and other regulation requirements with subsequent revisions to Sustainability Statement; amendment to affordable housing provision to provide 100% shared ownership flats. This application is accompanied by an Addendum to the Environmental Statement (as amplified by emails and plans received 21/03/2016 and 01/06/2016 in relation to flood risk and as amended by email and viability information received 06/05/2016 in relation to the proposed affordable housing mix).	
WA/2014/2420	Erection of building to provide a bat roost	Full permission 20/02/2015 (Not implemented - expired)
WA/2014/1926	Listed Building Consent for the demolition of the attached Redgrave Theatre, conversion of Brightwell House to form 2 no. restaurant units. Works to include 2 single/two storey extensions to the north and west (containing additional ground floor restaurant space, kitchen areas, stores, toilets, staircase and plant room and first floor kitchen, stores, staff WC and plant room). Works to existing house to include reinstatement of 3 no. original hipped roofs over the existing bay windows and reinstatement of the glazed canopy in the southern	Consent granted 28/01/2015 (Not implemented - expired)

	elevation. Reinstatement of original chimneys, internal fireplaces and staircase. Partial unblocking of a first floor window on the west elevation. Removal of later partition walls and ground floor toilet; new openings through to first floor extension, installation of servery. Some blocking of boundary walls, toilet block and cottage at Brightwell House.	
WA/2012/0912	Application for a new planning permission to replace extant permission WA/2008/0279 (time extension). Mixed-use redevelopment comprising: 9,814 sq m of retail, restaurant and cafe-bar accommodation (Use Classes A1, A3 & A4, including the change of use of Brightwell House and Marlborough Head); 239 residential units (Class C3); a multi-screen cinema (Class D2); multi-storey, surface and basement car parks providing a total of 426 spaces; associated highway and access works; provision of infrastructure and landscaping; replacement facility for the existing 'Gostrey Centre'; demolition and clearance of the site. This application is accompanied by a supplementary Environmental Statement (as amplified by letter dated 04/07/2012).	Full permission – subject to Section 106 Agreement - 07/08/2012 (Implemented - extant)
WA/2012/0553	Certificate of Lawfulness under Section 192 for the proposed development of Unit D20-R-01 in accordance with planning permission WA/2008/0279 and the use of Unit D20-R-01 for Use Class A1 (retail), with an in-store café of up to 223 sq m for use by visiting	Certificate of Lawfulness granted 17/05/2012 (Not implemented)

	members of the public and use of an external area shown on drawing 13512-D20-001_B for seating associated with the cafe.	
WA/2011/1215	Listed Building Consent for demolition of the attached Redgrave Theatre, conversion of Brightwell House to form 2 no. restaurant units. Works to include single/two storey extensions to the north and west (containing additional ground floor restaurant space, kitchen areas, stores, toilets, staircase and plant room and first floor kitchens, stores, staff wc and plant room). Works to existing house to include reinstatement of 3no. original hipped roofs and rooflight to the north elevation and hipped roofs over the existing bay windows and reinstatement of the glazed canopy in the southern elevation. Reinstatement of original chimneys, internal fireplaces and staircase. Partial unblocking of a first floor window on the west elevation. Removal of later partition walls and ground floor toilet; new openings through to first floor extension, installation of servery. Some blocking in of existing internal openings. Demolition of boundary walls, toilet block and cottage (as amplified by email dated 13/09/2011).	Listed Building Consent Granted 13/09/2011 (Not implemented - expired)
WA/2010/0372	Variation of Condition 37 of planning permission WA/2008/0279 to omit the requirement for and provision of a temporary construction access from A31, but alternatively to require temporary construction access details and provision from alternative	Refused 08/06/2010

	route.	
WA/2008/0280	<p>Application for Listed Building Consent for the demolition of the attached Redgrave Theatre. Conversion of Brightwell House to form 2 no. restaurant units. Works to include single/two storey extensions to the north and west (containing additional ground floor restaurant space, kitchen areas, stores, toilets, staircase and plant room and first floor kitchens, stores, staff wc and plant room). Works to existing house to include reinstatement of 3 no. original hipped roofs and rooflight to the north elevation and hipped roofs over the existing bay windows and reinstatement of glazed canopy in the southern elevation. Reinstatement of original chimneys and other internal works. Demolition of boundary walls, toilet block, bowling pavilion and cottage. (As amended by plans and documents received 15/08/2008).</p>	<p>Listed Building Consent Granted 09/10/2008 (Not Implemented – expired)</p>
WA/2008/0279	<p>Mixed-use redevelopment comprising: 9,814 sq m of retail, restaurant and cafe-bar accommodation (Use Classes A1, A3 & A4, including the change of use of Brightwell House and Marlborough Head); 239 residential units (Class C3); a multi-screen cinema (Class D2); multi-storey, surface and basement car parks providing a total of 426 spaces; associated highway and access works; provision of infrastructure and landscaping; replacement facility for the existing 'Gostrey Centre'; demolition and clearance of the site. (as amended by plans and documents received 20/8/08).</p>	<p>Full Permission 06/08/2009 (Not Implemented – expired)</p>

Of most relevance to this application, is the Non-Material Amendment application (NMA/2018/0049) to amend the wording of Condition 1 of the main East Street redevelopment permission in order to change the phasing plans in relation to the main redevelopment scheme. This application was recently approved by the Joint Planning Committee and the revised phasing plans included the demolition of Brightwell Cottage prior to the construction of the bridge.

This resulted in a subsequent Non-Material Amendment application submitted in August 2018 (ref. no. WA/2018/0114) for an Amendment to Condition 5 of the dual lane bridge permission ref. no. WA/2018/0544, restricting works on main East Street redevelopment permission (WA/2012/0912 and WA/2016/0268) from commencing until the dual lane bridge is constructed to allow the demolition of Brightwell Cottage in advance of the bridge construction.

This application was considered by the Joint Planning Committee on 3rd October. It was resolved to grant approval subject to the applicants (Crest Nicholson Regeneration Limited) being able to demonstrate an interest in the land. To date, the applicant has not been able to demonstrate sufficient interest in the land to the satisfaction of the Local Planning Authority and so this application remains undetermined. As a result, this current application for a minor material amendment being considered includes the variation to condition 5 that was previously proposed.

However it should be noted that the Joint Planning Committee have now considered the demolition of Brightwell Cottage prior to the bridge twice, under two separate Non-Material Amendment applications and deemed it to be acceptable. It would not be reasonable therefore to raise objection to this element of the scheme.

It should also be noted that a non-material amendment application was approved in 2015 (NMA/2015/0039) to amend the terms of Condition 16 of application ref. no. WA/2012/0911 for the single lane bridge, to enable the removal of the tennis pavilion and the provision and collection of welfare facilities prior to the construction of the bridge.

As a result of this non material amendment, the tennis pavilion has since been demolished and this demolition occurred prior to the dual lane bridge permission.

Planning Policy Constraints

Developed/Built-up Area of Farnham - north of River Wey only
Town Centre Area – area north of River Wey only
Countryside Beyond the Green Belt – area south of River Wey only
Area Strategic Visual Importance (ASVI) – River Wey and its south bank only
Green Infrastructure: Amenity Greenspace, Green Corridor Land, Biodiversity Opportunity Area (Farnham Neighbourhood Plan)
Thames Basin Heath 5km Buffer Zone
Wealden Heaths I SPA 5km Buffer Zone
Ancient Woodland 500m Buffer Zone
Within 8m of Riverbank
Shared Pedestrian and Cycle Routes (Borelli Walk)
Air Quality Management Area (AQMA) Buffer Zone
Site of Nature Conservation Importance (SNCI) – River Wey and north bank
Flood Zones 2 and 3 (southern part of site)
Special Area of Advertisement Control (SPAD) – south of River Wey
Grade II Listed Building (Brightwell House) and Building of Local Merit (Brightwell Cottage) to the northwest of the site, outside the application site red line

Development Plan Policies and Proposals

The development plan includes:

- Waverley Borough Local Plan, Part 1, Strategic policies and sites (adopted February 2018)
- Waverley Borough Local Plan 2002 (retained policies February 2018)
- South East Plan (saved policy NMR6)
- Farnham Neighbourhood Plan (made May 2017)

In accordance with paragraph of the National Planning Policy Framework (NPPF) due weight has been given to relevant retained policies in the above plans.

Other guidance:

- National Planning Policy Framework (2018)
- National Planning Practice Guidance (2014)

The relevant policies to this application are:

Local Plan, Part 1, Strategic Policies and Sites: SP1, SP2, ST1, ICS1, TCS1, LRC1, RE1, TD1, HA1, NE1, NE2, NE3, CC2, and CC4

Farnham Neighbourhood Plan (made May 2017): FNP1, FNP10, FNP11, FNP12, FNP13, FNP21, FNP27 and FNP32.

Local Plan 2002: D1, D4, D6, D7, D8, D9 C5, C10, C12, BE1, HE3, TC3, TC8, M3 and M7.

South East Plan: Policy NMR6.

Consultations and Town/Parish Council Comments

County Highway Authority	No objection, but further comments expected and these will be reported verbally to JPC
Farnham Town Council	To be reported at the committee
Environmental Health – air quality	Comments not yet received – to be reported verbally to JPC

Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2014” neighbour notification letters were sent on 15/10/2018.

One letter has been received raising objection on the following grounds:

- The traffic delays will be excessive.
- To decide that 24 hour lane closure for ease of working should be rejected by the planners, even if this leads to the work taking longer than if the 24 hour lane closure was introduced.

Submissions in support

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

- A 24 hour lane closure would mean that the works to the temporary construction access bridge could be completed within 6 weeks and possibly 4. With a restricted lane closure, this work would take at least 30 weeks.
- The provision of an unrestricted lane closure would mean no lost time through set up of the traffic management which is required to allow operatives to safely complete the works to the access from the A31.

- The lane closure would result in a reduction in the working window of 2-3 hours to bring materials into site as well as complete the construction to form a new access. This is largely as a result of the need to use water filled barriers sufficient to protect the operatives carrying out the works. To install and remove these each day would take approximately 4-5 hours.
- The provision of a 24 hour lane closure would also enable the storage of materials within the closed lane on the A31 (stone, kerbs, barriers and back fill material). This means that operatives could transport fill material from the A31 to the site, resulting in further efficiencies with regard to the construction of the bridge.
- Upon the S73 being granted, the lane closure will be implemented on 19/11/2018 and removed on 07/12/2018 to allow for the Surrey County Highway Christmas embargo on highways works. The remaining works would take place from 07/01/2019 with the re-introduction of the 24 hour lane closure for a period of 3 weeks.

Determining Issues

Principle of development

Highways impacts

Air quality impacts

Impact on residential amenity

Effect on the SPAs

Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights Implications

Environmental Impact Regulations 2017

Working in a positive/proactive manner

Planning Considerations

Principle of development

The principle of the development was established by the granting of planning permission WA/2018/0544. Whilst the applicant is applying for a variation of Condition 5 and removal of Condition 11 of that permission, under Section 73 of the Town and Country Planning Act 1990 (as amended), the proposal is, in effect, a fresh application for the entire development, albeit with a variation to Condition 5 and removal of Condition 11.

In considering the current application, Officers have been mindful of any material changes in planning circumstances since the granting of that original

permission, including the publication of the NPPF 2018 and the commencement of consultation on the Farnham Neighbourhood Plan Review.

However, it is a highly material planning consideration that there is an existing permission which could be implemented on site. It would, therefore, be inappropriate and unreasonable to revisit the principle of the entire development. Officers are of the view that there have been no changes in site circumstances or fundamental changes to planning policy either locally or nationally that would affect the consideration of the following issues that were assessed under the original application (WA/2018/0544):

- Impact on visual amenity and the ASVI
- Impact on green infrastructure
- Impact on setting of heritage asset
- Convenience and safety of footpath users
- Contaminated land
- Flood risk
- Ecology and water quality
- Effect on SPAs
- Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights Implications

The reason for the imposition of both conditions was in order to ensure that the development did not prejudice highway safety, nor cause inconvenience to other highway users. Therefore, the highways impacts of the changes to Condition 5 and removal of Condition 11 are highly pertinent to the consideration of the application. There are also implications with regard to neighbouring residential amenity and air quality that need to be considered.

This report considers the implications of the removal of Condition 11 first with regards to highways, air quality and residential amenity impacts and then goes on to consider the variation to Condition 5 with regard to highways impacts.

Removal of condition 11

Condition 11 of the dual lane bridge permission reads as follows:

Condition 11

Any traffic management requiring lane closures on the A31 Farnham by-pass shall not be implemented or take place before the hours of 9am or after 5pm Monday to Friday.

Reason

In order that the development should not prejudice highway safety, nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

The applicants are seeking to remove this condition to enable 24 hour lane closure to take place during the construction of the bridge.

Highways Impacts

One of the key considerations in the assessment of this application is the implication of a 24 hour lane closure on the operation of the local highway network, particularly during peak hours.

The same condition was applied to the original single lane bridge permission granted in 2010 (WA/2010/1650) and to the subsequent single lane bridge renewal permission in 2012 (WA/2012/0911). Both these applications were accompanied by technical reports either as part of an EIA (2010 application) or as supplementary to the 2010 EIA (2012 application).

Within the Officer's report for WA/2010/1650, it was confirmed that the traffic management measures from a 24 hour lane closure would result in delays and queuing at the Hickleys Corner junction. During the morning peak hour the queue would increase from 29 to 349 vehicles and would extend 1km towards the Coxbridge roundabout to the west. Average vehicle delays during these periods would increase from 0.6 to 12 minutes. Increases would also take place during the PM peak hour and off-peak periods but to a lesser extent compared to the AM peak hour. Such delays would be temporary in nature, lasting for 12 to 16 weeks during the access/bridge construction and again during its removal and re-instatement works.

A highways report was submitted with the recently approved dual lane bridge application and traffic surveys undertaken to establish the current traffic flows along the A31 corridor at the location of the temporary construction access and at the nearby Hickleys Corner signal junction. The survey showed that the actual traffic flows that have materialised on the highway network are lower than the forecasts used in the transport documents accompanying the two previous single lane bridge applications.

On this basis, it is considered that the original traffic flows continue to represent a robust assessment of the impact of the redevelopment proposals during the construction and operational phases and hence the findings of the original Transport Assessment and Environmental Statement remain valid. Specific modelling of the impact of a 24 hour lane closure is being undertaken,

based on the most up to date 2018 survey work. These results will be available at the Joint Planning Committee and an oral update will be provided. Given that traffic levels have been shown to be less than that anticipated in the Environmental Statement and supplementary documents for the 2010 and 2012 bridge permissions, Officers anticipate that the queuing time will be less or no greater than that set out in the documentation that accompanied these applications. Once this information has been received, the County Highway Authority will be re-consulted and an oral update will be provided to the committee.

The Surrey County Highway Authority has been consulted on the application and raises no objection to the proposals. Since planning permission was granted, the Highway Authority has had extensive discussions with the applicant on the traffic management strategy required to construct the temporary access. The Highway Authority's streetworks team have concluded that in reality, an off-peak lane closure could only operate between 9:30 and 16:30. The time required to install and remove significant traffic management each day would leave a working window of 2-3 hours to bring materials into site as well as complete the construction to form a new access.

The Highway Authority is aware of the applicant's assessment that the lane closure would need to be in place for 30 weeks if the lane closure was restricted to peak hours. By contrast, a 24 hour lane closure would only need to be in place for 6 weeks (possibly 4).

It has also been identified by the Highway Authority that a requirement to install and remove such an extensive amount of traffic management equipment (including plant and materials) on a daily basis would, in itself, have a knock-on impact on traffic flows during the AM and PM peak periods. The practical and logistical implications of avoiding peak period lane closures on the A31 does not, therefore, result in the benefits intended when condition 11 was imposed – indeed additional delays and queuing on the A31 during peak periods would still occur (albeit to a lesser extent than a 24 hour lane closure scenario), but over a much longer period of time.

The Highway Authority has therefore worked with the applicant to develop an alternative traffic management strategy for delivering the temporary access. It is proposed to implement a 24 hour eastbound lane closure, which would then allow for welfare immediately on site, storage of plant/materials, and no lost time through daily set up of the traffic management.

The 24 hour lane closure would result in a significant increase in queuing and delay for eastbound drivers on the A31 during peak periods, most notably the AM peak (as set out in the Planning Officer's Report in 2012). However, the

Highway Authority's objective is to reduce disruption caused by any roadworks to the shortest possible time, and therefore it has been concluded that a 24 hour lane closure for 6 weeks is preferable compared to a scenario requiring works on the A31 for 30 weeks.

Taking the comments from Surrey County Highway Authority into account, Officers acknowledge that there will be significant traffic disruption resulting from the provision of a 24 hour lane closure. However, a lane closure of some sort (restricted or unrestricted) is required in order to provide the temporary construction bridge and some level of disruption resulting from a lane closure (even if restricted to off-peak) is inevitable on a busy road such as the A31.

It is, therefore, important to balance the level of disruption arising from a 24 hour lane closure to that arising from a restricted, off-peak lane closure. Officers are of the view, and taking on board the advice from the County Highway Authority that requiring the lane to be re-opened at peak hours would result in greater disruption given the increased length of time that the lane closure would be required for. Therefore, whilst a 24 hour lane closure would result in substantial delays (at peak hours and particularly in the mornings), given that this would be over a relatively short time-period, this is considered preferential to traffic delays that would last up to 30 weeks.

Furthermore, the provision of a 24 hour lane closure would speed up the completion of the bridge, which in turn, would speed up the delivery of this large redevelopment scheme further reducing the time period for any potential highways disruption resulting from the East St redevelopment as a whole.

On this basis, Officers are of the view that the proposed development is acceptable regarding highways impacts.

Air Quality Impacts

The site is partially located within an Air Quality Management Area (AQMA).

Policy D1 of the Local Plan 2002 seeks to ensure that developments do not result in material detriment to the environment by virtue of potential pollution of air.

Officers are of the view that the difference in air quality impacts between a short term, 24 hour lane closure over a period of 6 weeks and a longer term restricted lane closure over a period of 30 weeks would be negligible. However, Officers are expecting comments from Environmental Health in this respect and these will be reported in an update sheet to committee.

Impact on residential amenity

Although there would be a 24 hour lane closure, it is not proposed to have any night working on site and on this basis, the proposal is not considered to have a harmful impact on neighbouring residential amenity by way of noise and disturbance.

Variation of condition 5 – (Restriction on main redevelopment works prior to bridge completion)

The applicant seeks to amend condition 5 to allow the demolition of Brightwell Cottage and the tennis pavilion and the provision and collection of welfare facilities in association with the main redevelopment scheme prior to the completion of the temporary construction access bridge. The next section of this report takes each of these aspects in turn and considers their acceptability.

- Demolition of Brightwell Cottage

Highways Impacts

The dual lane bridge for which planning permission was granted under application ref. no. WA/2018/0544, was required under the terms of the planning permission for the East St redevelopment (WA/2012/0912 and WA/2016/0268). The bridge is considered necessary in order to ensure that the construction of the East St development scheme does not cause unacceptable congestion in the town centre as a result of construction vehicles being routed through it - the bridge would provide direct access from the A31 into the site. This is reflected in the reason for condition 5 which reads as follows:

In order that the development does not prejudice highway safety nor cause inconvenience to highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

The key question is, therefore, whether, the demolition of Brightwell Cottage, prior to the completion of the bridge, would result in unacceptable levels of congestion within the town centre as a result of construction vehicles associated with the demolition, being routed through it.

The applicants have advised that Brightwell Cottage needs to be demolished before the completion of the bridge as it is immediately adjacent to three areas of enabling works on the site. These areas are related to statutory utility

works and the run-off area to be constructed for the temporary bridge. This was not apparent at the planning application stage for the comprehensive site redevelopment. However, having carried out further works on the detail of the construction of the development, it is clear that the early demolition of Brightwell Cottage is necessary to facilitate preparatory works for the site.

The applicant has submitted details in support of the early demolition of Brightwell Cottage, including details of the vehicles and equipment that would be involved in the demolition of this building as follows:

- 360 degree excavator
- 1 x site dumper truck (a lock up and ancillary tools would be delivered with this)
- 1 x fuel bowser
- Daily attendance by one site supervisor, a machine driver and one labourer, all of which would park in Riverside car park.

The applicant goes on to advise that these pieces of equipment and the staff in attendance would be on site already in order to facilitate the preparatory works which include undertaking statutory utility works and constructing the bridge run-off. Furthermore, the equipment listed would be removed from site via the bridge, once it is completed.

The applicant has confirmed that this piece of demolition work would take approximately one week and that demolition material would be stockpiled and stored on site pending the opening of the bridge when the demolition material can be removed via the bridge, in accordance with the planning consent.

Given the details set out above, Officers are satisfied that the demolition of Brightwell Cottage, in advance of the completion of the construction bridge, would not result in a significant number of construction vehicles being routed through the town and is acceptable in highways terms.

- Demolition of the tennis pavilion

The tennis pavilion has already been removed under the terms of the non-material amendment application which sought amendments condition 16 of the single lane bridge permission (NMA/2015/0039) which enabled the removal of the tennis pavilion prior to the construction of the bridge. This application was approved in 2015.

Although the tennis pavilion has been removed from the site, the applicants have requested that specific reference is made to it in the revised condition 5

in order to ensure alignment across the various East Street planning and non-material amendment applications.

As the tennis pavilion has already been removed, there are no traffic implications as a result of this suggested re-wording. As there are no implications arising from the inclusion of reference to the tennis pavilion in Condition 5, and the change has been found to be non-material, Officers are satisfied that this is acceptable in planning terms.

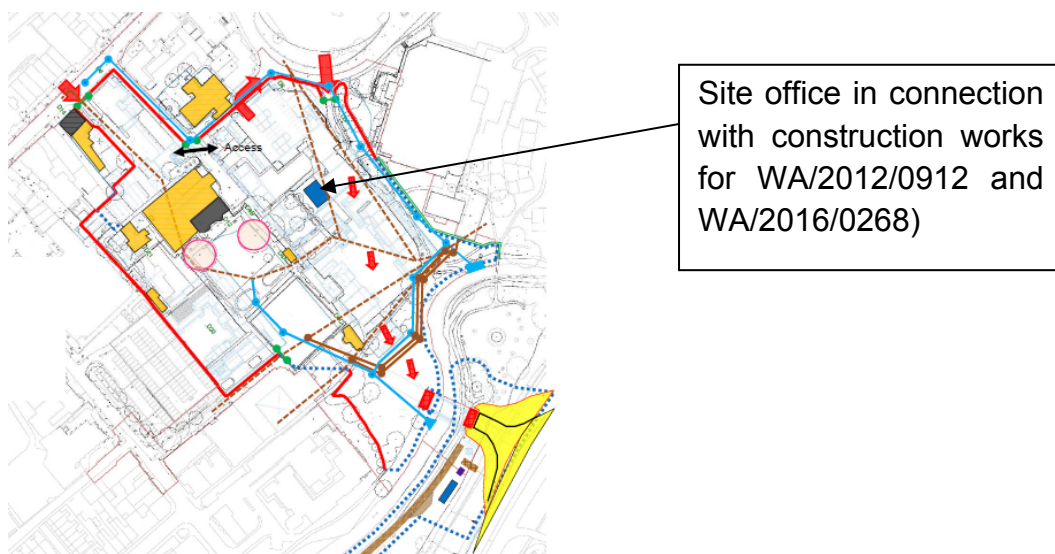
- Provision and collection of welfare facilities

The applicants are seeking to amend the wording of the condition 5 to enable the provision and collection of welfare facilities in connection with the site's redevelopment, prior to the completion of the bridge. This was agreed under non-material amendment application ref. no. NMA/2015/0039.

Under Part 4, Class A of the General Permitted Development Order 2015 (and amended 2018), the provision on land of buildings, moveable structures, works, plant or machinery required temporarily in connection with and for the duration of operations being or to be carried out on, in, under or over that land or land adjoining that land comprises permitted development. Development is not permitted by Class A if –

- (a) The operations referred to are mining operations, or
- (b) Planning permission is required for those operations but is not granted or deemed to be granted.

The applicants have provided Officers with a plan showing the intended location of the welfare facilities required in association with the construction of the East St redevelopment scheme.



The plan shows that the welfare facilities would be contained within the site. The East Street redevelopment scheme is not a mining operation and planning permission for the East Street redevelopment scheme has been granted (in accordance with the terms of conditions (a) and (b) of Part 4 Class A). On this basis, Officers are satisfied that the provision of the welfare facilities is permitted development. Furthermore, they did not form part of the planning permission for the East St redevelopment scheme.

On this basis, the provision and collection of welfare facilities could be undertaken prior to the construction of the bridge under permitted development rights and it would not be reasonable to restrict these facilities. In any event, their provision was not included in the main East St redevelopment permission and, therefore, they fall outside of the terms of condition 5 as the provision of these facilities does not comprise “demolition or other works” that “fall within planning application ref. nos. WA/2012/0911 and WA/2016/0268”.

Given these considerations, Officers consider that the suggested amended wording to condition 5, which specifically references the provision of the welfare facilities prior to the construction of the bridge, is acceptable in planning terms.

On the basis of the considerations set out above in relation to the demolition of Brightwell Cottage and the tennis pavilion and the provision and collection of welfare facilities, the revised wording of Condition 5 would be as follows:

The proposed road and vehicular access to the A31 Bypass and South St, including temporary vehicular bridge over Borelli Walk and the River Wey, shall be designed and constructed prior to the demolition works approved by WA/2012/0912 and WA/2016/0268, with the exception of Brightwells Cottage, the provision and collection of welfare facilities, and the demolition of the tennis pavilion. No demolition or other works, including the removal of demolition material, that fall within these planning consents that constitute development (other than the demolition of Brightwells Cottage, the provision and collection of welfare facilities, and the demolition of the tennis pavilion), shall begin before the South St and A31 accesses, the bridge access road and site compound have been completed in accordance with the application drawings and requirements of the County Highway Authority. Once constructed, the accesses and bridge shall be retained free of any obstruction until their removal.

For the above reasons, Officers consider the revised wording would not result in unacceptable highway impacts and that the amended condition is therefore acceptable in highways terms.

Effect on SPAs

The proposed development is for a minor amendment to a temporary construction bridge permission. It is not likely to result in a significant increase in the number of people permanently residing on the site and therefore would not have a likely significant effect on the integrity of the SPAs in accordance with Policies NE1 and NE3 of the Local Plan 2018 (Part 1) and Policy FNP12 of the Farnham Neighbourhood Plan 2017. An appropriate assessment is not therefore required.

Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights Implications

There are no implications arising from this minor material amendment application.

Environmental Impact Regulations 2017

Application WA/2018/0544 was not accompanied by an Environmental Statement as it was considered that this was not required, either when considering the bridge as a stand alone scheme, or in combination with the main redevelopment permission. This Minor Material Amendment application does not seek to amend the approved development, it merely seeks to amend the wording of one condition to alter the timing of the construction works to enable some works to take place prior to the construction of the bridge. It also seeks to remove one condition with restricting lane closures on the A31 to off-peak hours, in order to enable the development to be delivered more efficiently. On this basis, Officers do not consider that the changes would result in a development that could now be considered to be EIA development.

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:-

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

Conclusion

Officers recognise that the removal of condition 11 to enable a 24 hour lane closure would have substantial highway impacts. However, this needs to be balanced against the alternative, which is for a restricted, off peak lane closure. The 24 hour lane closure would need only be in place for 6 weeks (and potentially this could be reduced to 4) whilst a restricted lane closure would need to be in place for 30 weeks. It is inevitable that any lane closure on the A31 required to completed the bridge (restricted or unrestricted) will cause disruption, albeit a 24 hour lane closure would result in greater disruption during the peak AM period. Officers are of the view that from a highways perspective, it is best to keep disruption down to the shortest length of time possible and on this basis, the provision of a 24 hour lane closure over 4-6 weeks is preferential to a restricted lane off-peak closure over 30 weeks.

A further benefit is that the provision of a 24 hour lane closure would speed up the completion of the bridge, which, in turn would speed up the delivery of this large redevelopment scheme, further reducing the time period for potential highways disruption resulting from the East St redevelopment as a whole.

In terms of air quality, the proposed 24 hour lane closure would not result in a material increase in air pollution in the long term.

With regard to the variation of Condition 5, the reason for restricting development works in connection with the main redevelopment until the bridge is constructed is to ensure that the development does not result in unacceptable congestion within Farnham Town Centre as a result of construction vehicles being routed through it. However, Officers are satisfied that the demolition of Brightwell Cottage prior to the construction of the bridge and the provision and collection of welfare facilities, would not result in a significant number of vehicle movements through the town and would, therefore, not harm highway safety or cause an inconvenience to other road users. With regard to the tennis pavilion, as this has already been demolished, its reference within the amended Condition 5 would not result in any additional highways impacts. The proposed amendment to the wording of Condition 5 is, therefore, acceptable in highways terms.

Overall, the changes to the wording of the condition are not considered to alter the conclusions on the bridge permission set out within the report with respect to the planning issues that were considered at the time.

Recommendation

That, subject to the consideration of the views of the Council's Environmental Health Team and the County Highway Authority and subject to conditions, permission be GRANTED:

1. Condition

The plan numbers to which this permission relates are Drawing No. TPN-TCA-001B, TPN-TCA-003E, TPN-TCA-005D, TPN-TCA-006A, TPN-TCA-007A, 100002/3017. 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 Policy TD1 of the Local Plan Part 1 2018, Policies D1 and D4 of the Waverley Borough Local Plan 2002 and FNP1 of the Farnham Neighbourhood Plan 2017.

2. Condition

The temporary construction bridge, hereby permitted, shall be removed within 4.5 years of the commencement of the development hereby permitted or within an alternative timescale to otherwise be agreed in writing by the Local Planning Authority.

Reason

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan (Part 1) 2018, Policy FNP1 of the Farnham Neighbourhood Plan 2017, and Policies D1, D4 and C5 of the Waverley Borough Local Plan 2002.

3. Condition

On completion of the development permitted under WA/2012/0912 or WA/2016/0268 the temporary construction access/bridge shall be removed and replaced with the permanent footbridge in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Such details shall include reinstatement of the land to a condition that is first agreed in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason

In the interest of the character and amenity of the area and pedestrian convenience in accordance with Policy TD1 and ST1 of the Local Plan (Part 1) 2018, Policy FNP1 of the Farnham Neighbourhood Plan 2017 and Policies D1, D4 and C5 of the Waverley Borough Local Plan 2002.

4. Condition

The development shall be carried out in complete accordance with the following details provided to discharge condition 4 and 15 of planning permission WA/2018/0544:

- Landscape and ecological Management Plan, document ref. 1977-05 LEMP vf BB/dW (dated June 2018) prepared by Aspect Ecology (excluding Construction Access Re-Planting, drawing no. 1005/121 Rev C, shown in Appendix 1877-05/LEMP2: Planting Strategy;
- Construction Access Re-planting, drawing no. 1005-121 Rev E (dated 21/08/18) prepared by Murdoch Wickham.

The landscaping scheme and Landscape and Ecological Management Plan shall be carried out in strict accordance with the agreed details and the planting shall be carried out in the first planting season following the decommissioning of the bridge. The landscaping shall be maintained for the satisfaction of the Local Planning Authority for a period of 5 years after planting, such maintenance to include the replacement of any trees and shrubs that die or have otherwise become, in the opinion of the Local Planning Authority, seriously damaged or defective. Such replacements shall be of same species and size as those originally planted.

Reason

In order to ensure no harm to the ecology of the site, in accordance with Policies NE1 and NE2 of the Local Plan (Part 1) 2018 and Policy FNP13 of the Farnham Neighbourhood Plan 2017.

5. Condition

The proposed road and vehicular access to the A31 Bypass and South St, including temporary vehicular bridge over Borelli Walk and the River Wey, shall be designed and constructed prior to the demolition works approved by WA/2012/0912 and WA/2016/0268, with the exception of Brightwells Cottage, the provision and collection of welfare facilities, and the demolition of the tennis pavilion. No demolition or other works, including the removal of demolition material, that fall within these planning consents that constitute development (other than the demolition of Brightwells Cottage, the provision and collection of welfare facilities, and the demolition of the tennis pavilion), shall begin

before the South St and A31 accesses, the bridge access road and site compound have been completed in accordance with the application drawings and requirements of the County Highway Authority. Once constructed, the accesses and bridge shall be retained free of any obstruction until their removal.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

6. Condition

The proposed access road including its junction with the A31 Farnham by-pass shall be closed and all kerbing, verges, replacement trees, landscaping and highway margins shall be fully reinstated by the applicant, in a manner to be agreed in writing by the Local Planning Authority, upon completion of the development and prior to occupation of the development approved by 1st December 2022.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

7. Condition

The proposed South Street (Borelli Walk) access shall be closed and fully reinstated and all kerbing, verges, replacement trees, landscaping and highway margins shall be fully reinstated by the applicant in a manner to be agreed in writing by the Local Planning Authority, prior to occupation of the development approved by WA/2012/0912 or WA/2016/0268.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

8. Condition

The proposed gates across the access road from the A31 leading to the bridge shall be kept open at all times during construction unless otherwise agreed by the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

9. Condition

The development shall be carried out in completed accordance with the following details submitted in order to discharge conditions 9 and 18 of planning permission WA/2018/0544:

- Borelli Walk Management Plan, ref. no. G23492 (dated June 2018) prepared by Thomasons;
- A31 Temporary Construction Access Fencing/Hoarding and Access, drawing no.10002-CNR-SK-001 Rev 1 (dated 18/04/18);
- Removal of bridge programme
- Construction Access Tree Plan with Borelli Walk Layout - 180822, drawing no. A037-18 Rev P1 (dated August 2018)

The plan shall be fully implemented by the applicants all at their own expense, including any necessary costs associated with making, securing and implementing any traffic orders or legal processes.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to ensure sufficient pedestrian links within Farnham, in accordance with Policy TCS1 and ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

10. Condition

The development hereby approved shall be carried out in full accordance with the approved Method of Construction Statement dated 17th May 2018.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

11. Condition

The construction access from South Street and temporary bridge hereby approved shall not be used other than for the purposes of facilitating access to the main East Street site by construction traffic. They shall not be used for any other purpose unless otherwise first agreed in writing by the Local Planning Authority.

Reason

Having regard to the fact that the development hereby permitted is to serve the development under permission WA/2012/0912 or WA/2016/0268 and is not suitable or appropriate for a permanent site access in accordance with Policy TD1 and ST1 of the Local Plan (Part 1) 2018, Policy FNP1 and FNP30 of the Farnham Neighbourhood Plan and Policies D1, D4, and ST1 of the Waverley Borough Local Plan 2002.

12. Condition

The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment (FRA) entitled Farnham Bridge - Flood Risk Assessment dated March 2018 undertaken by Thomasons and the following mitigation measures detailed within the FRA:

- Works to reduce the impact of the works on floodplain storage in the area as detailed in section 3.3 of the FRA and drawing reference: Proposed Construction Access Bridge - 13512-TPN-TCA-004J dated 09 March 2018.

The mitigation measures shall be fully implemented prior to the use of the bridge and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may be subsequently agreed, in writing by the Local Planning Authority.

Reason

To prevent flooding elsewhere by ensuring that the flow of flood water is not impeded and the proposed development does not cause a loss of flood plain storage, in accordance with Policy CC4 of the Local Plan (Part 1) 2018.

13. Condition

The development hereby permitted shall be carried out in complete accordance with the Construction Environmental Management Plan, Rev 01 (dated 16/07/18) prepared by Crest Nicholson Operations Ltd

submitted in order to discharge condition 14 of planning permission WA/2018/0544.

Reason

In order to ensure the protection of wildlife and supporting habitat, and secure opportunities for the enhancement of the nature conservation value of the site, and to ensure that the environmental impact arising from the development does not give rise to unacceptable intrusion on the amenities of nearby residential property, in accordance with Policy TD1, NE1 and NE2 of the Local Plan (Part 1) 2018, Policies FNP1 and FNP13 of the Farnham Neighbourhood Plan 2017 and Policy D1 of the Waverley Borough Local Plan 2002.

14. Condition

The development shall be carried out in accordance with the agreed specification and location of braced exclusion fencing, timber stem boxing and road plate or box matting ground protection measures shown/described on the submitted Tree Protection Plan (Rev D) and in the related Arboricultural Impact Assessment (Rev C). The fencing and temporary track ground protection shall remain in place throughout the duration of the development to the satisfaction of 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 Policy NE2 of the Local Plan (Part 1) 2018 and Policies D6 and D7 of the Local Plan 2002.

Informatives:

1. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of Paragraph 38 of the National Planning Policy Framework 2018.