

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

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

Policy and Governance

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Direct line: 01483 523224

Date: 18 October 2019

Membership of the Joint Planning Committee

Cllr Richard Cole (Chairman)	Cllr Val Henry
Cllr David Beaman (Vice Chairman)	Cllr George Hesse
Cllr Brian Adams	Cllr Daniel Hunt
Cllr Peter Clark	Cllr Peter Isherwood
Cllr Carole Cockburn	Cllr Anna James
Cllr Steve Cossar	Cllr Jacquie Keen
Cllr Martin D'Arcy	Cllr John Neale
Cllr Sally Dickson	Cllr Peter Nicholson
Cllr Brian Edmonds	Cllr Penny Rivers
Cllr David Else	Cllr Liz Townsend
Cllr Paul Follows	Cllr George Wilson
Cllr John Gray	

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, 23 October 2019 to enable a substitute to be arranged.

Dear Councillor

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

DATE: WEDNESDAY, 30 OCTOBER 2019

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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Please be advised that there is limited seating capacity in the Public Gallery; an overflow room will be available where possible. This meeting will be webcast and can be viewed by visiting www.waverley.gov.uk/webcast.

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 25 September 2019 (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 Wednesday 23 October 2019.

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 deadline for receipt of questions is 5pm on Wednesday 23 October 2019.

5. QUESTIONS FROM MEMBERS

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

The deadline for receipt of questions is 5pm on Wednesday 23 October 2019.

6. ANY RELEVANT UPDATES TO GOVERNMENT GUIDANCE OR LEGISLATION SINCE THE LAST MEETING

Officers to update the Committee on any changes to the planning environment of which they should be aware when making decisions.

Applications Subject to Public Speaking

7. ITEM A1, WA/2018/2032 - LAND NORTH OF THE RUNWAY EXTENSION, DUNSFOLD PARK, STOVOLDS HILL, CRANLEIGH (Pages 5 - 106)

Proposal

Hybrid application consisting of a Full Application for the erection of Buildings C, D and Energy Centre to provide approximately 6,400 sq. m. of floor space for Design and Engineering use (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) together with car parking, landscaping and associated works. Outline application for the erection of 4 additional buildings (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) including Design Headquarters; Layout and Scale to be determined at Outline. This application is accompanied by an Environmental Statement Addendum which is supplementary to the original Dunsfold Park ES submitted under WA/2015/2395

Recommendations

RECOMMENDATION A

That, subject to completion of a legal agreement by 30/01/2020 to secure highway sustainability improvements and travel plan auditing fee, and subject to conditions 1-38 and informatives 1-24, permission be GRANTED

RECOMMENDATION B

That, if the requirements of recommendation A are not met, that permission be REFUSED

Applications Not Subject to Public Speaking

8. ITEM B1, WA/2019/1278 - RUNWAY EXTENSION, DUNSFOLD PARK, STOVOLDS HILL, CRANLEIGH (Pages 107 - 140)

Proposal

Construction of a new access road including associated landscaping and infrastructure from the A281 (to serve existing commercial uses and new settlement permitted by WA/2015/2395).

Recommendation

That, subject to conditions, 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**

Agenda Item 7.

- A1 WA/2018/2032 - Hybrid application consisting of a Full Application for the erection of Buildings C, D and Energy Centre to provide approximately 6,400 sq. m. of floor space for Design and Engineering use (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) together with car parking, landscaping and associated works. Outline application for the erection of 4 additional buildings (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) including Design Headquarters; Layout and Scale to be determined at Outline. This application is accompanied by an Environmental Statement Addendum which is supplementary to the original Dunsfold Park ES submitted under WA/2015/2395 at Land North Of The Runway Extension, Dunsfold Park, Stovolds Hill, Cranleigh

Applicant: Gordon Murray Design Limited
Committee Meeting Date: Joint Planning Committee 30/10/2019
Ward: Alfold, Cranleigh Rural and Ellens Green
Case Officer: Rachel Kellas
Extended Expiry Date: 01/11/2019

Neighbour Notification Expiry Date: 15/10/2019

RECOMMENDATION A

That, subject to completion of a legal agreement by 30/01/2020 to secure highway sustainability improvements and travel plan auditing fee, and subject to conditions, permission be GRANTED

RECOMMENDATION B

That, if the requirements of recommendation A are not met, that permission be REFUSED

1. Summary

The application was originally reported to the Joint Planning Committee on the 23rd April 2019. The committee resolved to grant planning permission subject to the completion of a legal agreement to secure highway sustainability improvements and travel plan auditing fee.

The original proposal, submitted by Gordon Murray Design Limited, related to the construction of a new headquarters building providing a mix of B use classes to comprise Use Classes B1 Business and B8 Storage and distribution.

Since that time, the wider masterplan for Dunsfold Park has evolved, including developing an alternative access road to the access approved (in outline form) under WA/2015/2395. There is a concurrent application on this agenda for the proposed road (WA/2019/1278). These developments have necessitated alterations to the siting of the buildings pursuant to this proposal. Rather than

proceed to determination of the application in line with the previous recommendation, the applicant has submitted amended plans. The amendments involve re-positioning the proposed buildings up to 6m further north, together with alterations to the layout of the car park and associated landscaping.

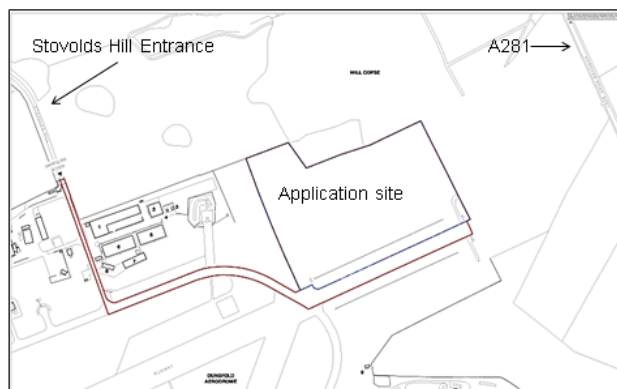
The benefits to the application identified previously would be unaltered by the changes. These included the delivery of additional employment on a site which is allocated for further employment growth. The site would provide around 490 jobs on completion, with 195 jobs delivered through phase 1. Furthermore, the development is considered to be of high quality design and to be well related in size, scale and character to its surroundings.

The proposal would retain a 15m buffer to the Ancient Woodland to the north. The proposal would deliver an appropriate surface water drainage scheme, would be acceptable in terms of highway safety, and would provide appropriate car parking.

This report addresses the changes that are proposed. The report finds that the proposed changes to the scheme are considered relatively minor in nature, and would not result in any new planning issues over and above those previously considered. The previous report (with all previous updates incorporated within it) is appended.

It is therefore recommended that permission be granted, subject to the completion of a legal agreement to secure highway sustainability improvements and travel plan auditing fee. The deadline for completing this is extended to 30/01/2020.

2. Location Plan



3. Amended proposal

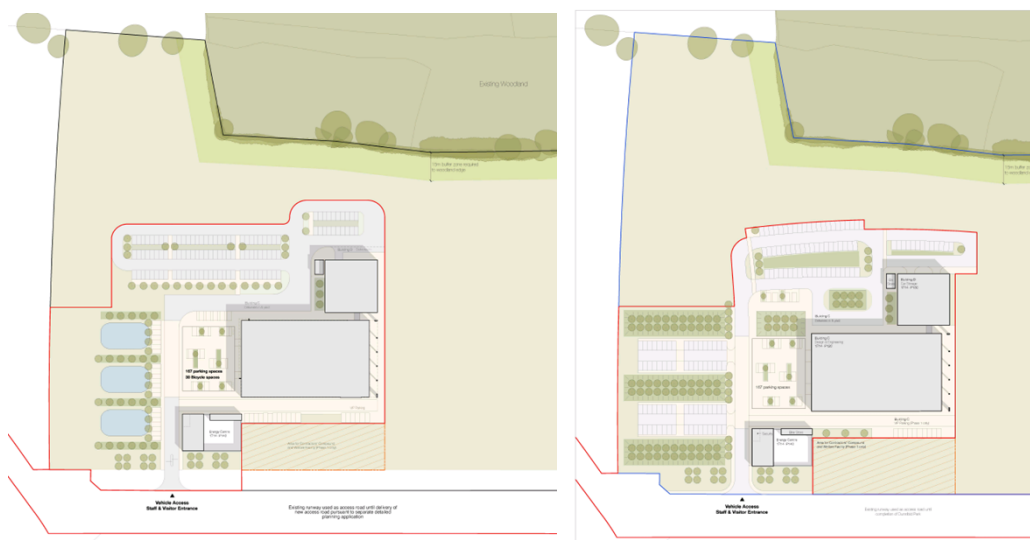
Hybrid Planning Permission is sought for

Full Application for the erection of Buildings C, D and Energy Centre to provide approximately 6,400 sq. m. of floor space for Design and Engineering use (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) together with car parking, landscaping and associated works. Access would be via the existing access on Stovolds Hill.

The amended plans involve:

- The introduction of ponds on the western part of the site
- A more condensed car parking area (but no reduction in car parking spaces)
- Buildings C and D shifted 6m to the north.

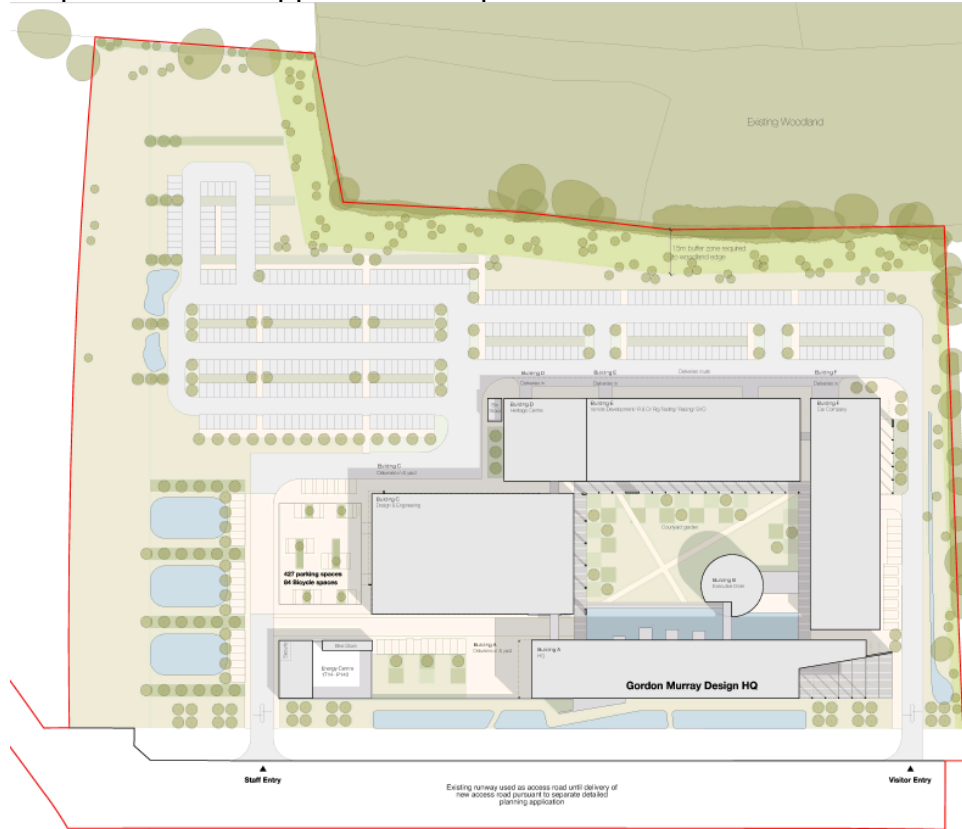
(Left) proposed site plan and (right) original site plan for detailed element of scheme:



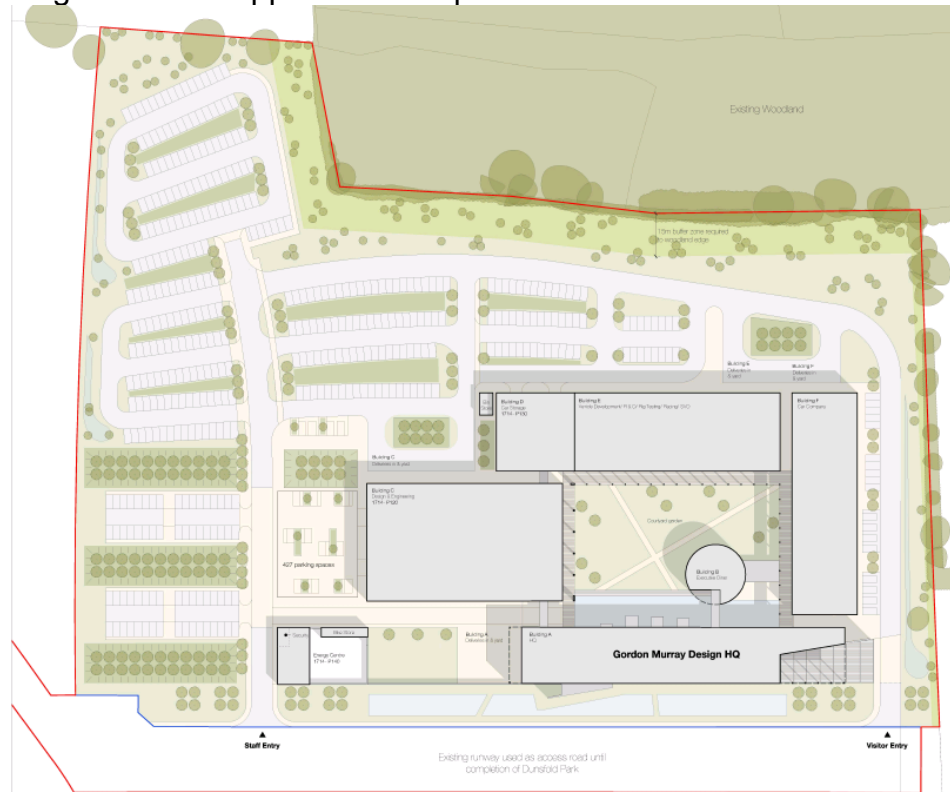
Outline application for the erection of 4 additional buildings (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) including Design Headquarters; Layout and Scale to be determined at this outline stage. The submitted documents state the proposal is to utilise a new access off the A281.

- Proposed buildings A, B, E and F (and energy centre) shifted 6m north
- Amended car parking layout including a partial shift towards the east

Proposed outline application site plan:



Original outline application site plan:



The heads of terms are unaltered from the previous report.

4. Additional Consultations and Town/Parish Council Comments

Alfold Council	Parish	No additional comments received
County Authority	Highway	No objection subject to an additional condition to secure details of the vehicular and pedestrian access points on southern boundary of the site.
Dunsfold Council	Parish	No additional comments received

5. Additional Representations

Additional neighbour notification letters were sent on 01/10/2019.

No additional letters have been received.

6. Planning Considerations

6.1 The existing New Settlement permission WA/2015/2395

The alterations to the proposal are a response to the evolution of the masterplan, and a concurrent application for an alternative access. The proposal would not prejudice the New Settlement coming forward and is acceptable in principle.

6.2 Environmental Impact Regulations 2017

The application is accompanied by an Environmental Statement (ES) Addendum report, which was assessed in detail in the original report to committee. It was concluded that with mitigation, no significant adverse effects would occur.

The amendments to the application are accompanied by an EIA statement of conformity. This comprises a review of the amended proposals against each of the technical topics findings to ensure that any likely significant environmental effects have been appropriately assessed. This report concludes that given the minor changes set out in the application, the findings of the original ES Addendum report remain valid.

6.3 Ecology and Nature Conservation

The proposal would retain the 15m Ancient Woodland Buffer Zone. There is also an increase in open space on the western side of the site, and includes ecological enhancements along the Eastern boundary of the site.

The original conclusions in the agenda report remain valid, that the likely effects upon ecology and habitats have been satisfactorily addressed subject to mitigation and, in respect of the majority of impacts, there would not be a significant adverse effect overall in EIA terms.

6.4 Landscape and Visual Amenity

The extent of change would be relatively minimal, in the context of the size of the scheme overall. The development area would be more compact than the original as a result of changes to landscaping and car parking. The buildings would be slightly closer to tree cover from the north and as such remain in a location where their visibility from view points within the AONB are minimised.

The proposal would not result in any additional landscape or visual impacts over and above the original proposal. The original report conclusions remain valid, that the development is considered to be of a high quality design and to be well related in size, scale and character to its surroundings, whilst there would be modest impacts on the Countryside beyond the Green Belt, there would be no material harm to the setting of the AONB resulting from the proposal.

6.5 Access, Traffic and Transport

The proposed means of access for the full element of the scheme (phase 1) would remain via Stovolds Hill. The original report establishes this would be acceptable subject to a condition limiting vehicle movements to sit within the existing vehicle movements' cap which applies to the site (3,348 total road vehicular movements per day).

It is anticipated that phase 2 would utilise a new access to be provided off the A281. A concurrent standalone application is under consideration for this.

If granted, the permission would allow the applicant to implement phase 1 of the scheme independently of, and ahead of, the proposed new settlement. As a result it remains necessary to secure sustainability improvements through a legal agreement.

The amount of car parking would be unaltered, with 167 spaces as part of phase 1, and 427 for the outline element.

The conclusions in respect of access, traffic and transport are considered to remain valid.

6.6 Impact on residential amenity

The overall height of the proposed buildings would remain unaltered. Their position would shift by circa 6m further north. This would bring the buildings closer to the Ancient Woodland, however, would retain a good separation to the nearest residential dwellings to the north (Hall Place) which are located in excess of 500m away. As such, the change to the position would not alter the acceptability of the scheme in respect of residential amenities.

7. Conclusion

The proposed changes to the scheme are considered relatively minor in nature, and would not result in any new planning issues over and above those previously considered. The original report conclusions are considered to remain valid, namely that the benefits of delivering additional employment on a site, which is allocated for further employment growth would outweigh the adverse impacts in relation to the identified modest harm to the Countryside beyond the Green Belt.

As such, planning permission is recommended for approval.

Recommendation A

That, subject to completion of a legal agreement by 23/10/2019 to secure highway sustainability improvements and travel plan auditing fee, and subject to conditions, permission be GRANTED:

Conditions – applying to phase 1 full permission of the scheme only:

1. Condition

The plan numbers to which this permission relates are Location Plan 1714-P001, Existing Block Plan 1714-P002, Proposed Site Plan 1714-P101 Rev 1, Proposed Site Elevations 1714-P302, Proposed Site Elevations 1714-P300, Proposed Site Elevations 1714-P301, Energy Centre Floor Plan 1714-P140, Building D Plans 1714-P130 and 1714-P131 and 1714-P312; Building C Plans 1714-P311, 1714-P310, 1714-P122, 1714-P121 and 1714-P120. 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 Local Plan 2002.

2. Condition

No development shall take place until

- a) Samples of the materials to be used in the construction of the external surfaces of the development
- b) Full details of the materials to be used in the construction of the hard surface areas in the development

have been submitted to and approved in writing by the Local Planning Authority for each phase of development. Development of that phase shall be carried out in accordance with the approved details.

Reason

In the interest of the character and amenity of the area in accordance with Policies TD1 and SS7A of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

3. Condition

No development shall commence on site until a scheme for the landscaping and replacement tree planting that phase, 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 hard landscaping, 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 hard and 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.

Reason

In the interest of the character and amenity of the area in accordance with Policies TD1 and SS7A of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

4. Condition

There shall be no more than 3,348 total road vehicular movements (excluding pedal and motorcycles) in any one calendar day allowed to gain access to any part of the airfield, and a management and monitoring agreement shall be made with the Local Planning Authority before implementation. The applicant is required to set down Automatic Traffic Count Systems or other appropriate measuring device at every vehicular access to the Airfield to provide evidence that the requirements of this condition are being met.

Reason

To ensure the likely traffic generated by the existing and proposed uses does not result in unacceptable harm to the amenity of surrounding residential properties, in the interests of highway safety and sustainability reasons due to the location of the site in accordance with retained policies D1 and D4 of the Waverley Borough Local Plan and Policy ST1 of the Local Plan (Part 1) 2018.

5. Condition

Prior to the first occupation of Phase 1, space for the parking of vehicles and space for vehicles to turn so that they may enter and leave the site in a forward gear shall be provided in accordance with the approved plans. Thereafter the approved parking and turning areas shall be retained and maintained for its designated purpose.

Reason

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

6. Condition

Prior to first occupation of Phase 1, a scheme for providing fast charge sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) for electric vehicles, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented within 3 months of the first occupation of Phase 1 and thereafter retained and maintained for its designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

7. Condition
- Prior to the first occupation of Phase 1, a scheme specifying arrangements for deliveries to and removals from the site, to include details of:
- (a) The types of vehicles to be used and hours of their operation
 - (b) The design of delivery areas within the development site
 - (c) The dimensions and layout of lorry parking area(s) and turning space(s)
- shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of Phase 1 and thereafter retained and maintained for its designated purpose.

Reason

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

8. Condition
- Prior to the commencement of the development hereby permitted, a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (j) on-site turning for construction vehicles
- shall be submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason

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

9. Condition
- Prior to first occupation of Phase 1, details of the type of cycle parking to be provided within the cycle store shall be submitted to and approved in

writing by the Local Planning Authority. The approved details shall then be implemented prior to the first occupation of Phase 1 and thereafter permanently provided for its designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 “Promoting Sustainable Transport “in the National Planning Policy Framework 2019.

Conditions – applying to phases 2 + - outline element of the scheme only

10. Condition

Details of the reserved matters set out below ("the reserved matters") shall be submitted to the Local Planning Authority for approval within three years from the date of decision:

1. Appearance
2. Landscaping

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

Reason

To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

11. Condition

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

Reason

To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

12. Condition

The plan numbers to which this outline permission relates are Location Plan 1714-P001, Existing Block Plan 1714-P002, Proposed Site Plan 1714-P100 **Rev 1**, Proposed Site Elevations 1714-P302, Proposed Site Elevations 1714-P301. 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 Local Plan 2002.

13. Condition

Any subsequent landscaping reserved matters application shall include a scheme for the landscaping and replacement tree planting of the site, including the retention of existing landscape features. The Landscaping scheme shall include details of hard landscaping, 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. The proposed scheme shall include an appropriate buffer of planting along the Eastern boundary to supplement the hedgerow and provide longer term screening. All hard and 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.

Reason

In the interest of the character and amenity of the area in accordance with Policies TD1 and SS7A of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

14. Condition

Prior to the commencement of the development hereby permitted, a scheme for providing fast charge sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) for electric vehicles, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented prior to the first occupation of any building hereby permitted and thereafter retained and maintained for their designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 “Promoting Sustainable Transport “in the National Planning Policy Framework 2019.

15. Condition

Prior to the first occupation of any building hereby permitted, space for the parking of vehicles and space for vehicles to turn so that they may enter and leave the site in a forward gear shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be retained and maintained to the satisfaction of the Local Planning Authority.

Reason

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

16. Condition

Prior to the commencement of the development hereby permitted, a scheme specifying arrangements for deliveries to and removals from the site, to include details of:

- (a) The types of vehicles to be used and hours of their operation
- (b) The design of delivery areas within the development site
- (c) The dimensions and layout of lorry parking area(s) and turning space(s) shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall then be implemented prior to the first occupation of any building hereby permitted and thereafter maintained for its designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 “Promoting Sustainable Transport “in the National Planning Policy Framework 2019.

17. Condition

Prior to the commencement of the development hereby permitted, a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials

- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) on-site turning for construction vehicles shall be submitted to and approved in writing by the Local Planning Authority.

Only the approved details shall be implemented during the construction of the development.

Reason

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

18. Condition

Prior to commencement of the development a scheme to provide secure cycle parking for Gordon Murray employees shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of any building hereby permitted and thereafter permanently provided for its designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 "Promoting Sustainable Transport "in the National Planning Policy Framework 2019.

Conditions applying to the whole development (outline and full elements):

19. Condition

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

Reason

The development proposed covers a large surface area and it is considered likely that it will affect currently unknown archaeological information. It is important that the site is surveyed and work is carried

out as necessary in order to preserve as a record any such information before it is destroyed by the development in accordance with Policy HA1 of the Local Plan (Part 1) 2018 and retained Policy HE15 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the matter goes to the heart of the permission.

20. Condition

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+20 allowance for climate change) storm events, during all stages of the development (Pre, Post and during), associated discharge rates and storages volumes shall be provided using a maximum Greenfield staged discharge rate of 18 litres/sec 1 in 1 year event, 48.1 litres/sec 1 in 30 year event, 66.1 litres/sec 1 in 100 year + climate change event (as per the SuDS pro-forma or otherwise as agreed by the LPA).
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- d) If the site is developed in Phases the drainage strategy should demonstrate that greenfield run-off rates are applied to that phase only, so surface water discharge rates are not increased.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
- f) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- g) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

Reason:

To ensure an acceptable Sustainable Drainage System and to comply with retained Policy D1 of the Waverley Borough Local Plan 2002, Policy CC4 of the Local Plan (Part 1) 2018 and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS. This is a pre-commencement condition because it goes to the heart of the consent.

21. Condition

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason:

To ensure an acceptable Sustainable Drainage System and to comply with retained Policy D1 of the Waverley Borough Local Plan 2002, Policy CC4 of the Local Plan (Part 1) 2018 and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

22. Condition:

No building hereby permitted shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason:

The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development such to accord with Policy CC2 of the Local Plan (Part 1) 2018.

23. Condition

Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment [(including fans, ducting and external openings)], compressors, generators or plant or

equipment of a like kind, installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The rating level of noise emitted from the use of this plant, machinery or equipment shall not exceed 5dB below the background sound level when measured according to British Standard BS4142: 2014, at any adjoining or nearby noise sensitive premises.

Reason

In the interests of the amenities of neighbouring occupiers and future occupants of the site such to accord with with Policy TD1 of the Local Plan Part 1 2018 and retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

24. Condition

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

Reason

In the interests of the amenities of neighbouring occupiers and future occupants of the site such to accord with Policy TD1 of the Local Plan Part 1 2018 and retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

25. Condition

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

- a. An indicative programme for carrying out of the works
- b. The arrangements for public consultation and liaison during the construction works
- c. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- d. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination

- e. The parking of vehicles of site operatives and visitors

The above measures shall outline how important on site and adjacent habitats shall be protected from the development process.

Reason

To protect the air quality for the existing receptors in the locality, to safeguard the ecological interest of the site and to protect the amenities of neighbouring occupiers such to accord with Policies NE1 and TD1 of the Local Plan Part 1 2018 and retained Policies D1 and D4 of the Waverley Borough Council Local Plan 2002. This is a pre-commencement condition as this relates to the construction process.

26. Condition

Prior to the commencement of development, full details of a scheme for the provision of fast charge sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) for electric vehicles, such to accord with accordance with Surrey County Council's Vehicular and Cycle Parking Guidance (January 2018), shall be submitted to and approved by the Local Planning Authority. Thereafter the approved scheme shall be implemented prior to the first occupation of any building hereby permitted and thereafter retained and maintained for their designated purpose.

Reason

In order to promote sustainable travel and to protect the air quality for the existing receptors and nearby Air Quality Management Areas in accordance with Policies ST1 and TD1 of the Waverley Borough Local Plan (Part 1) 2018 and the NPPF 2018. This is a pre-commencement condition because it goes to the heart of the consent.

27. Condition

Prior to commencement of development, other than that required to be carried out as part of demolition or approved scheme of remediation, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) An investigation and risk assessment, in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment shall be undertaken by a competent person as defined in Annex 2: Glossary of the NPPF.
- b) If identified to be required, a detailed remediation scheme shall be prepared to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property. The scheme shall include

- (i) All works to be undertaken
- (ii) Proposed remediation objectives and remediation criteria
- (iii) Timetable of works
- (iv) Site management procedures

The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The remediation works shall be carried out in strict accordance with the approved scheme. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with retained Policy D1 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the details cannot be reasonably discharged after permission has been implemented. The matter goes to the heart of the planning permission.

28. Condition

Upon completion of the approved remediation works, a verification report demonstrating the effectiveness of the approved remediation works carried out shall be completed in accordance with condition 27 and shall be submitted to the Local Planning authority for approval prior to occupation of the development.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with retained Policy D1 of the Waverley Borough Local Plan 2002.

29. Condition

Following commencement of the development hereby approved, if unexpected contamination is found on site at any time, other than that identified in accordance with Condition 27, the Local Planning Authority shall be immediately notified in writing and all works shall be halted on the site. The following shall be submitted and approved in writing by the Local Planning Authority prior to the recommencement of works:

- a) An investigation and risk assessment, undertaken in the manner set out in Condition 27 of this permission.
- b) Where required, a remediation scheme in accordance with the requirements as set out in Condition 27.
- c) Following completion of approved remediation works, a verification report, in accordance with the requirements as set out in Condition 27

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with retained Policy D1 of the Waverley Borough Local Plan 2002.

30. Condition

The development shall be undertaken in full accordance with the mitigation measures set out in chapter 4 of Appendix 4.1 (Ecological Baseline Report) of the Environmental Statement Addendum.

Reason

To ensure that protected species under Schedules 1 and 5 of the Wildlife and Countryside Act 1981 and their roosts/setts are not endangered by the development in accordance with Policy NE1 of the Local Plan Part 1 (2018).

31. Condition

No development of a phase or sub phase shall take place until a Landscape and Ecological Management Plan (LEMP) for that phase or sub phase to ensure the appropriate management of existing and proposed habitats in the long term, has been submitted to and approved in writing by the local planning authority. The LEMP shall include the provision of a minimum 15m ecological buffer zone to the Ancient Woodland (Mill Copse) to the north of the application site, it shall include methodologies of the sensitive management of both new and retained/enhanced habitat and a landscape, planting and seeding plan (with species list). This shall include a schedule of landscape maintenance for a minimum period of 10 years Replacement native tree and hedgerow planting is required to exceed any such habitat removed. The development on a phase or sub phase shall be carried out in accordance with the approved details.

Reason

To safeguard the ecological interest of the site in accordance with Policy NE1 of the Local Plan Part 1 (2018).

32. Condition

- A) Prior to the commencement of construction of each building hereby permitted, a BREEAM scheme to achieve BREEAM Very Good shall be submitted in writing for approval by the Local Planning Authority for that building. The scheme shall include a lower level of BREEAM along with a justification if a building cannot technically or viably achieve BREEAM Very Good. The approved scheme shall be implemented for that building.
- b) Within six months of occupation of each building hereby permitted, a final Code Certification shall be issued certifying that the standard identified in the approved BREEAM scheme for that building has been achieved shall be submitted to the Local Planning Authority for its records.

Reason

In order to provide a highly efficient and sustainable form of development and to accord with Policies CC1 of the Local Plan (Part 1) 2018 and the requirements of the NPPF (2019). This is a pre-commencement condition as the matter goes to the heart of the permission.

33. Condition

No development shall take place until a strategy for the sustainable re-use of soils on-site has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved strategy.

Reason:

To ensure the sustainable re-use of soils within the site, in accordance with Policy CC1 of the Local Plan (Part 1) 2018 and Paragraph 170(a) of the NPPF 2019. This is a pre-commencement condition as the matter relates to the construction process.

34. Condition

The buildings hereby approved shall not be used for any other purpose other than for purposes falling within Classes B1 (a-c inclusive) Business use; B2 General Industry and B8 Storage and Distribution use as defined within the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) Order 2015, or any other orders revoking these Acts.

Reason:

To allow the Local Planning Authority adequate control over the proposed uses on the site and to ensure that they are retained for employment uses, in accordance with Policies SS7 and EE1 of Local Plan (Part 1) 2018 and Retained Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and the NPPF.

35. Condition

Prior to the first occupation of any building, a sensitive lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall demonstrate how any proposed lighting would comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and lighting in the UK – Bats and The Built Environment Series", and measures to minimise light spillage onto the AONB, the adjacent area of Ancient Woodland, and such to avoid light pollution to neighbouring properties and upon recognised dark skies. The strategy shall include the proposed hours of any lighting. The development shall therefore be undertaken in complete accordance with the approved details.

Reason

In order to preserve the setting of the nearby AONB, to avoid adverse impacts on the amenities of neighbouring properties, and to preserve the ecological interests of the site such to accord with in accordance with Policy NE1 of the Local Plan Part 1 (2018) and paragraph 180 of the National Planning Policy Framework.

36. Condition

The total floorspace to be constructed pursuant to this permission shall not exceed 14,000sqm (as measured externally).

Reason

To avoid any significant adverse environmental impacts arising from the proposed development, in order that the development accords with the details submitted within this application and to accord with Policies SS7 and EE1 of Local Plan (Part 1) 2018 and Retained Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and the NPPF.

37. Condition

Before any work on site begins, cross sections/details indicating the proposed finished floor levels of the proposed buildings and finished ground levels surrounding the buildings shall be approved in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the approved details.

Reason

In the interest of the character and amenity of the area in accordance with retained Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the details cannot be reasonably discharged after permission has been implemented. The matter goes to the heart of the planning permission.

38. Condition

The development hereby approved shall not be first occupied unless and until the vehicular and pedestrian accesses on the southern boundary of the site have been constructed in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority”.

Reason

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

Informatives

1. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.
2. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £116.00 or a reduced rate of £34.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.

Please note that the fee is refundable if the Local Planning Authority concerned has failed to discharge the condition by 12 weeks after receipt of the required information.

3. 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 our website.

4. 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.
5. In submitting applications to discharge materials conditions and subsequent reserved matters applications, the applicant is advised that any brighter contrast colours should be kept to a minimum to avoid the buildings being conspicuous in the landscape.
6. The developer can request information to support the discharge of condition 22 by visiting the Thames Water website at thameswater.co.uk/preplanning.
7. The applicant is reminded that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.
8. Green infrastructure (GI) should be a prominent aspect of the development site, including the provision of green roofs on the larger buildings, and screening tree planting within the car parking area
9. Dunsfold Airport Ltd (Certificate B party in relation to this application) are advised that any loss of open space agreed pursuant to this permission shall be compensated for in the permitted masterplan that is proposed to be removed in the use of this development must be replaced elsewhere within the proposed New Settlement.
10. In discharging condition 31 (LEMP) the applicant is advised to have regard to the advice from Surrey Wildlife Trust dated 26/02/2019 which contains identifies a number of opportunities for enhancing biodiversity on the site. These measures should form part of the Landscape Ecological Management Plan to be submitted and approved in writing by the Local Planning Authority.
11. The applicant is therefore advised that should any reserved matters application come forward for Phase 2, then the Highway Authority would expect to see access being provided via a new roundabout junction onto the A281, as agreed as part of the new settlement hybrid planning permission (WA/2015/2395).
12. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.

13. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Team at Surrey County Council.
14. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
15. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
16. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
17. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a Streetworks permit and a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a Streetworks permit and an application will need to be submitted to the County Council's Streetworks Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
18. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from

uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

19. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
20. 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.
21. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
22. The permission hereby granted shall not be construed as authority to erect a structure including telecommunication masts and associated equipment without a detailed design assessment. The applicant is advised that a detailed design must be approved from Surrey County Council Structures Team before any works are carried out on any footway, footpath, carriageway, or verge. Please telephone 0300 200 1003 to arrange for the detailed design to be assessed by Surrey County Council Structures Team.
23. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
24. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

Recommendation B

That, if the requirements of recommendation A are not met, that permission be REFUSED for the following reason:

1. The proposal would fail to deliver an appropriate package of transport mitigation measure such to improve accessibility to the site by non-car modes of transport, and such to maximise opportunities for sustainable travel. The proposal would therefore fail to accord with Policy ST1 of Waverley Borough Council's Local Plan 2018 and Section 9 of the NPPF (2019).

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WA/2018/2032
Gordon Murray Design Limited
29/11/2018

Hybrid application consisting of a Full Application for the erection of Buildings C, D and Energy Centre to provide approximately 6,400 sq. m. of floor space for Design and Engineering use (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) together with car parking, landscaping and associated works. Outline application for the erection of 4 additional buildings (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) including Design Headquarters; Layout and Scale to be determined at Outline. This application is accompanied by an Environmental Statement Addendum which is supplementary to the original Dunsfold Park ES submitted under WA/2015/2395 at Land North Of The Runway Extension, Dunsfold Park, Stovolds Hill, Cranleigh (as amplified by Phase 1 Framework Travel Plan and email dated 29/3/2019)

Committee: Joint Planning Committee
Meeting Date: 23/04/2019

Public Notice: Was Public Notice required and posted: Yes
Grid Reference: E: 503481 N: 136874

Parish: Alfold
Ward: Alfold, Cranleigh Rural and Ellens Green
Case Officer: Rachel Kellas
Expiry Date: 20/03/2019
Time Extended Date: N/A
Neighbour Notification Expiry Date: 04/01/2019

RECOMMENDATION A

That, subject to completion of a legal agreement by 23/10/2019 to secure highway sustainability improvements and travel plan auditing fee, and subject to conditions, permission be GRANTED

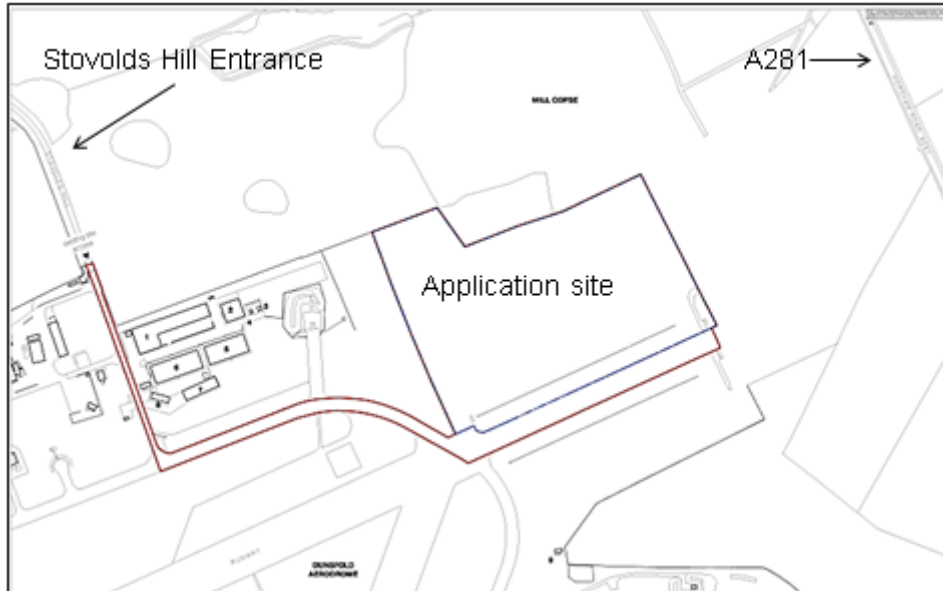
RECOMMENDATION B

That, if the requirements of recommendation A are not met, that permission be REFUSED

1. Introduction

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

2. Location Plan



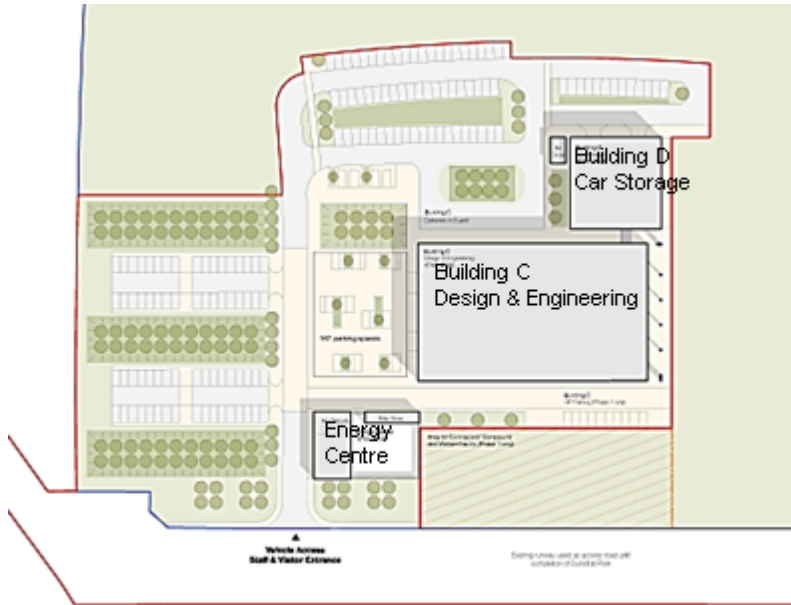
3. Site Description

The application site measures 7.2 hectares and is located within Dunsfold Park. The site includes the existing access into Dunsfold Park from Stovolds Hill and extends to an area east of the existing business park.

4. Proposal

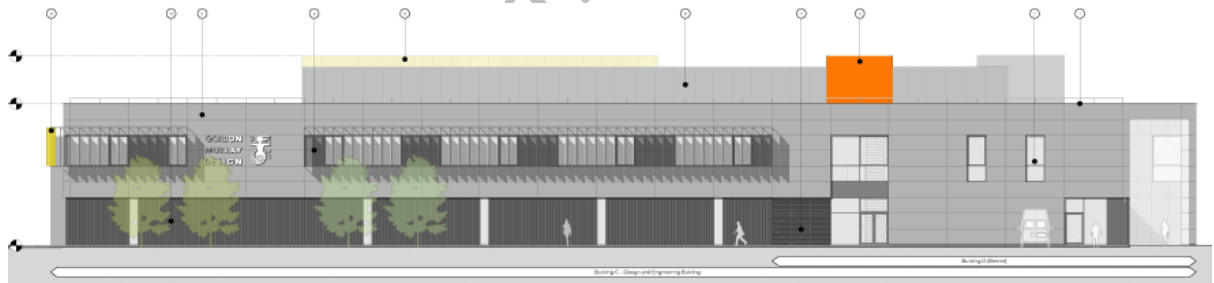
Hybrid Planning Permission is sought for

Full Application for the erection of Buildings C, D and Energy Centre to provide approximately 6,400 sq. m. of floor space for Design and Engineering use (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) together with car parking, landscaping and associated works. Access would be via the existing access on Stovolds Hill.



Site Plan – full element of permission

- Building C - Design and Engineering (Use Class B1) - This two storey building would comprise 3 double-height build bay units with open plan design and engineering studios arranged around them on the first floor. The building would also contain a showroom/display area, staff and admin offices, meeting rooms, staff welfare facilities and a staff diner for use until Building B is constructed. Its footprint would be approximately 2,750sqm with a gross internal area of around 4,750sqm.



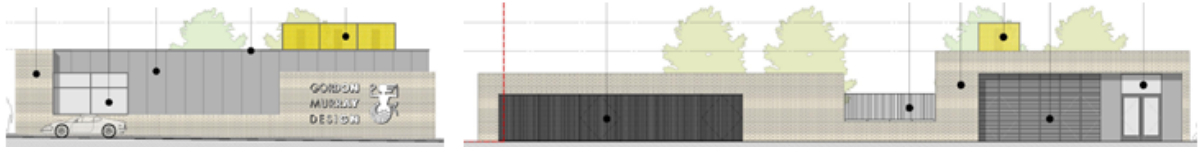
Southern elevation

- Building D - Vehicle Storage Facility (Use Class B8) - This single storey building with mezzanine office space would provide storage for a variety of vehicles used as part of research and development. The building would have a footprint of approximately 750sqm and a gross internal area of around 870sqm.



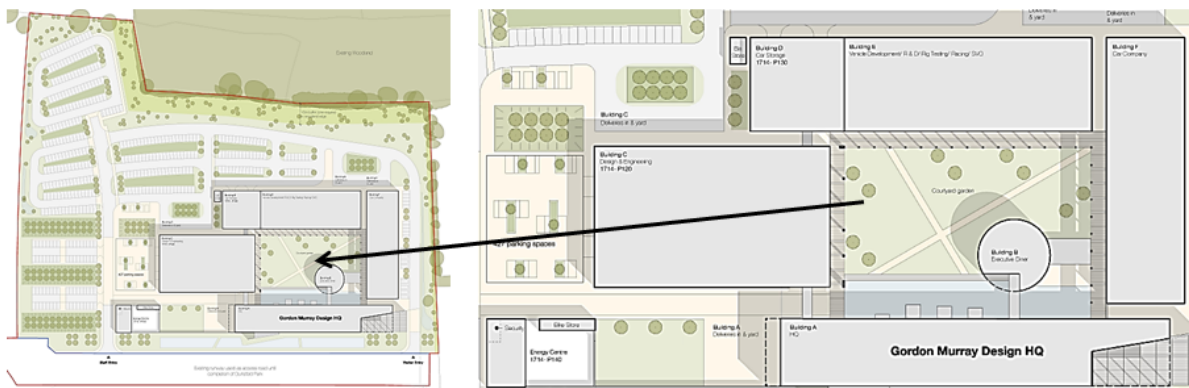
West and eastern elevations

- The energy centre would contain a gas boiler and bulk services such as electricity, boiler plant, chilled water, potable water and domestic hot water within the application site line to process energy and serve the whole of the site through a district ring. The energy centre would have a footprint of approximately 500sqm.



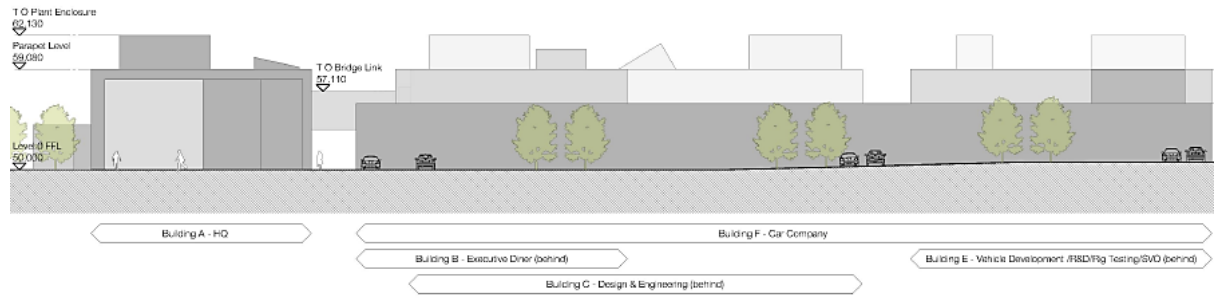
North and western elevations

Outline application for the erection of 4 additional buildings (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) including Design Headquarters; Layout and Scale to be determined at this outline stage. The submitted documents state the proposal is to utilise a new access off the A281:



Site Plan – outline element of scheme

- A – Headquarters and heritage centre (use class B1) with a footprint of circa 2,310sqm and an indicative total floor area (GIA) of 3,100sqm
- B – Staff diner (ancillary to B1 uses) with a footprint of circa 440, and an indicative total floor area (GIA) of 600sqm
- E – Racing/SVO/Research and Development (use class B1) building with a footprint of circa 1,970sqm and an indicative total floor area (GIA) of 2,400sqm
- F – Car company building (use class B1) with a footprint of circa 1,770sqm and an indicative total floor area (GIA) of 1,710



Section showing buildings A and F in foreground, buildings C, C and E behind
 This application is accompanied by an Environmental Statement Addendum which is supplementary to the original Dunsfold Park ES New Settlement planning permission approved under WA/2015/2395

5. Heads of terms

The applicant has agreed to enter into a legal agreement to secure the following S106 payments / obligations:

- Prior to first occupation of any building hereby permitted to pay to the county council the Travel Plan Auditing fee of £6,150.
- Provision of a full Travel Plan within 3 months of the first occupation of Phase 1, in general accordance with the approved Framework Travel Plan dated 03/04/2019 and implementation.
- Provision of an updated full Travel Plan within 3 months of the first occupation of Phase 2 and implementation and review.
- Provision of a flexible demand responsive bus service designed around the needs of Gordon Murray employees and existing employees on the site. This shall include, but not be limited to, a bus service between the site and Guildford via the A281. The approved demand responsive bus service shall be implemented within 3 months of the first occupation of Phase 1.
- Prior to the commencement of the development hereby permitted to submit for the written approval of the Local Planning Authority, in consultation with the Highway Authority, details of appropriate bus stop infrastructure within the site to include shelters and Real Time Passenger Information. The approved bus stop infrastructure shall be provided within 3 months of first occupation of Phase 1.
- Prior to first occupation of Phase 1, details of an on-site car club scheme for use by Gordon Murray employees and existing employees on the

site, shall be submitted to and agreed in writing with the Local Planning Authority, in consultation with the Highway Authority. The scheme shall comprise the following:

- Within 3 months of the first occupation of Phase 1, a car club vehicle will be provided on site; and
- If viable, and within 3 months of the first occupation of Phase 2, a second car club vehicle will be provided. If not viable at this stage, the viability of a second car club vehicle will be reviewed annually as part of the monitoring of the Travel Plan.
- Each Gordon Murray employee will be offered free membership of the Car Club for the first year; and
- Each Gordon Murray employee will be offered drive time credit to enable the first 25 miles of usage to be free of charge.

6. Applicant's Consultation

The application is accompanied by a statement of community involvement. This is contained with the planning statement and sets out the consultation undertaken by the applicant. In this case, the consultation has been limited to with planning officers, with correspondence with parish councils undertaken by the applicant upon submission of the application. However, the statement also indicates that consideration has been given to comments received in relation to the Dunsfold Park New Settlement. That application (WA/2015/2395) was the subject of extensive consultation both pursuant to the planning application itself and also in relation to the Local Plan consultation.

The Council's Statement of Community Involvement (2014) advises that the Council will encourage developers/applicants to consult with the community about their initial schemes. Whilst officers had encouraged applicants to undertake consultation prior to submission, this was not undertaken.

The Council has undertaken its own consultation in line with its statutory requirements, and the applicant has also undertaken consultation during the application process.

The absence of a thorough consultation by the applicant is a negative aspect to this application, however, this does not prevent the application from being determined based on its own planning merits.

7. Relevant Planning History

The following table contains relevant planning history. There is an extensive further planning history for the site not reproduced here.

WA/2018/0171	Application under Section 73A to vary Condition 1 & 6 of WA/2009/1891 (condition 1 states that the development is granted for a temporary period only expiring on 1st June 2018 and condition 6 restricts the number of traffic movements) to allow temporary use until 1st June 2021 and to increase the maximum number of traffic movements to 3348 as consented by WA/2015/0695.	Full Permission 25/05/2018
SO/2018/0005	Request for Screening Opinion for proposed building for research and development, engineering/manufacturing, storage, office and ancillary space comprising 14,000 sqm of floorspace, over two floors, within a number of buildings around a courtyard.	Withdrawn 02/05/2018
SO/2015/0008	Request for Scoping Opinion regarding proposed development for a sustainable, residential-led mixed use development (to include the expansion of the existing employment area).	Scoping Opinion Given 22/07/2015
WA/2015/2395	Hybrid Planning Application; Part Outline proposal with all matters reserved for a New Settlement with residential development comprising: 1,800 units, 7,500 sqm care accommodation; a local centre for retail, financial & professional, cafe/restaurant/takeaway and/or public house to total of 2,150 sqm; New business uses including offices, research and development industry (Use Class B1a and B1b) up to max of 3,700 sqm; light and general industry (Use Class B1c and B2) to max of 7,500 sqm; storage and distribution (Use Class B8) to max of 11,000 sqm; a further 9,966 sqm of flexible commercial space (Use Classes B1(b), B1(c), B2 and/or B8); Non-residential institutions; Open space; public transport routes, footpaths &	Referred to Secretary of State Approved 29/03/2018

	<p>cycleways; landscaping; the removal of three runways; all related infrastructure; Part Full application for the demolition of 8,029 sqm of existing buildings and the retention of 36,692 sqm of existing buildings, for their future use; and the temporary use of Building 132 for a construction headquarters (abbreviated description).</p>	
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8. Planning Policy Constraints

Strategic Site – New Settlement at Dunsfold Aerodrome

Countryside beyond Green Belt

Section 106 (relates to the New Settlement permission WA/2015/2395)

Ancient Woodland 500m buffer

Potentially contaminated land

Southern Gas Networks - GPL

9. Development Plan Policies and Guidance

The Development Plan and relevant policies comprise:

- Waverley Borough Local Plan, Part 1, Strategic Policies and Sites (adopted February 2018):
 - SP1 - Presumption in favour of Sustainable Development
 - SP2 - Spatial Strategy
 - ST1 - Sustainable Transport
 - RE1 – Countryside beyond the Green Belt
 - RE3 – Landscape Character
 - TD1 – Townscape and Design
 - HA1 – Protection of Heritage Assets
 - NE1 – Biodiversity and Geological Conservation
 - NE2 - Green and Blue Infrastructure
 - CC1 - Sustainable Construction and Design
 - CC2 - Sustainable Construction and Design
 - CC3 - Renewable Energy Development
 - CC4 - Flood Risk Management
 - SS7 – New Settlement at Dunsfold Aerodrome
 - SS7A – Dunsfold Aerodrome Design Strategy

- Waverley Borough Local Plan 2002 (retained policies February 2018):

- D1 - Environmental implications of development
- D4 - Design and layout
- D6 – Tree controls
- D7 - Trees, hedgerows and development
- D8 - Crime prevention
- D9 – Accessibility
- C7 - Trees, woodlands and hedgerows
- HE15 - Unidentified Archaeological Sites
- M5 - Provision for cyclists
- M7 - Footpaths and cycleways
- M9 - Provision for people with disabilities and mobility problems

In accordance with the National Planning Policy Framework (NPPF) 2019q due weight has been given to the relevant policies in the above plans.

Other guidance:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (2014)
- Land Availability Assessment (2016)
- Infrastructure Delivery Plan (2012)
- Settlement Hierarchy (Update 2012)
- Climate Change Background Paper (2011)
- Open Space, Sport and Recreation (PPG17) Study 2012
- Statement of Community Involvement (2014 Revision)
- Strategic Flood Risk Assessment (2015/2016)
- Cycling Plan SPD (April 2005)
- Council's Parking Guidelines (2013)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Surrey Hills Management Plan (2014-2019)
- Employment Land Review (2016)
- Council's Economic Strategy 2015-2020
- Alfold Initiative Design Statement (1999)

10. Consultations and Town/Parish Council Comments

Alfold Council	Parish	No objection provided that: <ol style="list-style-type: none"> 1. It is dealt with as an exception and that future applications would accord with the emerging Masterplan.
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	<ol style="list-style-type: none"> 2. That the additional floorspace granted under this application would form part of the overall within the Masterplan as permitted under WA/2015/2395. 3. All appropriate conditions of permission WA/2015/2395 would be applied to this application. 4. If construction of the new access road is not included within the above conditions then a condition should provide that access must be via the new road as soon as it is built. 5. That the commencement of implementation of this permission would trigger the start of the S106 obligations under the main permission.
<p>Busbridge Parish Council</p>	<p>General observations provided:</p> <ul style="list-style-type: none"> • Transport assessment states that phase one will create 723 daily weekday car trips to and from Dunsfold Park which will rise on full buildout to 1,670 per day • Assessment acknowledges there is a pinch point on the single lane part of Brighton Road but offers no solution • Inevitable that a significant number of commuters, coming from Farnham, Elstead and Milford directions will use Station Lane/ Salt Lane / Markwick Lane to Dunsfold Park as their most direct route • Station Lane/Salt Lane/Markwick Lane has been ignored in transport assessment • It is a very narrow, winding, single track country lane with very poor sight lines which is completed unsuited to the volume of traffic it already carries • This volume of traffic has caused accidents two days already this year
<p>Chiddingfold Parish Council</p>	<p>Support subject to suitable conditions regarding overall quantum of development at the site and environmental mitigation measures are applied.</p> <p>There are benefits from the proposed development, it being by a high-quality engineering company with a well established business and with local connections. The council recognises the potential for additional, quality employment locally which is felt to be beneficial. The employment offered as a result of this development will be in the field of engineering and engineering is a part of the</p>

	<p>history of the Dunsfold site and a field within which many residents of Chiddingfold were previously employed.</p> <p>The Parish Council notes the recommendations of the Ecological Baseline Report prepared by LUC and commends the mitigation proposals within it.</p> <p>The council believes that tree planting for screening and repopulation purposes should be with suitable, native species and of such substance and quantity to offer a substantial screening effect / break-up of the development outlines.</p> <p>The Parish Council feels that compensatory green space should be allocated to balance the additional development at this location as against the original plans for this section of the site in the masterplan. Provided that this development is allocated within the totality of the masterplan so that the total development at the site is not increased beyond that approved in the local plan, this council Supports the application.</p>
<p>Council's Economic Development Team</p>	<p>Support:</p> <ul style="list-style-type: none"> • Support the economic benefit to the local economy that the company would bring. • Currently based in Shalford and employing over 130 people. • Applicant well established in the local area. • Firm has a strong global design reputation and would provide a complementary business to others in the area, and many potential skilled work opportunities for local people. • Understand its products seek to cut production costs for manufacturers and lower fuel emissions with the wider positive implications that brings. <p>Consider that overall, the company would be an asset to the area</p>
<p>Council's Environmental Health Officers</p>	<p>Air Quality – no objection subject to condition to secure provision of electric vehicle charging points</p> <p>Contaminated land – no objection subject to conditions, agree with findings of submitted report</p>

	<p>Light – no objection subject to lighting strategy</p> <p>Noise and vibration – No objection subject to conditions to secure noise mitigation measures</p>
County Archaeologist	<p>No objection subject to a condition –</p> <p>Does not consider that it is necessary for the archaeological work to be undertaken in advance of any planning permission; but securing the archaeological work as a condition of any planning permission is an acceptable and proportionate response.</p>
County Highway Authority	<p>No objection on highway safety grounds subject to:</p> <p>Completion of Section 106 agreement to secure</p> <ul style="list-style-type: none"> • Travel Plan Auditing fee of £6,150. • Submission of a travel plan • Provision of flexible demand responsive bus service prior to first occupation of any building • Details and provision of appropriate bus stop infrastructure • Details of on site car club scheme for use by Gordon Murray employees and existing employees on the site <p>And subject to conditions to include requirement for:</p> <ul style="list-style-type: none"> • Fast charge sockets for electric vehicles <p>Subject to the above package of transport mitigation measures:</p> <ul style="list-style-type: none"> • The proposal would Improve accessibility to the site by non-car modes of travel, therefore the planning application does meet the transport sustainability requirements of the National Planning Policy Framework. • The proposed access and movement strategy for the development would enable safe and suitable access to the site for all users. • The proposal would satisfactorily mitigate the highway impacts of the proposed development (both in terms of highway safety/capacity and transport sustainability). • The residual cumulative impact on the road network would not be severe.

Forestry Commission	Refer to standing advice
Lead Local Flood Authority	<p>No objection subject to conditions:</p> <p>Satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and can recommend planning permission is granted. Would however recommend that should planning permission be granted, that suitably worded conditions are applied to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.</p>
Natural England	<p>No Objection - Subject To Appropriate Mitigation Being Secured</p> <p>Consider that without appropriate mitigation the application would:</p> <ul style="list-style-type: none"> • Have a significant impact on the purposes of designation of Surrey Hills AONB. <p>In order to mitigate these adverse effects and make the development acceptable, the following mitigation options should be secured:</p> <ul style="list-style-type: none"> • Green infrastructure (GI) should be a prominent aspect of the development site, including the provision of green roofs on the larger buildings, and screening tree planting within the car parking area • Any loss of open space agreed in the permitted masterplan that is proposed to be removed in the use of this development must be replaced within the overall development • A lighting strategy to demonstrate how there will be minimal light spillage onto the AONB and area of Ancient Woodland <p>Advise that an appropriate planning condition or obligation is attached to any planning permission to secure these measures.</p>
Surrey County Council's in house Environmental	<p>No objection - recommends that the ES Addendum (October 2018) submitted in support of Planning Application WA/2018/2032 is of an acceptable standard, and that the Planning Authority can proceed with the determination of the application.</p>

Assessment Team	
Surrey Hills AONB Planning Adviser	<p>General observations provided:</p> <ul style="list-style-type: none"> • The current application site appears to be an outward expansion of the permitted development as most of the site was shown on the accompanying illustrative masterplan as being left open. • If the Planning Authority is minded to grant permission for the development of this land, it may wish to consider with those pursuing the main new settlement proposal where an equivalent area open space would replace proposed development shown in that masterplan. • If the Planning Authority is nevertheless minded to accept the principle of this proposal it is asked that considerably more tree planting be carried out. • The mid and dark grey external colours of the buildings are supported. Any brighter contrast colours should be kept to a minimum to avoid the buildings being conspicuous in the landscape. • Plant should be more incorporated, if possible, into the design of the buildings rather than protrude upwards as appendages to the extent shown in the drawings.
Surrey Wildlife Trust	<p>No objection, subject to applicant being required to undertake mitigation and enhancement measures set out in the submitted report and conditions to secure:</p> <ul style="list-style-type: none"> • External lighting scheme • Ecological improvements to an area of grassland • A Construction Environmental Management Plan • Landscape and Ecological Management Plan
Thames Water	<p>No objection subject to conditions:</p> <p>Foul Water sewage network infrastructure capacity – no objection</p> <p>Thames Water has identified an inability of the existing water network infrastructure to accommodate the needs of this development proposal. Request that the following condition be added to any planning permission.</p> <p>No properties shall be occupied until confirmation has been provided that either:- all water network upgrades</p>

	<p>required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.</p> <p>Reason - The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development.</p>
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11. 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 14/12/2018 site notices were displayed around the site 17/12/2018 and neighbour notification letters were sent on 07/12/2018.

13 letters (from 9 address points) have been received raising objection on the following grounds:

Traffic:

- Stovolds Hill (which contains blind bends and is unsuitable for HGVs) is totally incapable of accommodating more large vehicles, already too many.
- Use of Stovolds Hill by large vehicles becoming a safety issue, particularly with the speed of large vehicles.
- An appropriate traffic plan for construction vehicles should ensure all construction vehicles use Trunk and A roads and not the unsuitable rural routes to the A3.
- Unacceptable on grounds of traffic safety to allow any increase in traffic along Stovolds Hill
- The use of Stovolds Hill ignores requirements of Local Plan Policy SS7 and the Secretary of State decision in relation to the proposed New Settlement
- Request a 7.5 tonne HGV restriction is placed on the entire east - west route from Cranleigh Crossroads on the A281 to Station Lane at Milford (Tuesley Lane junction).

- The route from Cranleigh Crossroads on the A281 to Station Lane at Milford is currently designated “Unsuitable for HGVs” but the advisory signs are routinely ignored by a large number of commercial vehicles including HGVs destined for Dunsfold Airfield where there is a Fuel depot and Biodigester unit are currently using the Markwick Lane route - vehicles from Watson Fuels, Certas, CPS Fuels, LC Energy and Butler Fuels.
- Traffic usage on Stovolds Hill of primary concern and not suitable for use by HGVs
- Local roads are too dangerous to cycle at present
- Already substantial planning permission for the area, more being added is of great concern
- How many conditions will be eased or removed in favour of building here
- Roads outside Dunsfold Park not wide enough for walking, tow paths not suitable for hiking or walking to work
- Speed limits are commonly broken
- Junction with Hall Place at crest of the hill will become even more treacherous
- South West trains are already running at above capacity, train service getting worse
- Cumulative increase in cars once houses are complete in and around Cranleigh as well as Dunsfold Park itself would see the A281 grind to a halt, Markwick Lane not able to cope with additional traffic

Visual impacts:

- New application is large
- It will be a massive eyesore, not only to the current neighbours but also to the new development

Loss of green space and wildlife:

- Proposed on green land, which is not acceptable
- Total disregard to the importance of the preservation of our natural flora and fauna.
- Unclear where the open space would be replaced within the site – there is a statement in environmental statement which suggests it won't be replaced. Should be a matter for the masterplan as a whole

Consultation:

- No notification received either by the applicant or Waverley
- Application was posted just before Christmas when people go on holiday - makes we wonder about the integrity of the application
- Applicant was asked in pre-app response to commence consultation, however, none has taken place

- Questions submitted to the applicant have not been answered

Noise and impacts on neighbouring dwellings:

- Boundary of our property (hall place farm) is 500m from site boundary not 720m as reported
- Noise and light pollution will be a problem
- Management and mitigation of all dust, noise, vibration and air pollution should be addressed within site wide management plan pursuant to the master plan
- Disturbance by way of dust, noise, vibration, reversing beepers and air pollution was experienced during construction of the most recently constructed industrial buildings.

Relationship to the New Settlement permission and amount of floorspace:

- Question why application has not been submitted as a reserved matters application / part of the New Settlement Permission
- Masterplan should be developed for the whole site prior to development commencing
- Secretary of state made it clear no development should commence until new road is in place.
- With no masterplan there is no certainty over how the scheme will relate to the remainder of commercial development on the site
- This building should be part of the already proposed industrial buildings, not extra, this should be enforced by condition
- Granting this application could set a precedent for further piecemeal applications without proper consultation
- Question why proposal was not included in the earlier applications
- Quantum of development proposed for each use class should be taken off the amounts approved under the New Settlement permission
- This application should be bound by same conditions as on the outline permission

Timescales:

- Applicant under pressure to move out premises by 2019 however realistic occupation not likely until mid 2020 so temporary relocation would still be necessary – therefore no case to allow piecemeal development

Infrastructure

- No allowance for infrastructure improvements

12. Submissions in support

In support of the application the applicant and land owner have made the following points:

- Dunsfold Aerodrome in Surrey, near the village of Cranleigh.
- It is sited within short commuting distance of the current Shalford premises, which will reduce the need for existing employees to relocate.
- With regards to development opportunities within Surrey, a large proportion of land is designated as green belt. Hence Dunsfold Aerodrome - a substantial brown field designated as a strategic site by Waverley Borough Council's adopted local plan (February 2018) provides an opportunity to avoid developing on other green field sites.
- The site falls within the Dunsfold Park masterplan footprint, with the west and south of the proposed Gordon Murray Design site bound by land allocated for significant residential and commercial development. This provides the opportunity for existing and new employees from the GMD Campus to live and work locally in the long term.
- Dunsfold Aerodrome has had strong links with cars, notably as the site of the BBC show Top Gear's studio and test track since 2002. The addition of GMD's new campus would extend this heritage.
- The proposed GMD campus has a role to play in helping deliver business and industrial units. As well as additional jobs, it will act as catalysis and enable the promotion and expansion of the cluster of knowledge-driven and technology industries already established at Dunsfold together with possible spin-off businesses.
- Proposal will help to bring in different business sectors and creative talents to support a diverse economic growth within the Waverley area.
- The application is submitted in hybrid format to accommodate the applicant's immediate needs (moving from existing, constrained premises at Shalford in Guildford Borough), and the business vision for the future.
- The detailed part of the application will allow the existing business to relocate with the outline offering certainty to the company that it can expand quickly when the need arises
- The location of GMD in the local region is of great importance, providing a source of employment and economic benefit to the surrounding area.
- The ambition of the company to expand and develop their operations will enhance these benefits, therefore the ability to retain GMD within the vicinity of their current location is key to securing this.
- The requirement of a phased approach to construction has led to the creation of a composed scheme that has the quality to stand alone and appear complete at each point of development.
- The proposal buildings are appropriate to the functionality and ambition of Gordon Murray Design, while also complementing a sustainable landscape strategy

- Significant opportunity to establish a world class automotive research and development centre within the Borough of Waverley and also as a key component of the new Dunsfold Park Masterplan.
- Whilst the Gordon Murray application has been progressed in advance of the reserved matters for the Dunsfold Park Masterplan, this application is consistent with the Dunsfold Park Masterplan.
- The quantum of floor area in this application, is not in addition to the floor areas permitted in the Dunsfold Park Masterplan
- The quantum of traffic movements generated by in this application, is not in addition to the traffic movements generated by the Dunsfold Park Masterplan
- The design and layout of this application, is consistent with the Dunsfold Masterplan and it does not compromise the implementation of the Masterplan
- This application seeks detailed approval for access and car parking for Phase 1 only
- Phase 2 of this scheme remains subject to the approval of reserved matters by Waverley BC
- Separately and by way of background, a detailed planning application for a new site access road to Dunsfold Park is currently being prepared and is due to be submitted to Waverley BC during May 2019
- Should planning permission for a new site access road be granted by Waverley BC, then construction of a new site access road is likely to be completed within 6 months of commencement.

13. Planning Considerations

13.1 Principle of development

The consideration of planning applications takes place in the context of a planned system. Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise.

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

Policy EE1 sets out that the provision of development for economic growth to meet the needs of the economy, including at least 16,000sqm of new Use Classes B1a/b floorspace will be delivered through (in part) the allocation of sites for additional employment floorspace on land at Dunsfold Aerodrome in accordance with Policy SS7 and SS7a of this plan.

Policy SS7 allocates Dunsfold Aerodrome for a mixed use New Settlement to contain up to 2,600 homes and an expanded business park with around 26,000sqm of additional employment (B Class) floor space.

Policy SS7A sets out a number of design principles to guide the future development of Dunsfold Aerodrome.

13.2 Compliance with Policy SS7 & SS7A

Dunsfold Aerodrome, as identified on the Adopted Policies Map and on the plan below, is allocated for mixed use strategic development to accommodate housing, employment and associated supporting uses.

Policy SS7 states:

The development should create a high quality, mixed use community with its own identity and character, forming a New Settlement, with a range of community facilities and services, appropriate to a settlement of this size. The development should fully recognise the significance of the heritage value of the site and conserve the site's heritage assets in a manner appropriate to their significance.

The setting of the Surrey Hills Areas of Outstanding Natural Beauty will be protected, in accordance with Policy RE3.

The scheme should include:

- a) About 2,600 homes to be delivered by 2032.
- b) An expanded business park with around 26,000 sq m of new employment (B Class) floorspace.
- c) A local centre providing -
 - i. At least 3,750 sq m gross floorspace with shops, financial and professional services, restaurants and cafes, drinking establishments and hot food takeaways (Use Classes A1 to A5) to provide for the day to day needs of residents, and
 - ii. Social infrastructure including a new primary school, which will additionally provide early education for two to four year olds, health facilities, and community facilities. A financial contribution will also need to be made to off-site secondary school provision.
- d) The provision of publicly accessible local and strategic open space, to include a managed Country Park of at least 103 ha.
- e) Appropriate on and off site leisure facilities.
- f) A new canal basin to the Wey and Arun Canal.

- g) Land to be reserved on or adjoining the site for the provision of a museum reflecting the site's history as an aviation centre.
- h) Public art to reflect the heritage of the site.
- i) Necessary highways improvements to adequately mitigate the likely impacts, including cumulative impacts, of the proposed development on both the safe operation and the performance of the surrounding road network.
- j) A package of sustainable measures, including a frequent bus service to be provided and secured in perpetuity to serve the whole site, to maximise opportunities for alternative forms of transport and to support alternatives to the private car.
- k) The reinforcement of existing utility infrastructure for electricity, gas, water and telecommunications to serve the development.
- l) An appropriate buffer between the permitted anaerobic digestion facility and any new housing development.

Policy SS7 allocates Dunsfold Aerodrome for a mixed use New Settlement to contain up to 2,600 homes and an expanded business park with around 26,000sqm of additional employment (B Class) floor space. This current proposal is not for a New Settlement; rather, it seeks to bring forward part of the employment floorspace permitted by virtue of Policy SS7 and the New Settlement hybrid planning permission (WA/2015/2395) ahead of any reserved matters applications in relation to the New Settlement. Given the scale and nature of the proposal, it would not be reasonable to insist upon full compliance with Policy SS7 (for example, requiring the provision of 2,600 dwellings or the associated infrastructure).

Officers are satisfied, however, that the proposal is compliant with Policy SS7 criterion b) in principle as the proposal relates to the expansion of the existing business park and would fall within the total amount of floorspace permitted by Policy SS7.

Officers are satisfied that the scheme would not prevent, or conflict with, bringing the New Settlement forward. The proposed development would be closely related to the existing business park which benefits from full planning permission.

Policy SS7a (Dunsfold Aerodrome Design Strategy) states (in summary):

Dunsfold Aerodrome New Settlement will be a high quality design-led new Surrey village for the 21st Century, a place where residents choose to live, work and visit.

The following are the key design principles which will guide the future development of Dunsfold Aerodrome. In addition to Policy TD1, all proposals for the development of Dunsfold Aerodrome shall clearly demonstrate how it achieves the following strategic design principles:

- i. A village that has a distinct local character:
- ii. Safe, connected and efficient streets:
- iii. A significant network of greenspaces and public places
- iv. A secure environment
- v. A choice of access and inclusive communities:
- vi. An efficient use of natural resources
- vii. Cohesive and vibrant neighbourhoods

The Masterplan - the developer must produce a Masterplan for the overall site that will respond to the design principles set out in this policy.

(Full Policy contained at appendix 1)

The current proposal is not accompanied by an approved masterplan for the New Settlement. Given the proposal relates just to a small part of the strategic site, and is solely for employment uses, it would be unreasonable to require an approved masterplan in advance of consideration of this application. Rather, the consideration for members is whether granting this application would prejudice achieving compliance with SS7A in respect of the future submission of an acceptable master plan for the New Settlement. Officers are of the view that there would be no material conflict in this respect.

The design principles set out in Policy SS7A, where relevant to this proposal which solely relates to a proposed employment use, are considered later in this report (Landscape and Visual Amenity). That section concludes that the proposal is considered to be compliant with the principles set out in Policy SS7A having regard to the high quality of the proposed design, and the way in which the scheme responds to its surroundings.

13.3 The existing New Settlement permission WA/2015/2395

The existing hybrid planning permission WA/2015/2395 relates to:

- Part Outline proposal with all matters reserved for a New Settlement with residential development comprising: 1,800 units (Use Classes C3), 7,500 sqm care accommodation (Use Classes C2); a local centre to comprise retail, financial and professional, cafes/restaurant/takeaway and/or public house up to a total of 2,150 sqm (Use Classes A1, A2, A3, A4, A5);

- New business uses including offices, and research and development industry (Use Classes B1a and B1b) up to a maximum of 3,700 sqm; light and general industry (Use Classes B1c and B2) up to a maximum of 7,500 sqm; storage and distribution (Use Class B8) up to a maximum of 11,000 sqm; a further 9,966 sqm of flexible commercial space (Use Classes B1(b), B1(c), B2 and/or B8);
- Non-residential institutions including health centre, relocation of existing Jigsaw School into new premises and provision of new community centre (Use Class D1) up to a maximum of 9,750 sqm; a two-form entry Primary School;
- Open space including water bodies, outdoor sports, recreational facilities, canal basin and nature conservation areas; public transport routes, footpaths and cycleways; landscaping; the removal of three runways; all related infrastructure including roads, car and cycle parking, energy plant and associated equipment, water supply, telecommunications, drainage systems and waste water treatment facilities;
- Part full application for the demolition of 8,029 sqm of existing buildings and the retention of 36,692 sqm of existing buildings, for their future use for a specified purpose as defined by the Use Classes as specified in the schedule of buildings and their uses; and the temporary use of Building 132 for a construction headquarters.

For the outline elements of the hybrid permission, which includes the expansion of the existing business park, reserved matters applications will need to be made prior to those elements of the scheme commencing.

The current proposal sits within the application site area for the hybrid permission. The amount of employment space proposed (between 6,400sqm and 14,000sqm) would fall within the quantum of B Class floorspace permitted under WA/2015/2395 (up to 32,166sqm). The effect of this, is that when the reserved matters applications come forward, the current proposal, if granted, would need to be shown within the reserved matters application, and it would need to be demonstrated that the employment floorspace approved falls within the parameters of the outline permission.

It is acknowledged that the proposal does represent a variation to the parameter plans, and the indicative masterplan, submitted pursuant to that permission. The proposal would see the employment floorspace positioned further to the east and south, closer to the A281, than indicatively previously shown and approved. It should be noted that whilst the parameter plan was an approved plan, the masterplan submitted pursuant to that application was indicative only. The New Settlement permission is subject of a condition (condition 7) to submit

and have approved, a masterplan for the proposal. This would need to take account of this proposal, should permission be granted.

Site in context of Dunsfold indicative master plan (Figure 3.5 of Design and Access statement):



Approved land use parameter plan extract for New Settlement permission (WA.2015.2395):



As a point of information, it may be necessary for the Dunsfold Park applicants to seek to vary condition number 5 (plan numbers) to reflect the current proposal, should permission be granted. Officers note, given the overall scale of the New Settlement permission, that it would be possible to provide sufficient alternative open space within the development.

In terms of the current proposal, it is necessary to assess the application on its own individual merits. Whilst Officers anticipate that the applicants will be keen to progress the New Settlement in the near future, through the submission of relevant condition discharge and reserved matters applications, it remains a theoretical possibility that the New Settlement development may not come forward, or may be delayed. As such, the starting point is to assess the application against the current on site position and any delay to the current proposal to await progress on the implementation of the New Settlement Permission could not be reasonably justified in planning terms.

For the reasons set out in this section, and elsewhere in this report, Officers are satisfied that the proposal would not prejudice the New Settlement coming forward, and that an appropriate level of open space could be achieved. The detail of the final Masterplan will be a matter to be considered pursuant to the New Settlement permissions and not in relation to the current proposal.

The principle of development in relation to the current application is therefore acceptable in both policy terms and in terms of the extant planning history.

13.4 Environmental Impact Regulations 2017

The application is accompanied by an Environmental Statement Addendum which is supplementary to the original Dunsfold Park ES submitted under WA/2015/2395.

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) state that an Environmental Statement (ES) should 'include the data required to identify and assess the main effects which the development is likely to have on the environment'.

An ES is required to ensure that the likely significant effects (both direct and indirect) of a proposed development are fully understood and taken into account before the development is allowed to go ahead. An ES must describe the likely significant effects and mitigating measures envisaged.

Officers have sought the independent review of the content and scope of the ES by Surrey County Council's in-house Environmental Assessment Team. The advice was that, as submitted, the Environmental Statement was compliant with the minimum information requirements set out in Regulation 18(3)(a)-(e) of the EIA Regulations 2017 and that the Local Planning Authority can proceed with the determination of the application.

The relevant planning policies and guidance relating to the ES topics, are set out within the 'Development Plan Policies' section of this report (above).

The submitted ES Addendum (October 2018) includes the following chapters that address the impacts of the proposed development on those aspects of the environment identified by the Planning Authority as likely to experience significant impacts:

- Ecology and Nature Conservation
- Landscape and Visual Amenity
- Cultural Heritage
- Land Quality and Hydrogeology
- Hydrology and Water Resources
- Access, Traffic and Transport
- Air Quality and Odour
- Noise and Vibration
- Social and Community Wellbeing
- Economic Issues
- Climate Change
- Major Accidents and Disasters

Although no formal Scoping Opinion was adopted in respect of the proposed development, the information submitted in the ES Addendum (October 2018) is consistent with the principles set out in Regulation 18(4). Furthermore, the original Environmental Statement which was submitted pursuant to the New Settlement Permission WA/2015/2395 was informed by a Regulation 5 Screening Opinion and a scoping opinion SO/2015/0008.

The main conclusions of the ES topics and the Officers' response to them are set out in the relevant sections of this officer report.

13.5 Ecology and Nature Conservation and compliance with Habitat Regulations 2017

Ecology and Nature Conservation is considered within Chapter 4 of the submitted Environmental Statement addendum.

Relevant Development Plan Policies, guidance and their requirements are:

- Policy NE1 of the Local Plan (Part 1) 2018 states that the Council will seek to conserve and enhance biodiversity. Development will be permitted provided it retains, protects and enhances biodiversity and ensures any negative impacts are avoided or, if unavoidable, mitigated.
- Further, Circular 06/2005 states 'It is essential that the presence or otherwise of protected species and the extent that they may be affected by

the proposed development, is established before planning permission is granted.'

- Paragraph 175(c) of the NPPF 2018 sets out that, when determining planning applications, development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.

The ecological reports submitted with the application comprise updated habitat and vegetation surveys with a focus on the grassland habitat types. The key ecological features which could be impacted by the proposal are identified as being:

- The adjacent Mill Copse which is an area of Ancient Woodland and locally designated as a Site of Nature Conservation Importance.
- A range of grassland habitat including an area of higher value unimproved grassland which includes presence of ground nesting birds.
- Site boundaries which could potentially be used by bats

The main change affected by the current application when compared with the Dunsfold Park New Settlement is the additional area of grassland that would be lost.

Mitigation against possible impacts on the ecological features is in some cases incorporated into the design. The proposed layout shows that a 15m buffer zone would be provided. In respect of the grassland habitats, it is noted that these areas have been the subject of regular management in line with the site's use as an aerodrome. This management would have reduced the value of the site for wildlife.

The ES concludes that in respect of protected species (including bats, great crested newts, reptiles and badgers), with mitigation, there would not be adverse significant effects either at the construction or operational stage.

There are potential significant effects at a local study area level upon ground nesting birds as a result of habitat loss during the construction phase after mitigation. This is having regard to the loss of habitat. However, in the longer term and when the scheme is operational, significant beneficial impacts are identified after mitigation and enhancement measures.

The Environmental Statement concludes that when considering the findings of the New Settlement Environmental Statement together with the current

proposal, the construction and operational impacts for the Dunsfold Park Masterplan remained valid.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on Ecology and Nature Conservation.

Natural England has raised no objection to the proposal subject to appropriate mitigation being secured. In respect of appropriate mitigation, Natural England has recommended the following measures in respect of ecology and nature conservation:

- A lighting strategy to demonstrate how there will be minimal light spillage onto the AONB and area of Ancient Woodland and to maintain a dark woodland edge for foraging and commuting

In addition to the above mitigation measures by consultees, Officers support the inclusion of the following mitigation and enhancement measures (to be secured by condition):

- Enhancing of grassland habitats through translocation, and to be the subject of a monitoring programme
- Best practice construction methods and sensitive timing of works to prevent harm to protected species during the construction process
- Creation of a grassland/scrub/tree mosaic within the Ancient Woodland Buffer Zone
- Restoration of hedgerow boundaries
- Creation of SuDS including linear swales and wetlands sown and planted with native species
- Areas of wildflower grassland and native trees / scrub planting
- Water feature and wildlife friendly planting within formal areas of the development
- Securing a Landscape and Habitat Management Plan

Surrey Wildlife Trust has raised no objection subject to securing mitigation and enhancement measures.

Officers are satisfied that the Environmental Survey and accompanying reports are sufficient to identify the likely impacts of the development in respect of Ecology and Nature Conservation. Where there are identified impacts on habitats or protected species, these could be appropriately mitigated. There would also be some longer term enhancements in respect of the site's ecology.

In conclusion, having regard to the submitted reports and the views of consultees that the likely effects upon ecology and habitats have been satisfactorily addressed subject to mitigation and, in respect of the majority of impacts, there would not be a significant adverse effect overall in EIA terms.

Officers are also satisfied, that subject to conditions to secure the mitigation outlined in the Environmental Statement and supporting documents, the proposal would not result in significant adverse effects upon any protected species, and the proposal would be acceptable in terms of biodiversity. As such, the proposal would comply with Policy NE1 of the Local Plan (Part 1) and the requirements of the NPPF.

13.6 Landscape and Visual Amenity

Landscape and Visual Amenity are considered within Chapter 5 of the submitted Environmental Statement addendum.

The relevant Development Plan Policies, relevant guidance and their requirements are:

- Policy TD1 of the Local Plan 2018 (Part 1) 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.
- The site is located within the Countryside beyond the Green Belt outside any defined settlement area. Policy RE1 of the Local Plan (Part 1) 2018 states that in this area the intrinsic character and beauty of the countryside will be recognised and safeguarded in accordance with the NPPF.
- The site is located in close proximity to the to the AONB and AGLV. Policy RE3 of the Local Plan (Part 1) 2018 sets out that the setting of the AONB will be protected where development outside its boundaries harms public views from or into the AONB.
- Policy NE2 of the Local Plan (Part 1) 2018 states that the Council will seek, where appropriate, to maintain and enhance existing trees, woodland and hedgerows within the Borough. Retained Policies D6 and D7 of the Local Plan 2002 are attributed full and significant weight respectively due to their level of consistency with the NPPF 2018.

The application site itself does not form part of a protected landscape, nor does it comprise open countryside as it forms part of the existing aerodrome. The site boundaries, particularly to the north, are well defined with security fencing

and woodland beyond. There are some longer distance views of the site from within the Surrey Hills AONB.

The methodology used in the landscape and visual amenity chapter of the Environmental Statement addendum includes a review of 17 of the viewpoints used in the New Settlement assessment in relation to the current proposal.

The Environmental Statement addendum identifies that the site lies within the Low Weald and close to an area of Greensand Hills which forms part of the Surrey Hills AONB. The landscape of the site and its immediate surrounds is similar to the position at the time of the New Settlement Permission. However, there have been some changes since that time and these include the completion of the anaerobic digestion plant which is now operational and completion of the six new commercial buildings situated within the north of the business park. The application site is not covered by any formal landscape designations. However, it does lie 1.7m from the Surrey Hills AONB and just over 200m from the Surrey Hills AGLV. The wooded character of the area around the site limits views in. Views are possible from some private residential properties and also from some elevated positions. These include Hascombe Hill and Winterfold Hill within the AONB. Where these longer vantage points do exist, the submitted Environmental Statement Addendum indicates that Dunsfold Aerodrome represents a small portion of those views.

The design and siting of the proposal is considered to make use of existing screening along the site boundaries. The proposal also maintains a 15m Buffer to the Ancient Woodland to the north. Landscaping is proposed along the boundary to the east – to views from the A281. Islands of planting are proposed within the parking areas to mitigate against the visual impact of the car park.

It is acknowledged that the construction phase would result in the loss of grassland land cover where operational development / engineering operations are proposed. This would amount to an adverse impact on Local Character Area A1 – Wey and Arun Clay Vale. The Environmental Statement Addendum report finds that these impacts would not be significant taken given the impact would be contained by areas of woodland bordering the site and also the scale in relation to the wider landscape area. There would be some adverse impacts on users of the A281 and users of the existing business park who would have views of the construction process itself.

During the operational phase, the Environmental Statement Addendum identifies a moderate (significant) effect upon the Alfold Crossways Wey and Arun Clay Vale due to a large change to a small area. The effects however would be a mixture of positive and negative, the report identifies positive effects

would arise from the introduction of a high quality landmark building together with the proposed environmental improvements.

The Environmental Statement Addendum identifies that during the operational phase, visual effects arising from views of the proposed development would not be significant because there would only be oblique views afforded from the A281, which would be at some distance, and those within the business park are limited in number.

In terms of the proposed development as part of the New Settlement, the Environmental Statement addendum does not consider that the current proposal would have such an impact as to change the overall effect on the above visitors to the site (or A281 users). The New Settlement as a whole is much more extensive than the current proposal in isolation.

The impact of the construction and operational phases of the development on the AGLV and AONB are considered to be negligible and therefore mitigation is not required.

The main change in comparison with the impact of the New Settlement is the alteration to the positioning and orientation of the proposed development when compared with the parameter plan approved pursuant to the New Settlement permission. The current proposal would see the commercial buildings extended further east in the site, and would bring the buildings closer to the A281 than would otherwise be the case.

In allowing the New Settlement permission, the Secretary of State concluded that due to the current use of the site as a business park and operational aerodrome, the sensitivity of the landscape character is not high. It was further concluded that the aerodrome has limited value in landscape terms and that the intactness of the landscape was lost when the aerodrome was created and it has little scenic quality. It was therefore concluded that the impact of the proposal on landscape character would attract no more than moderate weight.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on Landscape and Visual Amenity.

The Surrey Hills AONB Planning Advisor identifies some potential adverse landscape impacts resulting from the proposal, although does not raise objection. The Surrey Hills AONB Planning Advisor notes the potential impacts

of the New Settlement were considered pursuant to the assessment of that application, and was ultimately found to be acceptable having regard to the detailed plans and landscaping proposals which would minimise that potential impact. The Surrey Hills AONB Planning Advisor expresses concern that the current application site appears to be an outward expansion of the permitted development as most the application site was shown to be left open on the plan approved pursuant to the New Settlement Permission, and questions the necessity for the proposed development to be sited in its current position rather than within the commercial areas shown on the approved parameter plan.

Notwithstanding the comments of the Surrey Hills AONB Planning Advisor, officers consider that the appropriate forum for considering where the open space should subsequently be delivered, pursuant to the New Settlement, is as part of an assessment of the New Settlement conditions and relevant reserved matters applications. This current proposal could be delivered in isolation should for any reason; the New Settlement is not delivered or is significantly delayed. The New Settlement permission includes minimum levels of open space to be delivered within the scheme (set out in the section 106 legal agreement), and is also subject to a masterplan condition which would require the applicants for that scheme to apply to the Council for its approval of a masterplan which addresses the requirements of the hybrid permission in an acceptable manner. It is important to note that the current proposal does not amount to an expansion of the New Settlement permission; rather it seeks to amend the location of part of the approved commercial industrial uses.

Further, if the Planning Authority is minded to grant permission for the development of this land, it may wish to consider with those pursuing the main New Settlement proposal where an equivalent area open space would replace proposed development shown in that masterplan.

The submitted Environmental Statement makes the point that the proposed buildings are to be located where less visible from the AONB because of existing tree cover to the north. Instead car parking is proposed in this more visible location. Having regard to the basis upon which the New Settlement permission was granted it is disturbing to see already a potential expansion proposal. It would mean that the New Settlement would be less contained and even larger than previously proposed and permitted thereby increasing its impact upon the neighbouring AONB and AGLV.

The Surrey Hills AONB advisor supports the use of mid and dark grey external colours of the buildings. This, together with minimising the use of brighter contrast colours serves to avoid the buildings appearing unduly conspicuous in the landscape.

The Surrey Hills AONB advisor also requests that if permission is to be granted, considerably more tree planting be carried out and this should include large native trees; needed in an effort to assimilate the development into its setting rather than the currently proposed more delicate looking trees and planting such as silver birches. An opportunity is also identified for planting to be incorporated into the design of the buildings. This is a viewpoint shared by the Council's Tree and Landscape Officer.

The Council's Tree & Landscape officer recommends that an appropriate buffer of planting (a woodland shaw – this is a strip of woodland typically measuring between 5 and 15m in width) along the Eastern boundary to supplement the existing hedgerow and provide longer term screening. This would border the access road and also would delineate the end of the business park.

In terms of planting incorporated into the design of the buildings, there is an opportunity to secure such planting as part of the reserved matters (appearance and landscaping) for the outline element of the proposal. It is the buildings subject of the outline element of the scheme that would be positioned closest to the A281 and are of the greatest significance in terms of the potential landscape impacts of the scheme.

Further mitigation planting could also be secured to the east of the application site pursuant to New Settlement reserved matters applications, should it be necessary in order for the proposed development, when implemented as part of the New Settlement, to be visually acceptable.

The principal public view of the site is currently from the A281 to the east where limited hedgerow quality means the reduced buffer to new built form that the proposal invokes makes it more visually significant within the current rural context.

The proposed strip of land to the east of the access road is not of a depth (even if planted up as a shelterbelt) to provide a longer term visual buffer to the built form. The scheme proposes bulking up to the current gappy, hedgerow line. Officers consider that a more robust landscape strategy is required.

The proposal includes the banks of disposed soil from the foundation requirements with poplars planted atop ("raised aspen groves"), officers have some reservations over this feature as they are not a natural design concept. That noted, the southernmost bund could be successful in providing screening and reducing longer/wider views from the South across the large area of car parking proposed and in maturity could also provide some screening of built form from the west. The Council's Tree and Landscape Officer advises that good well maintained wildflower mixes could be visually acceptable within the

formal urban context of an industrial park, however, if latterly found to be considered untidy or of limited seasonal interest, there may be pressure to revert to shorn turf over time beyond the control of short term landscape condition of permission. Officers consider that it would be appropriate to implement a landscaping management plan to cover a 10 year period rather than the standard 5 years. This reflects the scale of the proposed development, and also of the extent of change likely to occur at Dunsfold Park in relation to the New Settlement.

Natural England has raised no objection subject to appropriate mitigation secured, and has noted that without appropriate mitigation the application could result in a significant impact on the purposes of designation of the Surrey Hills AONB. In respect of appropriate mitigation, Natural England has recommended:

- Green infrastructure (GI) to be incorporated as a prominent aspect of the development site, including the provision of green roofs on the larger buildings, and screening tree planting within the car parking area
- Any loss of open space agreed in the permitted masterplan that is proposed to be removed in the use of this development must be replaced within the overall development
- A lighting strategy to demonstrate how there will be minimal light spillage onto the AONB

These comments are largely reflective of those made by the Surrey Hills AONB Planning Advisor and comments are given on these above. In respect of a lighting strategy, the need for this is further echoed by the Council's Environmental Health Officer who has noted that there are both the new residential properties proposed as part of the Dunsfold Park New Settlement, and there are premises in Hall Place to the north of the site within 500m which may be affected. The lighting statement contained in part 4.4.4 of the Design and Access Statement is not clear on the proposed operating hours of the site.

Having regard to the comments both from the Council's Environmental Health Officer as well as from Natural England and the Surrey Hills AONB Planning Advisor, it is important to impose appropriate controls over lighting. This is both to minimise light pollution to nearby residential properties, and also to protect the tranquillity of the area. There is a duty to seek to protect existing areas of dark skies within rural locations. This area easily falls within an E2 zone and that the applicant proposes lights that are not lit unnecessarily. Officers would seek to secure a lighting management strategy which minimises any light usage between 23:00 and dawn as an E2 area should be kept as dark as possible between these hours.

Officers consider the indicative plans provided for the outline element of the scheme, together with plans for determination pursuant to the full element of the permission are both indicative of a high quality design. The design is considered to reflect the location of the site and has the potential to be a flagship building within the wider New Settlement. The designs show a high quality of finish and as much attention has been given to the inward facing elevations as to the external facing elevations. The materials result in a contemporary appearance which reflects the nature of the proposed occupier, but could also be adopted by an alternative occupier.

The importance of the design of these buildings cannot be over emphasised given their position with the site, and the potential for the scheme to form an early phase within the New Settlement. Notwithstanding officers' positive conclusions in respect of the assessment of the design, to ensure the high quality shown on the plans is translated into the quality upon construction, conditions are imposed to secure and control the details and finishes of the scheme.

In terms of the outline element of the scheme, the information submitted is considered sufficient to ensure a high quality design could be achieved which is responsive to its position its site and the character. This would be assessed further and controlled through the relevant reserved matters applications.

In conclusion, having regard to the submitted reports and the views of consultees, that the likely effects in terms of the landscape and visual impacts have been satisfactorily addressed subject to mitigation, and, there would not be a significant adverse effect overall, in EIA terms.

Officers are satisfied given the buffer that would be provided to the ancient woodland that the proposal would comply with Policy NE2 of the Local Plan (Part 1) 2018.

Although not significant in EIA terms, in respect of the landscape character, and impact on Countryside beyond the Green Belt, the introduction of buildings of a substantial size in what is a currently open area of land, would result in some modest harm. However, Officers consider given the existing nature of Dunsfold Aerodrome which contains an existing business park and aerodrome, the harm would not be significant. There would therefore be a modest conflict with Local Plan (Part 1) 2018. Furthermore, Officers are satisfied that there would be no material harm to the setting of the AONB resulting from the proposal, (either in relation to the scheme in isolation or in combination with the New Settlement), having regard to the scale of the proposal and the long distance of the views that are possible.

The development is considered to be of high quality design and to be well related in size, scale and character to its surroundings such to comply with Policy TD1 of the Local Plan 2018 (Part 1).

13.7 Cultural Heritage and Archaeology

Cultural Heritage is considered within chapter 6 of the Environmental Statement Addendum.

The relevant Development Plan Policies, relevant guidance and their requirements are:

- Policy HA1 of the Local Plan (Part 1) 2018 outlines that the Council will ensure that the significance of heritage assets are conserved or enhanced to ensure the continued protection and enjoyment of the historic environment. Retained Policies HE3 and HE5 of the Local Plan 2002 are afforded significant weight owing to their consistency with the NPPF 2018.
- Retained Policies HE14 and HE15 of the Local Plan 2002 require that appropriate desk based or field surveys should be submitted with an application and appropriate measures taken to ensure any important remains are preserved. These policies are afforded full weight owing to their consistency with the NPPF.

The site has a varied and significant history associated with its World War Two use and later association with the aviation industry.

The application is accompanied by a Heritage Statement and Impact Assessment for the Land North of the Runway Extension produced by Oxford Archaeology which combines the findings of previous studies and reports and the various addenda to the ES that were previously submitted in support of the New Settlement Permission. The submitted reports consider the buried archaeology, historic buildings and structures on the wider aerodrome site, and structures related to the wartime airfield and later usage in the aerospace industry. The reports reflect the recent listing of certain structures on site.

The report identifies that there is the potential for buried archaeological remains pre-dating the airfield to be present. As there is potential for archaeology to be present within the site, the report suggests that further archaeological works are required in order to properly assess the nature and extent of any archaeology that may be present. The effects of the development in isolation are considered to be negligible at the operation stage, with minor negative impacts arising at the construction phase.

In terms of the construction phase, there is a marginal increase in the potential for the discovered of archaeological remains, and for the operational phase there would be marginal changes to the visual impact of the buildings proposed.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on Cultural Heritage.

The Council's Heritage Officer has reviewed the submitted proposals and has advised that the proposal is considered not to have any direct impacts on any designated heritage assets or their immediate settings.

The County Archaeological Officer has advised that given the submitted assessment does not suggest that remains of national importance are likely to be present, it is not necessary for the archaeological work to be undertaken in advance of permission being granted. The County Archaeological Officer has recommended that the further archaeological work to be undertaken be secured as a condition on any planning permission.

In conclusion, having regard to the submitted reports and the views of consultees, that the likely effects upon cultural heritage have been satisfactorily addressed subject to mitigation, and, there would not be a significant adverse effect overall, in EIA terms.

Furthermore, having regard to the submitted desktop study and the findings of the County Archaeologist, there would be no adverse impacts on archaeology subject to conditions. The proposal would therefore comply with the requirements of Policy HA1 of Local Plan (Part 1) and retained policy HE15 of the Waverley Borough Local Plan 2002. As no harm has been identified, it is not necessary to weigh up the public benefits against any identified harm.

13.8 Land Quality and Hydrogeology (contaminated land)

The proposal is located on potentially contaminated land.

Land Quality and Hydrogeology are considered within chapter 7 of the Environmental Statement Addendum.

The relevant Development Plan Policies, relevant guidance and their requirements are:

- Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location by taking into account the effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.
- Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner in accordance with paragraph 179 of the NPPF.
- Retained Policy D1 of the Local Plan 2002 states that the Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment. Development will not be permitted where it would result in material detriment to the environment by virtue of noise and disturbance or potential pollution of air, land or water, including that arising from light pollution.

The baseline situation in respect of hydrology remains unchanged from that reported in the 2015 New Settlement Environmental Statement. In respect of the application site, it has not been developed in the past and comprises open grass. There is no readily identifiable source of site contamination, however, there is the possibility that the site has been previously used as part of the air base historically, or waste to have been buried. As such, there is the potential for contaminated material to be present. The majority of the uses identified pursuant to the New Settlement permission, were located outside of the application site area, and as such do not pose a constraint on this development. The geology of the site comprises impermeable deposits of the Weald Clay. This means that the potential for contamination to migrate from elsewhere in the site is low. There are no identified pathways for any contamination on the site to migrate to existing water bodies / water courses. Proposed mitigation measures include undertaking site specific ground investigation prior to the construction of the development.

No significant effects are identified in respect of the in combination effects from the proposed development and the New Settlement with other nearby developments. The overall effects would remain unchanged from those identified in relation to the New Settlement.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be

determined, with reference to the question of impacts on Land Quality and Hydrogeology.

The Council's Pollution Control Officer has reviewed the submitted deskstudy "Geotechnical and Geoenvironmental Deskstudy, Gordon Murray Design HQ, Arup Ltd, Report reference: GMD-ARP-XX-XX-RP-G-001 Issue 1, December 2017" and agrees with its recommendations regarding the need for a risk assessment, intrusive ground investigation and buried services. Conditions are recommended in order to secure the necessary ground investigation works and any necessary remediation.

In conclusion, having regard to the submitted reports and the views of consultees, that the likely effects upon land quality and hydrogeology have been satisfactorily addressed subject to mitigation, and, there would not be a significant adverse effect overall, in EIA terms.

Subject to conditions, the proposal would comply with clauses 170 and 178 of the NPPF.

13.9 Hydrology and Water Resources

Hydrology and Water Resources are considered within chapter 7 of the Environmental Statement Addendum.

The relevant Development Plan Policies, relevant guidance and their requirements are:

- Policy CC4 of the Local Plan (Part 1) 2018 states that in order to reduce the overall and local risk of flooding, development must be located, designed and laid out to ensure that it is safe; that the risk from flooding is minimised whilst not increasing flood risk elsewhere and that residual risks are safely managed. In those locations identified as being at risk of flooding, planning permission will only be granted where it can be demonstrated that it is located in the lowest appropriate flood risk location, it would not constrain the natural function of the flood plain and where sequential and exception tests have been undertaken and passed. Sustainable drainage systems (SuDS) will be required on major development proposals.
- Paragraph 155 of the NPPF 2018 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at high risk, but where development is necessary, make it safe without increasing flood risk elsewhere.

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

The application and Environmental Statement are accompanied by a flood risk assessment and details of a Sustainable Urban Drainage Strategy (SuDS) Flood Risk Assessment (Revision 2 prepared by ARUP and dated 11 September 2018) and a Proposed Drainage Strategy (Surface Water Drainage Pro-forma prepared by ARUP and dated 14/11/2018). The proposed SuDS would provide better water quality control and pollution reduction of receiving water bodies. Storage structures would collect and store surface water and release it slower than the existing flow rate to protect downstream water features from flooding. Whilst cumulatively, the proposals around the site would add pressure on the water supply in the Dunsfold Area, reinforcement works to water supply infrastructure which are likely to be required, would help mitigate this effect, with the result being a negligible cumulative effect.

The Environmental Statement concludes that the findings in relation to the New Settlement would be unchanged by the current proposal which involves alterations to the parameter plan.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on

It is noted that the whole of the application site falls within Flood Zone 1 which has the lowest probability of flooding.

Surrey County Council in its role as Lead Local Flood Authority has raised no objection to the proposal subject to conditions. This is on the basis it is satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents. The conditions recommended would ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

In conclusion, having regard to the submitted reports and the views of consultees, that the likely effects upon Hydrology and Water Resources have been satisfactorily addressed subject to mitigation, and, there would not be a significant adverse effect overall, in EIA terms.

Having regard to the above considerations, the proposal is located such to minimise any risk of flooding and would provide a suitable sustainable drainage system such to comply with the requirements of Policy CC4 of the Local Plan (Part 1).

13.10 Access, Traffic and Transport

Access, Traffic and Transport are considered within chapter 9 of the Environmental Statement Addendum.

- Policy ST1 of the Local Plan 2018 (Part 1) states that development schemes should be located where it is accessible by forms of travel other than by private car; should make necessary contributions to the improvement of existing and provision of new transport schemes and include measures to encourage non-car use. Development proposals should be consistent with the Surrey Local Transport Plan and objectives and actions within the Air Quality Action Plan. Provision for car parking should be incorporated into proposals and new and improved means of public access should be encouraged.
- The 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 submitted environmental statement states that:

- Car parking provision for both phases is in line with local guidelines and would not result in overspill on adjoining roads
- Vehicle trips generated by Phase 1 do not result in severe residual highway impacts nor do they exceed the existing site vehicle cap when added to existing daily vehicle trips
- The number of vehicles trips generated by the whole development do exceed the site vehicle cap when added to existing vehicular movements but would not result in a severe residual highway impacts

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on highway safety.

The NPPF is clear that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. However, the NPPF does acknowledge that opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

The County Highway Authority has raised no objection to the proposal subject to a package of S106 payments, obligations and conditions which would secure transport sustainability improvements.

Dunsfold Park currently has a maximum cap of 3,348 total road vehicular movements per day. This cap has been imposed in part due to sustainability reasons due to the isolated location of the site, but also for reasons of highway safety and residential amenity. The most recent traffic count data for Dunsfold Park shows that the average number of weekday traffic movements is 2,740. Based on existing data on travel patterns of staff at the applicant's (Gordon Murray Design) current headquarters in Shalford, it is possible to estimate the traffic generation associated with the proposed development. It is estimated that Phase 1 of the Gordon Murray proposal would generate 457 vehicle movements per weekday. The addition of these daily vehicle trips to the current Dunsfold Park daily trips of 2,740 results in 3,197 daily vehicle trips. Officers, and the County Highway Authority, are therefore satisfied that Phase 1 would not exceed the daily vehicle cap of 3,348.

With regard to transport sustainability, the Highway Authority considers that any consent for the Gordon Murray proposals should deliver the maximum possible opportunities for sustainable travel, given that it could be some time until the wider sustainable transport improvements from the new settlement hybrid planning permission are in place. As such, the Highway Authority considers it necessary that Phase 1 of the development provides the following sustainable transport improvements:

- Provision of a flexible demand responsive bus service designed around the needs of Gordon Murray employees and existing employees at Dunsfold Park (as required for the new settlement permission first phase (WA/2015/2395)).

- Provision of bus stop infrastructure including Real Time Passenger Information.
- Provision of a car club scheme on the site, available for use by all employees at Dunsfold Park, to provide a greater degree of flexibility for employees to take advantage of the bus service but still be able to have access to a car during the day for work related trips.

These sustainable transport improvements will need to be continually reviewed and adapted through the Travel Plan once both Phases 1 and 2 are built out and occupied. The above requirements would be secured by way of legal agreement. The car club and bus service overlap with the requirements of the Dunsfold Park New Settlement permission (WA/2015/2395). The applicant (Gordon Murray) would be expected to provide the above sustainability improvements and maintain these until such a time as the first phase of transport improvements are implemented as part of the New Settlement.

The applicant has provided indicative details of the access for phase 2 (albeit access is a reserved matter), namely that the site would utilise a new access to be provided off the A281 (as due to be delivered to serve the new settlement). Phase 2 would further increase vehicle trips associated with the proposal, such that the daily cap of 3,348 will be exceeded. Therefore, the County Highway Authority considers it necessary that prior to any building in Phase 2 being first brought into use, a new roundabout junction onto the A281, (as indicatively agreed as part of the new settlement hybrid planning permission) is constructed. It would also be expected that the sustainable transport improvements provided as part of Phase 1 would also be provided to serve the site when fully built-out. The new access/roundabout junction onto the A281 currently has outline consent only. The final details of this access are yet to be agreed as part of an access reserved matters application for the New Settlement. However, Officers are satisfied that this is a suitable indicative solution for phase 2 of the development. The applicant (Gordon Murray) would be required to apply for detailed permission for the access (access reserved matters application). At this stage, full details of the proposed access onto the A281 would be required.

Officers note that with mitigation the County Highway Authority is satisfied that:

- Appropriate opportunities to promote sustainable transport modes have been taken up;
- Safe and suitable access to the site can be achieved for all users;
- The layout of the parking and turning areas accords with current technical standards
- The impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree; and

- The residual cumulative impacts on the road network would not be severe.

In terms of car parking, the scheme proposed 167 spaces for phase 1, and 427 for the remainder (resulting in a total of 594). This equates to provision on the basis of 1 space per 30sqm of B1 floor space (and ancillary B1 floor space) together with 1 space per 70sqm of B8 floor space. This would be sufficient to accord with the Council's Parking Guidelines.

In conclusion, having regard to the submitted reports and the views of consultees, that the likely effects upon Access, Transport and Parking have been satisfactorily addressed subject to mitigation, there would not be a significant adverse effect overall, in EIA terms.

Having regard to the above conclusions, Officers are satisfied that the proposal would be acceptable in terms of highway safety and parking, such to comply with the requirements of Policy ST1 and the Council's Parking Guidelines 2013.

13.11 Air Quality and Odour

Air Quality and Odour are considered within chapter 10 of the Environmental Statement Addendum.

The relevant Development Plan Policies, relevant guidance and their requirements are:

- Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location by taking into account the effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.
- Retained Policy D1 of the Local Plan 2002 states that the Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment. Development will not be permitted where it would result in material detriment to the environment by virtue of noise and disturbance or potential pollution of air, land or water, including that arising from light pollution.

The submitted Environmental Statement finds that air quality impacts were previously assessed in relation to the New Settlement Permission, and subject to mitigation measures, there would not be any significant effects in terms of air

quality. No adverse impacts in respect of odour are identified. No monitoring is considered necessary as the predicted air quality would fall well below the air quality objectives

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on

The application site does not fall within an Air Quality Management Area. The Council's Air Quality Officer has raised no objection to the proposal, and has advised that the impact of dust is to be reduced by mitigation measures within an agreed Construction Environmental Management Plan and overall the impact of this development on air quality is considered to be negligible at all relevant receptors. To encourage more sustainable methods of transport in accordance with paragraph 103 of the NPPF 2018 it is recommended that a condition is included to require the inclusion of electric vehicle charge points.

In conclusion, having regard to the submitted reports and the views of consultees, that the likely effects upon air quality and odour have been satisfactorily addressed subject to mitigation, there would not be a significant adverse effect overall, in EIA terms.

Having regard to the above considerations, the proposal is considered to be acceptable in terms of air quality impacts, and compliance with Retained Policy D1 of the Local Plan 2002 and Paragraph 180 of the NPPF.

13.12 Noise and Vibration

Noise and Vibration are considered within chapter 11 of the Environmental Statement Addendum.

The relevant Development Plan Policies, relevant guidance and their requirements are:

- Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location by taking into account the effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. This includes, inter alia, mitigating and reducing to a minimum the potential adverse impacts resulting from noise from new

development and to avoid noise giving rise to significant adverse impacts on health and the quality of life.

- Retained Policy D1 of the Local Plan 2002 states that the Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment. Development will not be permitted where it would result in material detriment to the environment by virtue of noise and disturbance or potential pollution of air, land or water, including that arising from light pollution.

The Environmental Statement notes that the impacts of climate change are likely to involve an increase in temperatures which is likely in turn to increase noise levels from mechanical cooling equipment.

The Environmental Statement concludes that the inclusion of the proposed development as part of the wider New Settlement would not result in any change to the conclusions in respect of noise and vibration for the New Settlement. The report recommends mitigation in the form of a Construction Environmental Management Plan and standard noise controls for building services and noise break out. The effects by way of noise and vibration are not considered to be significant.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on noise and vibration.

The proposal is for a mixture of B Use Classes and, as such, has the potential to include noisy activities. The proposal would site alongside an existing business park which does not contain noise sensitive uses. However, outside of the application site there are residential (noise sensitive) properties that could be affected by the proposals and new residential properties are proposed as part of the New Settlement.

The Council's Environmental Health Officer has reviewed the proposal in respect of its potential noise and vibration impacts, and has raised no objection subject to a number of conditions. The officer has noted that at that stage the information submitted is limited in terms of detail, reflecting that the majority of the application is submitted in outline form. It is noted that the proposal contained fixed plant, and within the Noise Report in 6.2, Appendix B states "it is likely that noise from fixed plant at GMD will have to be limited to around 5dB below the existing background noise levels. This is an exceptionally low noise limit. This should be discussed with the EHO, once permitted, so that a higher

limit may be negotiated". The Council's Environmental Health Officer considers that this limit should remain in place unless and until appropriate justification is provided for why this limited should be increased. The figures contained in "Table 2: Proposed maximum noise levels at noise sensitive receivers" is acceptable as long as all noise sensitive premises in all directions are included.

Whilst earlier versions of the scheme had included a shakedown track, this does not form part of the proposal. In order to finalise necessary mitigation, further information relating to the vehicle testing and Energy Centre to include details of all activities, machinery and equipment that may affect nearby residents once it is in operation is required.

The Council's Environmental Health Officer has recommended conditions to secure a construction management plan, and full details of the proposed mitigation measures necessary to prevent adverse impacts by way of noise and vibration on the nearest noise sensitive properties.

Imposing careful controls over the level of noise to be emitted from the development is also of relevance having regard to potential future occupants of the New Settlement. As there is no approved masterplan for the New Settlement, it is not yet know where the nearest noise sensitive properties would be. It is nonetheless advisable to ensure that noise levels are restricted to a minimal level.

In conclusion, having regard to the submitted reports and the views of consultees that the likely effects by way of noise and vibration have been satisfactorily addressed subject to mitigation, there would not be a significant adverse effect overall, in EIA terms.

Furthermore, subject to suitable conditions, and having regard to the above considerations, the proposal is considered to comply with Retained Policy D1 of the Local Plan 2002 and also Paragraph 180 of the NPPF.

13.13 Social and Community Wellbeing

Social and Community Wellbeing are considered within chapter 12 of the Environmental Statement Addendum.

The Environmental Statement considers the impact of the proposal on Public Rights of Way and open space. Other issues identified within the New Settlement Environmental Statement included housing need, demand for healthcare, education, community and leisure facilities, these are not considered relevant to the current proposal which relates solely to industrial/commercial uses.

The impacts on users of the rights of way are considered to be negligible during the construction phase, with no effect during the operational phase or open space availability. The report does not identify any need for mitigation. In respect of open space the Environmental Statement acknowledges that the application site (5.76ha) would be lost in terms of open space provision within the New Settlement, however, sufficient alternative open space would remain (128.24ha). The Environmental Statement notes that users of the public right of way already encounter traffic when crossing the road, and as such, the addition of construction traffic in relation to the Gordon Murray proposal would not result in a significant adverse effect.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on Social and Community Wellbeing.

Officers consider that the key potential impact in respect of social and community wellbeing are in relation to the loss of an area shown as open space on the parameter plan for the New Settlement Permission. This is relevant to the current proposal were it to be implemented as part of the New Settlement, as this would introduce residents onto the site. However, the New Settlement contains requirements within the legal agreement for set amounts of open space to be provided within the proposal. Officers are satisfied that even if the current proposal were to be granted, these amounts of open space could still be achieved as part of the New Settlement masterplan to be approved. As there is an existing mechanism in place to secure this open space pursuant to the New Settlement Permission, there would be no need for further mitigation to be secured directly in relation to the current proposal.

In conclusion, having regard to the submitted reports and the views of consultees that the likely effects by way of noise and vibration have been satisfactorily addressed subject to mitigation, there would not be a significant adverse effect overall, in EIA terms.

13.14 Economic Issues

Economic issues are considered within chapter 13 of the Environmental Statement Addendum.

The relevant Development Plan Policies, relevant guidance and their requirements are:

- Policy EE1 sets out that the provision of development for economic growth to meet the needs of the economy, including at least 16,000 of new Use Classes B1a/b floorspace will be delivered through (in part) the allocation of sites for additional employment floorspace on land at Dunsfold Aerodrome in accordance with Policy SS7 and SS7a of this plan.

The Environmental Statement Addendum focuses upon direct impacts by way of employment and Gross Value Added. For both the construction phase and the operation phase, minor positive impacts are identified and as such no mitigation is required. When considering the scheme in isolation, the scheme would make a positive contribution towards the economy through an economic and employment contribution, over and above that which would be generated by the existing business park. In terms of implementation as part of the New Settlement, the proposal would not result in any additional employment over and above that permitted proposed and approved pursuant to the New Settlement permission.

The submitted Environmental Statement Addendum states that Phase 1 of the GMDHQ scheme is likely to create approximately 40-50 full time equivalent (FTE) construction jobs during the first third of the programme and approximately 100 jobs for the final two thirds of the programme. Figures are not provided for the latter phases. Business rates would also be payable to Waverley Borough Council. The increase in employment and the value added from employee spending and business rates to the economy are positive impacts to be considered.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on economic issues.

In conclusion, having regard to the submitted reports, it is considered that the likely effects by way of employment issues have been satisfactorily addressed without any need for mitigation, and, there would not be a significant adverse effect overall, in EIA terms.

13.15 Climate Change

Climate change is considered within chapter 14 of the Environmental Statement Addendum.

The relevant Development Plan Policies, relevant guidance and their requirements are:

- Policy CC2 – this states (in summary) that the Council will seek to promote sustainable patterns of development and reduce the level of greenhouse gas emissions

The Environmental Statement Addendum concludes that the scale of the proposed project would fundamentally alter the baseline conditions or judgements set out in the Environmental Statement for the New Settlement Permission. With the design and mitigation measures identified in the other chapters of the Environmental Statement Addendum, the proposal is considered to be suitably resilient to climate change.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts on climate change.

Consultees have recommended a number of measures pursuant to other topics within the Environmental Statement Addendum, such to maximise the longer term sustainability of the development (for example – securing electric vehicle charging points and a sustainable drainage scheme). No objections have been received from consultees in relation to effects resulting from climate change.

In conclusion, having regard to the submitted reports, it is considered that the likely effects resulting from climate change have been satisfactorily addressed without any need for additional mitigation over and above that relevant to other topics in the Environmental Statement Addendum, and, there would not be a significant adverse effect overall, in EIA terms.

Having regard to the above considerations, the proposal is considered to comply with the requirements of Policy CC2 of the Local Plan (Part 1).

13.16 Major Accidents and Disasters

Major Accidents and Disasters are considered within chapter 15 of the Environmental Statement Addendum.

The report considers topics including acts of extreme weather, fog, fires and wildfires, droughts terrorism, accidents involving transport. The addendum concludes that no significant adverse effects are expected.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of impacts by way of major accidents and disasters.

No consultees have raised any objection in relation to major accidents or disasters.

In conclusion, having regard to the submitted reports, it is considered that the likely effects by way of employment issues have been satisfactorily addressed without any need for mitigation, and, there would not be a significant adverse effect overall, in EIA terms.

13.17 Cumulative Effects

Cumulative effects are considered within chapter 16 of the Environmental Statement Addendum.

The cumulative effects assessment contained in the Environmental Statement Addendum concludes that there would be no significant cumulative effects arising from the proposal itself, in combination with other developments currently in the planning system.

The Surrey County Council's in-house Environmental Assessment Team has confirmed that the information set out in the ES and its supporting appendices, in combination with any additional information or evidence forthcoming from the consultation on the planning application, is sufficient for the application to be determined, with reference to the question of potential cumulative impacts.

13.18 Impact on residential amenity

Policy TD1 of the Local Plan (Part 1) 2018 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 2018.

The nearest existing residential properties to the proposed development are at Compasses Bridge to the south east, Fastbridge and Vastbridge Farms on the A281 north of the access road, dwellings along Alfold Road to the south and west, dwellings along Dunsfold Road including Tickner's Heath and Cobdens

Farm. In addition, there is an existing dwelling on site to be retained – Primemeads.

The existing (listed) dwelling on Dunsfold Park is positioned much further south within the aerodrome site.

The proposed development would be positioned adjacent to the existing business park within the aerodrome. It is also noted that the existing aerodrome does include noise generating activities (particularly from use of the runway and track). The matter of noise is addressed elsewhere in this report. Officers are satisfied that through conditions, the proposal would not result in significant adverse impacts by way of noise disturbance. The visual impacts from neighbouring properties are also considered elsewhere in this report.

The buildings are considered to be sufficiently separated from neighbouring dwellings to avoid any material adverse impacts on the amenities of neighbouring occupiers. The proposal is therefore considered to accord with Policy TD1 of the Local Plan (Part 1) 2018 and Retained Policies D1 and D4 of the Local Plan 2002.

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

There are no implications for this application.

13.20 Pre Commencement Conditions

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

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

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

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

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

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

13.22 Parish/Town Council and or Third Party Representations

The objections which have been raised regarding the proposal by Busbridge Parish Council and Third Party representations are noted by Officers and have been carefully considered as part of the assessment which has been undertaken by Officers.

The majority of areas of concern raised have been fully considered as part of the assessment undertaken in relevant sections of this report. However, Officers would make the following additional comments in relation to the areas of concern which have been raised:

- Traffic/use of Stovolds Hill- The current proposal would see phase 1 of the development utilising Stovolds Hill, however, it has been demonstrated that the proposal would not exceed the existing vehicular cap. As such, there would not be material increase in use of Stovolds Hill over and above that already permitted. Access for phase 2 is indicatively shown as being from the A281
- Local Plan Policy SS7 requires an appropriate package of transport mitigation. The proposed package of transport improvements is considered to be appropriate to the scale of development proposed.
- The Secretary of State decision in relation to the proposed New Settlement made provision for Stovold's Hill to be used for the full

element of the permission subject to compliance with the existing vehicle cap. This is a standalone scheme so there is no requirement for the scheme to accord with conditions on that consent, rather a bespoke set of conditions tailored to the current proposal are recommended.

- It is outside of the remit of this planning application to impose blanket restrictions on vehicles using particular lanes, however, a construction management plan would be sought by condition which could include restrictions on vehicle routing.
- Unclear where the open space would be replaced within the site – there is a statement in environmental statement which suggests it wont be replaced. Should be a matter for the masterplan as a whole
- Consultation was undertaken by Waverley in accordance with the adopted Statement of Community Involvement, and included a neighbour notification process. Submission of the application before the Christmas is acceptable; applications can be submitted at any time of the year.
- It is acknowledged that there would be temporary disturbance to neighbouring dwellings as a result of the construction process, however, subject to appropriate controls and mitigation to be secured through condition; this would not amount to material harm in planning terms.
- The New Settlement permission was submitted in 2015. This proposal has resulted from a need to relocate from the applicant's existing premises. It is open to applicants to submit applications at Dunsfold Park at any time. These will be assessed in terms of compliance with Policy SS7 and having regard to any in combination effects with the new settlement, or any other permission.

In summary, the points of objection raised would not justify refusal of the application.

14. Conclusion

The planning balance assessment of the main planning considerations concludes that the benefits of delivering additional employment on a site, which is allocated for further employment growth would outweigh the adverse impacts in relation to the identified modest harm to the Countryside beyond the Green Belt. The access and highways impacts of Phase 1 is considered to be acceptable subject to transport sustainability improvements. Phase 2 (outline

element) is intended to use the new access off the A281 and would otherwise be unacceptable. As such, planning permission is recommended for approval.

15. **Recommendation A**

That, subject to completion of a legal agreement by 23/10/2019 to secure highway sustainability improvements and travel plan auditing fee, and subject to conditions, permission be GRANTED:

Conditions – applying to phase 1 full permission of the scheme only:

1. Condition

The plan numbers to which this permission relates are Location Plan 1714-P001, Existing Block Plan 1714-P002, Proposed Site Elevations 1714-P302, Proposed Site Elevations 1714-P300, Proposed Site Elevations 1714-P301, Energy Centre Floor Plan 1714-P140, Building D Plans 1714-P130 and 1714-P131 and 1714-P312; Building C Plans 1714-P311, 1714-P310, 1714-P122, 1714-P121 and 1714-P120. 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 Local Plan 2002.

2. Condition

No development shall take place until

- a) Samples of the materials to be used in the construction of the external surfaces of the development
- b) Full details of the materials to be used in the construction of the hard surface areas in the development

have been submitted to and approved in writing by the Local Planning Authority for each phase of development. Development of that phase shall be carried out in accordance with the approved details.

Reason

In the interest of the character and amenity of the area in accordance with Policies TD1 and SS7A of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

3. Condition

No development shall commence on site until a scheme for the landscaping and replacement tree planting that phase, 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 hard landscaping, 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 hard and 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.

Reason

In the interest of the character and amenity of the area in accordance with Policies TD1 and SS7A of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

4. Condition

There shall be no more than 3,348 total road vehicular movements (excluding pedal and motorcycles) in any one calendar day allowed to gain access to any part of the airfield, and a management and monitoring agreement shall be made with the Local Planning Authority before implementation. The applicant is required to set down Automatic Traffic Count Systems or other appropriate measuring device at every vehicular access to the Airfield to provide evidence that the requirements of this condition are being met.

Reason

To ensure the likely traffic generated by the existing and proposed uses does not result in unacceptable harm to the amenity of surrounding residential properties, in the interests of highway safety and sustainability reasons due to the location of the site in accordance with retained policies D1 and D4 of the Waverley Borough Local Plan and Policy ST1 of the Local Plan (Part 1) 2018.

5. Condition
Prior to the first occupation of Phase 1, space for the parking of vehicles and space for vehicles to turn so that they may enter and leave the site in a forward gear shall be provided in accordance with the approved plans. Thereafter the approved parking and turning areas shall be retained and maintained for its designated purpose.

Reason

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

6. Condition
Prior to first occupation of Phase 1, a scheme for providing fast charge sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) for electric vehicles, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented within 3 months of the first occupation of Phase 1 and thereafter retained and maintained for its designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

7. Condition
Prior to the first occupation of Phase 1, a scheme specifying arrangements for deliveries to and removals from the site, to include details of:
- (a) The types of vehicles to be used and hours of their operation
 - (b) The design of delivery areas within the development site
 - (c) The dimensions and layout of lorry parking area(s) and turning space(s)
- shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of Phase 1 and thereafter retained and maintained for its designated purpose.

Reason

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

8. Condition

Prior to the commencement of the development hereby permitted, a Construction Transport Management Plan, to include details of:

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

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

Reason

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

9. Condition

Prior to first occupation of Phase 1, details of the type of cycle parking to be provided within the cycle store shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall then be implemented prior to the first occupation of Phase 1 and thereafter permanently provided for its designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

Conditions – applying to phases 2 + - outline element of the scheme only

10. Condition

Details of the reserved matters set out below ("the reserved matters") shall be submitted to the Local Planning Authority for approval within three years from the date of decision:

1. Appearance
2. Landscaping

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

Reason

To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

11. Condition

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

Reason

To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

12. Condition

The plan numbers to which this outline permission relates are Location Plan 1714-P001, Existing Block Plan 1714-P002, Proposed Site Plan 1714-P100, Proposed Site Elevations 1714-P302, Proposed Site Elevations 1714-P301. 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 Local Plan 2002.

13. Condition
- Any subsequent landscaping reserved matters application shall include a scheme for the landscaping and replacement tree planting of the site, including the retention of existing landscape features. The Landscaping scheme shall include details of hard landscaping, 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 hard and 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.

Reason

In the interest of the character and amenity of the area in accordance with Policies TD1 and SS7A of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

14. Condition
- Prior to the commencement of the development hereby permitted, a scheme for providing fast charge sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) for electric vehicles, shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be implemented prior to the first occupation of any building hereby permitted and thereafter retained and maintained for their designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

15. Condition
- Prior to the first occupation of any building hereby permitted, space for the parking of vehicles and space for vehicles to turn so that they may enter and leave the site in a forward gear shall be provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the approved scheme shall be retained and maintained to the satisfaction of the Local Planning Authority.

Reason

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

16. Condition

Prior to the commencement of the development hereby permitted, a scheme specifying arrangements for deliveries to and removals from the site, to include details of:

- (a) The types of vehicles to be used and hours of their operation
- (b) The design of delivery areas within the development site
- (c) The dimensions and layout of lorry parking area(s) and turning space(s) shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall then be implemented prior to the first occupation of any building hereby permitted and thereafter maintained for its designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

17. Condition

Prior to the commencement of the development hereby permitted, a Construction Transport Management Plan, to include details of:

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

Only the approved details shall be implemented during the construction of the development.

Reason

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

18. Condition

Prior to commencement of the development a scheme to provide secure cycle parking for Gordon Murray employees shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of any building hereby permitted and thereafter permanently provided for its designated purpose.

Reason

In order to promote sustainable travel and in order to accord with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2019.

Conditions applying to the whole development (outline and full elements):

19. Condition

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

Reason

The development proposed covers a large surface area and it is considered likely that it will affect currently unknown archaeological information. It is important that the site is surveyed and work is carried out as necessary in order to preserve as a record any such information before it is destroyed by the development in accordance with Policy HA1 of the Local Plan (Part 1) 2018 and retained Policy HE15 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the matter goes to the heart of the permission.

20. Condition

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of infiltration testing completed in accordance with BRE Digest: 365 and confirmation of groundwater levels.
- b) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+20 allowance for climate change) storm events, during all stages of the development (Pre, Post and during), associated discharge rates and storages volumes shall be provided using a maximum Greenfield staged discharge rate of 18 litres/sec 1 in 1 year event, 48.1 litres/sec 1 in 30 year event, 66.1 litres/sec 1 in 100 year + climate change event (as per the SuDS pro-forma or otherwise as agreed by the LPA).
- c) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- d) If the site is developed in Phases the drainage strategy should demonstrate that greenfield run-off rates are applied to that phase only, so surface water discharge rates are not increased.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
- f) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- g) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

Reason:

To ensure an acceptable Sustainable Drainage System and to comply with retained Policy D1 of the Waverley Borough Local Plan 2002, Policy CC4 of the Local Plan (Part 1) 2018 and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS. This is a pre-commencement condition because it goes to the heart of the consent.

21. Condition

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage

elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason:

To ensure an acceptable Sustainable Drainage System and to comply with retained Policy D1 of the Waverley Borough Local Plan 2002, Policy CC4 of the Local Plan (Part 1) 2018 and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

22. Condition:

No building hereby permitted shall be occupied until confirmation has been provided that either:- all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason:

The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development such to accord with Policy CC2 of the Local Plan (Part 1) 2018.

23. Condition

Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment [(including fans, ducting and external openings)], compressors, generators or plant or equipment of a like kind, installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. The rating level of noise emitted from the use of this plant, machinery or equipment shall not exceed 5dB below the background sound level when measured according to British Standard BS4142: 2014, at any adjoining or nearby noise sensitive premises.

Reason

In the interests of the amenities of neighbouring occupiers and future occupants of the site such to accord with with Policy TD1 of the Local Plan Part 1 2018 and retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

24. Condition

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

Reason

In the interests of the amenities of neighbouring occupiers and future occupants of the site such to accord with Policy TD1 of the Local Plan Part 1 2018 and retained Policies D1 and D4 of the Waverley Borough Local Plan 2002.

25. Condition

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

- a. An indicative programme for carrying out of the works
- b. The arrangements for public consultation and liaison during the construction works
- c. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- d. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
- e. The parking of vehicles of site operatives and visitors

The above measures shall outline how important on site and adjacent habitats shall be protected from the development process.

Reason

To protect the air quality for the existing receptors in the locality, to safeguard the ecological interest of the site and to protect the amenities

of neighbouring occupiers such to accord with Policies NE1 and TD1 of the Local Plan Part 1 2018 and retained Policies D1 and D4 of the Waverley Borough Council Local Plan 2002. This is a pre-commencement condition as this relates to the construction process.

26. Condition

Prior to the commencement of development, full details of a scheme for the provision of fast charge sockets (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) for electric vehicles, such to accord with accordance with Surrey County Council's Vehicular and Cycle Parking Guidance (January 2018), shall be submitted to and approved by the Local Planning Authority. Thereafter the approved scheme shall be implemented prior to the first occupation of any building hereby permitted and thereafter retained and maintained for their designated purpose.

Reason

In order to promote sustainable travel and to protect the air quality for the existing receptors and nearby Air Quality Management Areas in accordance with Policies ST1 and TD1 of the Waverley Borough Local Plan (Part 1) 2018 and the NPPF 2018. This is a pre-commencement condition because it goes to the heart of the consent.

27. Condition

Prior to commencement of development, other than that required to be carried out as part of demolition or approved scheme of remediation, the following shall be submitted to and approved in writing by the Local Planning Authority:

- a) An investigation and risk assessment, in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The investigation and risk assessment shall be undertaken by a competent person as defined in Annex 2: Glossary of the NPPF.
- b) If identified to be required, a detailed remediation scheme shall be prepared to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property. The scheme shall include
 - (i) All works to be undertaken
 - (ii) Proposed remediation objectives and remediation criteria
 - (iii) Timetable of works
 - (iv) Site management procedures

The scheme shall ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation. The remediation works

shall be carried out in strict accordance with the approved scheme. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with retained Policy D1 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the details cannot be reasonably discharged after permission has been implemented. The matter goes to the heart of the planning permission.

28. Condition

Upon completion of the approved remediation works, a verification report demonstrating the effectiveness of the approved remediation works carried out shall be completed in accordance with condition 27 and shall be submitted to the Local Planning authority for approval prior to occupation of the development.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with retained Policy D1 of the Waverley Borough Local Plan 2002.

29. Condition

Following commencement of the development hereby approved, if unexpected contamination is found on site at any time, other than that identified in accordance with Condition 27, the Local Planning Authority shall be immediately notified in writing and all works shall be halted on the site. The following shall be submitted and approved in writing by the Local Planning Authority prior to the recommencement of works:

- a) An investigation and risk assessment, undertaken in the manner set out in Condition 27 of this permission.
- b) Where required, a remediation scheme in accordance with the requirements as set out in Condition 27.
- c) Following completion of approved remediation works, a verification report, in accordance with the requirements as set out in Condition 27

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with retained Policy D1 of the Waverley Borough Local Plan 2002.

30. Condition

The development shall be undertaken in full accordance with the mitigation measures set out in chapter 4 of Appendix 4.1 (Ecological Baseline Report) of the Environmental Statement Addendum.

Reason

To ensure that protected species under Schedules 1 and 5 of the Wildlife and Countryside Act 1981 and their roosts/setts are not endangered by the development in accordance with Policy NE1 of the Local Plan Part 1 (2018).

31. Condition

No development of a phase or sub phase shall take place until a Landscape and Ecological Management Plan (LEMP) for that phase or sub phase to ensure the appropriate management of existing and proposed habitats in the long term, has been submitted to and approved in writing by the local planning authority. The LEMP shall include the provision of a minimum 15m ecological buffer zone to the Ancient Woodland (Mill Copse) to the north of the application site, it shall include methodologies of the sensitive management of both new and retained/enhanced habitat and a landscape, planting and seeding plan (with species list). This shall include a schedule of landscape maintenance for a minimum period of 10 years Replacement native tree and hedgerow planting is required to exceed any such habitat removed. The development on a phase or sub phase shall be carried out in accordance with the approved details.

Reason

To safeguard the ecological interest of the site in accordance with Policy NE1 of the Local Plan Part 1 (2018).

32. Condition

- A) Prior to the commencement of construction of each building hereby permitted, a BREEAM scheme to achieve BREEAM Very Good shall be submitted in writing for approval by the Local Planning Authority for that building. The scheme shall include a lower level of BREEAM along with a justification if a building cannot technically or viably achieve BREEAM Very Good. The approved scheme shall be implemented for that building.
- b) Within six months of occupation of each building hereby permitted, a final Code Certification shall be issued certifying that the standard identified in the approved BREEAM scheme for that building has been achieved shall be submitted to the Local Planning Authority for its records.

Reason

In order to provide a highly efficient and sustainable form of development and to accord with Policies CC1 of the Local Plan (Part 1) 2018 and the requirements of the NPPF (2019). This is a pre-commencement condition as the matter goes to the heart of the permission.

33. Condition

No development shall take place until a strategy for the sustainable re-use of soils on-site has been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved strategy.

Reason:

To ensure the sustainable re-use of soils within the site, in accordance with Policy CC1 of the Local Plan (Part 1) 2018 and Paragraph 170(a) of the NPPF 2019. This is a pre-commencement condition as the matter relates to the construction process.

34. Condition

The buildings hereby approved shall not be used for any other purpose other than for purposes falling within Classes B1 (a-c inclusive) Business use; B2 General Industry and B8 Storage and Distribution use as defined within the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) Order 2015, or any other orders revoking these Acts.

Reason:

To allow the Local Planning Authority adequate control over the proposed uses on the site and to ensure that they are retained for employment uses, in accordance with Policies SS7 and EE1 of Local Plan (Part 1) 2018 and Retained Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and the NPPF.

35. Condition

Prior to the first occupation of any building, a sensitive lighting strategy shall be submitted to and approved in writing by the Local Planning Authority. This strategy shall demonstrate how any proposed lighting would comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and lighting in the UK – Bats and The Built Environment Series", and measures to minimise light spillage onto the AONB, the adjacent area of Ancient Woodland, and such to avoid light pollution to neighbouring properties and upon recognised dark skies. The strategy shall include the proposed hours of any lighting. The development shall therefore be undertaken in complete accordance with the approved details.

Reason

In order to preserve the setting of the nearby AONB, to avoid adverse impacts on the amenities of neighbouring properties, and to preserve the ecological interests of the site such to accord with in accordance with Policy NE1 of the Local Plan Part 1 (2018) and paragraph 180 of the National Planning Policy Framework.

36. Condition

The total floorspace to be constructed pursuant to this permission shall not exceed 14,000sqm (as measured externally).

Reason

To avoid any significant adverse environmental impacts arising from the proposed development, in order that the development accords with the details submitted within this application and to accord with Policies SS7 and EE1 of Local Plan (Part 1) 2018 and Retained Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and the NPPF.

16. Informatives

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

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

2. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £116.00 or a reduced rate of £34.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.

Please note that the fee is refundable if the Local Planning Authority concerned has failed to discharge the condition by 12 weeks after receipt of the required information.

3. 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 our website.
4. 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.
5. In submitting applications to discharge materials conditions and subsequent reserved matters applications, the applicant is advised that any brighter contrast colours should be kept to a minimum to avoid the buildings being conspicuous in the landscape.
6. The developer can request information to support the discharge of condition 22 by visiting the Thames Water website at thameswater.co.uk/preplanning.
7. The applicant is reminded that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.
8. Green infrastructure (GI) should be a prominent aspect of the development site, including the provision of green roofs on the larger buildings, and screening tree planting within the car parking area
9. Dunsfold Airport Ltd (Certificate B party in relation to this application) are advised that any loss of open space agreed pursuant to this permission

shall be compensated for in the permitted masterplan that is proposed to be removed in the use of this development must be replaced elsewhere within the proposed New Settlement.

10. In discharging condition 31 (LEMP) the applicant is advised to have regard to the advice from Surrey Wildlife Trust dated 26/02/2019 which contains identifies a number of opportunities for enhancing biodiversity on the site. These measures should form part of the Landscape Ecological Management Plan to be submitted and approved in writing by the Local Planning Authority.
11. The applicant is therefore advised that should any reserved matters application come forward for Phase 2, then the Highway Authority would expect to see access being provided via a new roundabout junction onto the A281, as agreed as part of the new settlement hybrid planning permission (WA/2015/2395).
12. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
13. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Team at Surrey County Council.
14. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
15. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
16. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any

other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

17. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a Streetworks permit and a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a Streetworks permit and an application will need to be submitted to the County Council's Streetworks Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
18. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
19. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
20. 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.
21. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

22. The permission hereby granted shall not be construed as authority to erect a structure including telecommunication masts and associated equipment without a detailed design assessment. The applicant is advised that a detailed design must be approved from Surrey County Council Structures Team before any works are carried out on any footway, footpath, carriageway, or verge. Please telephone 0300 200 1003 to arrange for the detailed design to be assessed by Surrey County Council Structures Team.
23. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
24. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

17. Recommendation B

That, if the requirements of recommendation A are not met, that permission be REFUSED for the following reason:

The proposal would fail to deliver an appropriate package of transport mitigation measure such to improve accessibility to the site by non-car modes of transport, and such to maximise opportunities for sustainable travel. The proposal would therefore fail to accord with Policy ST1 of Waverley Borough Council's Local Plan 2018 and Section 9 of the NPPF (2019).

Agenda Item 8.

B1 WA/2019/1278 - Construction of a new access road including associated landscaping and infrastructure from the A281 (to serve existing commercial uses and new settlement permitted by WA/2015/2395) at Runway Extension, Dunsfold Park, Stovolds Hill, Cranleigh

Applicant: Dunsfold Airport Ltd (DAL) & Rutland (DAL) Ltd
Committee Meeting Date: Joint Planning Committee 30/10/2019

Ward: Alfold, Cranleigh Rural and Ellens Green
Case Officer: Rachel Kellas
Expiry Date: 06/11/2019

Neighbour Notification Expiry Date: 13/09/2019

RECOMMENDATION That, subject to conditions, permission be GRANTED

Summary

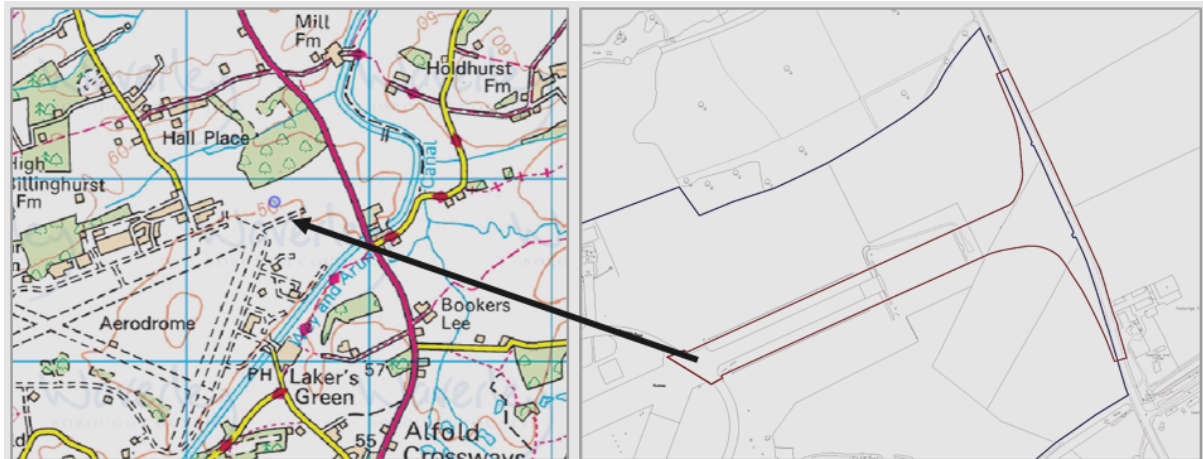
The application has been brought before the Area Committee because the proposal does not fall within the Council's Scheme of Delegation.

Permission is sought for the construction of a new access road including associated landscaping and infrastructure from the A281 to serve existing commercial uses and new settlement permitted by WA/2015/2395. The proposal would provide an alternative, improved access, to that shown to serve the new settlement previously.

There are design benefits to the scheme, through providing a clear legible entrance to the site (both as existing and as a future new settlement) and a landscape strategy which reflect the site's history of the aerodrome. The proposal would deliver significant benefits in highway safety and capacity terms for existing and future site users, improved connectivity for pedestrians and cyclists onto the A281, and better access for emergency vehicles. The proposal would benefit the delivery of a new mixed use settlement at Dunsfold Park (as allocated by Policy SS7) by providing a new access into the site which involves significantly less physical landscape impacts, and avoids areas of constraint associated with the previous access for WA/2015/2395.

These benefits would significantly outweigh the landscape impacts associated with the introduction of a formal piece of infrastructure and landscaping, within an informal farmland landscape. The proposal is therefore considered to be in accordance with the Development Plan, as such, planning permission is recommended for approval.

Location Plan



Site Description

The application site measures circa 4.5 ha and is located at the eastern part of Dunsfold Aerodrome, and also encompasses land outside of the aerodrome comprising an area of grassland and arable land which border the aerodrome and a section of the A281 Alföld Bypass.

Dunsfold Aerodrome, which extends to the west of the application site, contains an operational airfield, a private motor test track and includes a wide range of industrial, commercial, distribution and storage activities, as well as a solar farm, located to the north of the runway.

Existing access into Dunsfold Park is through either of two entrances - the main entrance at the north of the site via Stovolds Hill (giving access to the B2130 Godalming to Cranleigh Road and then to the A281 north) and a secondary entrance at the south of the site at Compasses Bridge (giving access to the A281 south at Alföld Crossways). There is a third access at Tickner's Heath, on Dunsfold Road, used for special events.

Proposal

Full permission is sought for the construction of a new access road including associated landscaping and infrastructure from the A281, details to include:

- New roundabout junction onto the A281 located circa 350m to the north of Alföld Road
- Road would be approximately 0.5km in length and would connect to existing aerodrome perimeter track

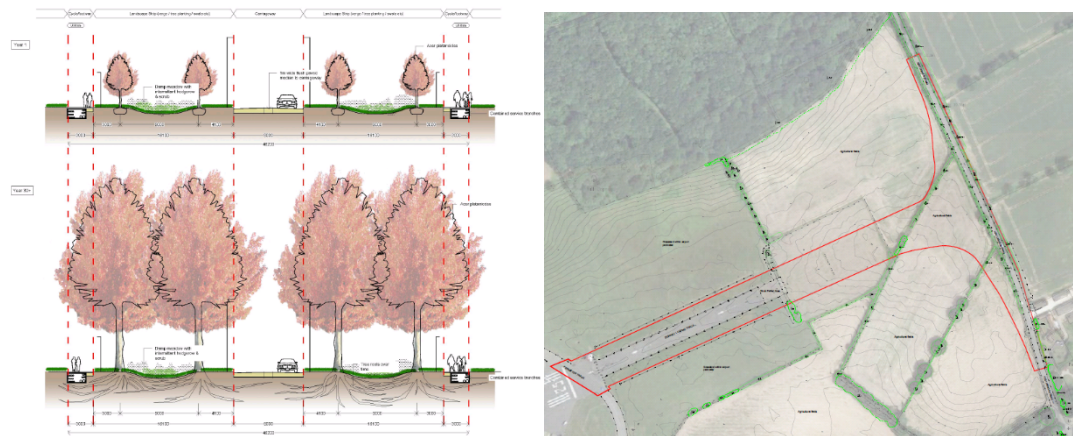
- Road would have 3.5m lane widths and a 3m wide shared footway/cycleway running parallel with the access road to both sides
- Double avenue of Acer Trees either side of road along with landscaped areas to function as swales
- Road would serve existing commercial (and other) uses on site
- Could in the future also serve the new settlement permitted by WA/2015/2395

Proposed plans

Proposed landscaping plan:



(L) Proposed sections of access road, (R) existing site plan



Relevant Planning History

WA/2018/0171	Application under Section 73A to vary Condition 1 & 6 of WA/2009/1891 (condition 1 states that the development is granted for a temporary period only expiring on 1st June 2018 and condition 6 restricts the number of traffic movements) to allow temporary use until 1st June 2021 and to increase the maximum number of traffic movements to 3348 as consented by WA/2015/0695.	Full Permission 25/05/2018
SO/2015/0008	Request for Scoping Opinion regarding proposed development for a sustainable, residential-led mixed use development (to include the expansion of the existing employment area).	Scoping Opinion Given 22/07/2015
WA/2015/2395	Hybrid Planning Application; Part Outline proposal with all matters reserved for a New Settlement with residential development comprising: 1,800 units, 7,500 sqm care accommodation; a local centre for retail, financial & professional, cafe/restaurant/takeaway and/or public house to total of 2,150 sqm; New business uses including offices, research and development industry (Use Class B1a and B1b) up to max of 3,700 sqm; light and general industry (Use Class B1c and B2) to max of 7,500 sqm; storage and distribution (Use Class B8) to max of 11,000 sqm; a	Referred to Secretary of State Approved 29/03/2018

	further 9,966 sqm of flexible commercial space (Use Classes B1(b), B1(c), B2 and/or B8); Non-residential institutions; Open space; public transport routes, footpaths & cycleways; landscaping; the removal of three runways; all related infrastructure; Part Full application for the demolition of 8,029 sqm of existing buildings and the retention of 36,692 sqm of existing buildings, for their future use; and the temporary use of Building 132 for a construction headquarters (abbreviated description).	
WA/2018/2032	Hybrid application consisting of a Full Application for the erection of Buildings C, D and Energy Centre to provide approximately 6,400 sq. m. of floor space for Design and Engineering use (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) together with car parking, landscaping and associated works. Outline application for the erection of 4 additional buildings (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) including Design Headquarters; Layout and Scale to be determined at Outline. This application is accompanied by an Environmental Statement Addendum which is supplementary to the original Dunsfold Park ES submitted under WA/2015/2395 at Land North Of The Runway Extension, Dunsfold Park, Stovolds Hill, Cranleigh (as amplified by Phase 1 Framework Travel Plan and email dated 29/3/2019)	Pending decision (resolution to grant – 23/04/2019)
SO/2019/0005	Request for screening opinion for construction of a new access road from the a281 into the Dunsfold park site.	EIA not required 20/05/2019

Planning Policy Constraints

Strategic Site – mixed use new settlement

Countryside beyond Green Belt
Section 106 (relates to new settlement hybrid permission WA/2015/2395)
Ancient Woodland 500m Buffer Zone
Potentially contaminated land

Development Plan Policies and Guidance

The relevant development plan policies comprise:

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

- SP1 - Presumption in favour of Sustainable Development
- SP2 - Spatial Strategy
- ST1 - Sustainable Transport
- RE1 – Countryside beyond the Green Belt
- RE3 – Landscape Character
- TD1 – Townscape and Design
- HA1 – Protection of Heritage Assets
- NE1 – Biodiversity and Geological Conservation
- NE2 - Green and Blue Infrastructure
- CC1 - Sustainable Construction and Design
- CC2 - Sustainable Construction and Design
- CC3 - Renewable Energy Development
- CC4 - Flood Risk Management
- SS7 – New Settlement at Dunsfold Aerodrome
- SS7A – Dunsfold Aerodrome Design Strategy

Waverley Borough Local Plan 2002 (retained policies February 2018):

- D1 - Environmental implications of development
- D4 - Design and layout
- D6 – Tree controls
- D7 - Trees, hedgerows and development
- D8 - Crime prevention
- D9 – Accessibility
- C7 - Trees, woodlands and hedgerows
- HE15 - Unidentified Archaeological Sites
- M5 - Provision for cyclists
- M7 - Footpaths and cycleways
- M9 - Provision for people with disabilities and mobility problems
- RD9 – Agricultural land

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

Other guidance:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance
- Land Availability Assessment (2016)
- Statement of Community Involvement (2019 Revision)
- Strategic Flood Risk Assessment (2015/2016)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2018)
- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Alfold Initiative Design Statement (1999)

Consultations and Town/Parish Council Comments

Alfold Parish Council	<p>Pleased to support this application, subject to the conditions pursuant to WA/2015/2395 being implemented upon completion of the new access road; specifically, Conditions 19 and 20 restricting access via the other entrances.</p> <p>APC requests that the applicant and Council work with Highways and Surrey Police in consideration of a constant 40mph speed limit from the Crossways junction beyond the junction with Wildwood Lane.</p> <p>APC reserves the right to comment further when the Lighting Assessment is submitted for consideration.</p>
Council's Environmental Health Service	<p>Noise – no objection, likely to be a negligible adverse impact</p> <p>Light – no objection, recommends that a lighting assessment be required to be approved through a planning condition</p> <p>Air Quality – no objection subject to a condition to secure mitigation during the construction phase</p>
Council's Pollution Control Officer	<p>No objection – the proposed discovery strategy for areas that haven't already been investigated as part of these works (under the runway and the A281 section) is</p>

	encouraged. No specific contaminated land conditions are required.
County Archaeological Officer	No objection subject to a condition to secure an evaluation trial trenching exercise which will enable suitable mitigation measures to be developed where required.
County Highway Authority	No objection - The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied that the application would not have a severe impact on the safety and operation of the adjoining public highway, subject to conditions.
Dunsfold Parish Council	<p>Welcomes the interaction between the applicant with the local parish councils, including ourselves, and other organisations such as the Wey and Arun Canal Trust in respect of this application.</p> <p>Subject to the two concerns mentioned below, Dunsfold Parish Council supports the proposed relocation of the primary access for Dunsfold Park as represented by this application.</p> <p>Lighting:</p> <ul style="list-style-type: none"> • Strongly support the imposition of the condition suggested by the Council's Environmental Health Officer in their response dated 6th September. • hope that with regard to the private estate roads the developer will be open to seeking an innovative approach to minimise the impact of all lighting including, without limitation, light pollution and energy conservation. • this access may well set a precedent for Dunsfold Park as a whole. • Proposals should be time sensitive including adoption of park-night lighting under which so far as practical lighting would be switched off between at least 1am and 5am. <p>Access Strategy:</p> <ul style="list-style-type: none"> • Essential for the developer to bring forward with some urgency its proposals for an access strategy for the wider site. • Should address the use of the Tickners Heath exit and Stovold's Hill.

	<ul style="list-style-type: none"> • Strategy will need to involve consultation with all relevant stakeholders including the parish councils for the surrounding rural villages.
Forestry Commission	Refer to standing advice
Natural England	No comments to make on this application.
Surrey County Council – Lead Local Flood Authority	No objection, subject to conditions
Surrey Hills AONB Planning Adviser	<p>No objection –</p> <p>The proposal lies outside and south of the Surrey Hills AONB. Therefore the issue is whether the road and its landscaping would spoil the setting of the AONB by harming public views into and from the AONB.</p> <p>The straightness and length of the road and the double avenue of maple trees linking and extending into the straight runway would make a significant and formal statement on an informal landscape. However, consider that due to the intervening distance and landscape features between the development and AONB the proposal would not impact upon views into and from the AONB.</p>
Surrey Wildlife Trust	<p>No objection subject to:</p> <ul style="list-style-type: none"> • Undertake all the recommended actions in section 4 Of the Baseline Report for the ‘Avoidance and Mitigation’ of adverse effect to species and important habitat resulting from the proposed development and including the biodiversity enhancements detailed in the applicants Landscaping Design Statement (June 2019) and LEMP. • An external lighting strategy being approved and designed to avoid adverse effect to bat activity • Any proposed drainage scheme for the proposed new road should have sufficient mechanisms in place to ensure that only unpolluted water reaches adjacent water courses. • The LEMP should include a conservation management regime for new and existing (retained) hedgerows.

	<ul style="list-style-type: none"> • Suggest that if maple trees are to be used for the formal avenue that our native species of maple, <i>Acer campestre</i> is used, to support native/local biodiversity. • The development site is enhanced and managed to support breeding birds of conservation concern found on site, including particularly Sky lark and Northern lapwing. • Artificial enhancements including bird nesting boxes, bat boxes, reptile and invertebrate refugia are supplied to help retain biodiversity value on site while new habitat matures. The applicant's LEMP should be amended to include these points.
West Sussex County Highway Authority	No objection – the proposed works lie outside of West Sussex. Whilst the works differ from those which have planning permission, the changes are not significant from a West Sussex Highways point of view. No objection to the access works as now proposed.
Wey & Arun Canal Trust	Support the current application for the link road and new roundabout and make the following observations: <ul style="list-style-type: none"> • The proposed new link road position will avoid the need for an additional bridge over the canal. • Would wish in due course to be consulted about the design and position of the future new outfall into the canal. • Position of link road fully compatible with long term proposals to provide an additional means of crossing the A281 for footpath/bridleway/cycle route users which would also be assisted by the introduction of the 40mph speed limit along this stretch of the A281

Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2019” the application was advertised in the newspaper on 23/08/2019 site notices were displayed around the site on 23/08/2019 and neighbour notification letters were sent on 15/08/2019.

3 letters have been received expressing support for the following reasons:

- Grateful to applicant for discussing application in advance (with Protect our Waverley)
- Access far better than the original

- No loss of Ancient Woodland
- Double line of maples a fitting tribute to the Canadians
- Support subject to conditions relating to lighting, construction traffic and subsequent closure of alternative access points (in line with conditions imposed on new settlement permission)

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

- No public consultation by way of letters to those who have previously provided their 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.

Policy SS7 allocates Dunsfold Aerodrome for a mixed use New Settlement to contain up to 2,600 homes and an expanded business park with around 26,000sqm of additional employment (B Class) floor space.

Planning history and differences with new settlement approval WA/2015/2395

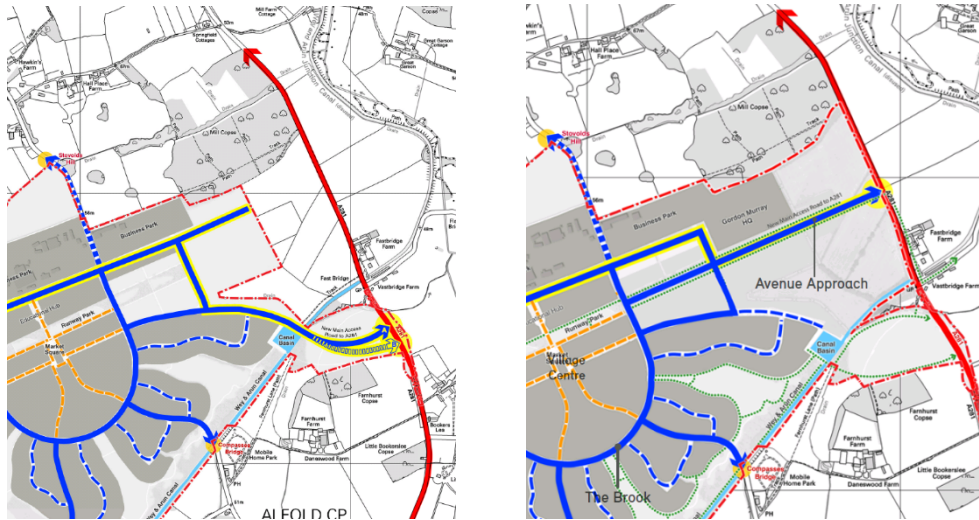
The planning history is a material consideration.

Planning permission has been granted (reference WA/2015/2395) for:

- Hybrid Planning Application; Part Outline proposal with all matters reserved for a New Settlement with residential development comprising: 1,800 units, 7,500 sqm care accommodation; a local centre for retail, financial & professional, cafe/restaurant/takeaway and/or public house to total of 2,150 sqm; New business uses including offices, research and development industry (Use Class B1a and B1b) up to max of 3,700 sqm; light and general industry (Use Class B1c and B2) to max of 7,500 sqm; storage and distribution (Use Class B8) to max of 11,000 sqm; a further 9,966 sqm of flexible commercial space (Use Classes B1(b), B1(c), B2 and/or B8); Non-residential institutions; Open space; public transport routes, footpaths & cycleways; landscaping; the removal of three runways; all related infrastructure; Part Full application for the demolition of 8,029 sqm of existing buildings and the retention of 36,692 sqm of existing buildings, for their future use; and the temporary use of Building 132 for a construction headquarters (abbreviated description).

A new access road onto the A281 formed part of the above scheme, albeit access was a reserved matter so therefore the details of the proposed junction were indicative only.

(Left) Approved access parameter plan for WA/2015/2395 and (right) current proposed access (in context of new settlement masterplan):



The differences between the current proposal and that application are:

- Junction and road would be positioned further north (circa 530m)
- Current proposal includes an area of land outside of the application site for WA/2015/2395
- Proposed road avoids need for crossing over Wey & Arun Canal
- Proposed road would serve existing uses and as a standalone application could be delivered independently of the new settlement

The previous decision is material in that it establishes the acceptability of a new access onto the A281 in principle.

The applicant has confirmed that just one access and junction onto the A281 would be constructed. As the access shown on the plans for WA/2015/2395 was only indicative and does not have full permission, this could not be implemented until reserved matters approval for the access was granted. In order to progress the new settlement, a reserved matters application for access would need to be submitted, this application would provide the necessary control to ensure that only one of the two possible access routes is delivered.

The test is whether the current proposal is materially more harmful than the approved scheme and whether it is acceptable in its own right.

Loss of agricultural land

The NPPF states that, where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. This sentiment accords with retained Policy RD9 of the Local Plan which states that development will not be permitted which would result in the loss or alienation of the best and most versatile agricultural land unless it can be demonstrated that there is a strong case for development which overrides the need to protect such land.

An Agricultural Land Classification Report was submitted in support of the application. Prior to carrying out this report, the land due east at Dunsfold Aerodrome, Cranleigh was classified by Natural England in their pre 1988 Agricultural Land Classification Map as on the boundary between ALC Grade 3 and Non-Agricultural land. Following an investigation into climatological data, site limitations, soil limitations and interactive limitations set out in the report, it concludes that circa 2.5ha of the site should be classified as grade 3b agricultural land and of moderate quality only. This classification is because the quality of this area of land is limited by soil wetness. As none of the land within the application site is considered to be the best or most versatile, the proposal would comply with retained Policy RD9 of the Local Plan 2002.

Impact on Countryside beyond the Green Belt and landscape character

The site is located within the Countryside beyond the Green Belt. The western part of the site which falls within the existing aerodrome benefits from a strategic allocation for a new settlement, however, the eastern portion of the site (adjacent to the A281) lies outside any defined settlement area. Policy RE1 of the Local Plan (Part 1) 2018 states that in this area the intrinsic character and beauty of the countryside will be recognised and safeguarded in accordance with the NPPF.

The proposal lies outside and south of the Surrey Hills AONB although it is close to an area of Greensand Hills that form part of the Surrey Hills AONB. Policy RE3 of the Local Plan (Part 1) 2018 sets out that the setting of the AONB will be protected where development outside its boundaries harms public views from or into the AONB.

The proposed access road lies in the Low Weald, and close to an area of Greensand Hills. It is located in the Dunsfold to Pollingfold Wooded Low Weald as defined in the Surrey Landscape Character Assessment (2015). Its characteristics include having low lying or gently undulating topography, underlain by Wealden Group Mudstone, siltstone and sandstone solid geology, a higher proportion of open, larger scale farmland than other areas, with some

areas of semi-natural woodland, with some limited influences on these characteristics from nearby settlements and roads.

The proposed road is a simple and efficient means of connecting the existing perimeter track around the aerodrome. Its length is significant, and the double avenue of Canadian maple trees either side together with the straight line would contribute to a formal landscape feature crossing an informal farmland landscape. Some similarities can be made the existing Wey & Arun Canal which also has a linear appearance and crosses an otherwise informal landscape setting.

Whilst there would be an impact on the landscape, due to the intervening distance and landscape features between the development and AONB the proposal would not impact upon views into and from the AONB. No objection is raised by the Surrey Hills AONB Planning Advisor.

There would be some potential impacts in terms of hedgerow loss associated with the construction process and provision of sightlines. The accompanying arboricultural assessment identifies the hedgerows to be removed are sparse in parts and of low to moderate quality. There are two better quality trees identified as being worth of retention adjacent to the A281 (an oak and an ash tree). The proposed design and layout would allow retention of these trees. Conditions are recommended to secure appropriate tree protection measures. Two individually identified trees would be removed, these are of only low or moderate quality and have little long term potential.

Whilst a large amount of the proposed landscaping comprises the Canadian maples (a non native species), new landscaping would include reinforcing and expanding species rich hedgerows along the A281 with local native planting representative of the Low Weald. This would mitigate for the loss of vegetation associated with the formation of the access. Furthermore, enhancing vegetation along the A281 boundary would serve to reduce the impact of the formal entrance into the site.

In comparison with the previous approval (WA/2015/2395) (and the indicative access details shown within that), the proposal would have significantly less direct physical landscape impact, as it avoids areas of Ancient Woodland and does not cross the canal through existing tree belts and other areas of woodland.

It will be a change to the existing character. It must be considered that a significant change to the aerodrome itself is accepted and anticipated as a result of the delivery of the new settlement in line with Policy SS7. Whilst the

visual and landscape impact resulting from the road would be to an area of Countryside that fell outside of the new settlement permission site area, it would be viewed in connection with the aerodrome itself.

In summary, the proposal would not result in harm to any designated landscapes. Whilst there would be change to the immediate landscape character, the formal appearance of the proposal is considered to be acceptable as it would be viewed in conjunction with the existing aerodrome site, and would be of a scale which reflects this. The impact of the proposal would be partly mitigated through enhanced native planting along the A281. It is therefore considered any harm to the landscape character would be very limited, and there would be no material conflict with Policy RE1 or RE3 of the Local Plan (Part 1) 2018.

Design, impact on visual amenity and compliance with SS7A

Policy TD1 of the Local Plan 2018 (Part 1) 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 2019.

Policy SS7a (Dunsfold Aerodrome Design Strategy) states (in summary):

Dunsfold Aerodrome New Settlement will be a high quality design-led new Surrey village for the 21st Century, a place where residents choose to live, work and visit.

The following are the key design principles which will guide the future development of Dunsfold Aerodrome. In addition to Policy TD1, all proposals for the development of Dunsfold Aerodrome shall clearly demonstrate how it achieves the following strategic design principles:

- i. A village that has a distinct local character:
- ii. Safe, connected and efficient streets:
- iii. A significant network of greenspaces and public places
- iv. A secure environment
- v. A choice of access and inclusive communities:
- vi. An efficient use of natural resources
- vii. Cohesive and vibrant neighbourhoods

The Masterplan - the developer must produce a Masterplan for the overall site that will respond to the design principles set out in this policy.

The current proposal is not accompanied by an approved masterplan for the New Settlement. A large part of the proposed road sits outside of the strategic site as it was originally intended. It is also material to note that whilst a masterplan document was required under condition 8 of WA/2015/2395, this was not required prior to the construction of the road, instead it is required to be approved prior to the first reserved matters application for a building. It was considered acceptable at that time to construct the road ahead of the approval of the masterplan document, and this would be a proportionate approach in this case.

The majority of the criteria set out within Policy SS7a relate to the design of the new settlement as a whole, and are not directly applicable to an individual piece of infrastructure such as the road. Notwithstanding, this, the proposal would deliver a number of design benefits, which would help in due course to deliver the objectives within SS7A.

The impact of the proposal on the landscape character is considered in more detail in the above section. It is concluded that there would be a material adverse impact, albeit limited, on the landscape character due to the introduction of a very formal feature, within an otherwise informal semi-rural landscape setting.

There are visual benefits to the proposed road, as it would provide a clear gateway into the site. This is critical for legibility and to define the character of the new settlement. In comparison with the existing site and its existing access points, the scheme delivers improved permeability as the road includes provision for pedestrians and cyclists and would provide an additional crossing on the A281. The access road would include various raised tables within the road to define clear pedestrian crossing points.

The scale of the road is considered to be proportionate to the size of the aerodrome which it would serve, and in due course the size of the new settlement, and its length would be a slight reduction compared with the original access shown on the new settlement permission.

The proposed use of Canadian Maples recognises the history of the aerodrome through providing an opportunity to commemorate the Royal Canadian Engineers who constructed the aerodrome and the Canadian airforce who used the site during World War II. These are not native species which adds to the formality of the proposed road. Notwithstanding this, it does serve to provide historic link with the existing runway that could welcome residents, employees and visitors to the site and add prominence to the history of the site. A condition is recommended to secure information board(s) (or similar) at appropriate points along the footpaths to explain the link to the history of the site.

In terms of a comparison with the new settlement permission (WA/2015/2395), the proposal would provide a much more direct road connection, and would minimise the need for associated infrastructure such as a bridge to cross the canal. This in turn would free up additional space within the new settlement for the retention of woodland, and/or additional open space.

In summary, there are design benefits to the scheme, through providing a clear legible entrance to the site (both as existing and as a future new settlement) and introducing features which reflect the site's history. The scale of the proposed road would be appropriate. As such, notwithstanding the harm identified in respect of landscape character, the visual benefits to the proposal are such that the proposal would comply with Policy TD1 of the Local Plan 2018 (Part 1), and retained Policies D1 and D4 of the Local Plan 2002 and (where relevant) Policy SS7A.

Environmental impacts 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 2019.

The new access road has the potential to have a negative impact through additional exhaust emissions, dust, noise and light, although it is material that these impacts would be very similar to those which would occur as a result of the original access for the new settlement.

The acoustic report accompanying the application considers the potential for additional noise from the proposed access road and finds there will be a small increase in road noise on the A281 near Fastbridge Farm of +0.5dB. This is considered to be a negligible adverse impact. No additional vibration is predicted.

Column mounted street lighting is proposed in accordance with SCC adoptable standards. No further information has been submitted at this stage, however a detailed lighting assessment would be required by planning condition to ensure that light spill is minimised.

The submitted air quality assessment concludes that during the construction phases there is a medium risk of disamenity from emissions during earthworks and track-out and a low risk of dust soiling during construction. Mitigation measures have been proposed and would be secured by condition. The

operational impacts have also been found to be negligible and do not require mitigation.

It is therefore concluded that with mitigation to be secured by condition, there would be no material adverse environmental impacts on residential amenity.

Highway safety

Policy ST1 of the Local Plan 2018 (Part 1) states that development schemes should be located where it is accessible by forms of travel other than by private car; should make necessary contributions to the improvement of existing and provision of new transport schemes and include measures to encourage non-car use. Development proposals should be consistent with the Surrey Local Transport Plan and objectives and actions within the Air Quality Action Plan. Provision for car parking should be incorporated into proposals and new and improved means of public access should be encouraged.

The submitted Transport Statement includes an assessment of the operation of the new roundabout junction on the A281 as well as the Nanhurst crossroads. These assessment include a future year scenario before the permitted village is implemented and an additional scenario once the new settlement is brought forward in full.

The assessment of the roundabout now proposed is based on the Paramics model that was previously adopted for the assessment of the now permitted village scheme. The assessment concludes that the new roundabout location would make no difference in terms of network operation when compared with what was previously accepted. The new roundabout would continue to operate well and is capable of accommodating the level of traffic associated with the new settlement.

The Highway Authority has assessed the technical design of the proposed roundabout and spine road and is satisfied that it accords with the required highway design standards. A Stage 1 Road Safety Audit (RSA) has been undertaken which has not identified any major highway safety problems with the design of the roundabout. Some minor recommendations have been made in the report, which would be addressed at the detailed design stage, when a Stage 2 RSA is undertaken. There are recommended conditions to require matters of the detailed design to be submitted and approved. This includes the need to submit details of surface materials, road markings and traffic calming measures.

Conditions are imposed to require the closure of various existing access points to the site, notably the closure of the Stovolds Hill access to vehicular traffic –

with the exception of buses and emergency vehicles - and restriction of the Compass Gate access, so as to allow access to all vehicles other than heavy goods vehicles. This would ensure that the benefits of the proposed new access are realised. The closure of these access points was required by condition in connection with WA/2015/2395, however, as it remains open to the applicant to implement this proposal (if granted) as a standalone proposal, it is necessary to impose the same conditions.

In comparison with the approved new settlement scheme, locating the roundabout further north would provide for improvements in visibility, as the alignment of the A281 at this point is straighter than the former location further to the south. This is material benefit to the current proposal.

There are further significant benefits to the proposed access in highway safety terms, compared with the existing situation. The existing vehicular access is via Stovolds Hill, which is a narrower road with residential properties, less capable of accommodating the existing level of traffic movements generated by the commercial uses on site. In transport terms, both the proposed access would provide a significant betterment in highway safety and capacity terms. For existing traffic using the site, the new road would create a direct link to the site from the A281 and thereby help to minimise traffic on the secondary rural roads surrounding the site, as well as providing a faster route in to the site for emergency vehicles.

The proposal is considered to be acceptable and to deliver significant benefits in highway safety terms, such to accord with Policy ST1 of the Local Plan 2018 (Part 1).

Archaeology

Retained Policy HE15 of the Local Plan 2002 requires that appropriate desk based or field surveys should be submitted with an application and appropriate measures taken to ensure any important remains are preserved. These policies are afforded full weight owing to their consistency with the NPPF.

The proposed development is large, well over the 0.4 hectare threshold which is recommended for archaeological assessment and possibly evaluation under retained Policy HE15 of the Waverley Borough Council Local Plan. In addition the site has a varied and significant history associated with its World War Two use and later association with the aviation industry. The proposed development therefore has the potential to impact upon a number of potential heritage assets.

A Heritage Statement and Impact Assessment for the site produced by Oxford Archaeology has been submitted in support of the application. The County Archaeological Officer has confirmed that the assessment has consulted all available sources and presents a comprehensive overview of the archaeological potential of the site

The County Archaeological Officer has confirmed that the baseline archaeological information provides a detailed view of the known heritage assets on and adjacent to the site and correctly identifies that there is potential for buried archaeological remains pre-dating the airfield to be present. As there is potential for archaeology to be present within the site, the report suggests that further archaeological works are required in order to properly assess the nature and extent of any archaeology that may be present. The County Archaeological Officer agrees with this conclusion and has advised that in the first instance this should comprise of an evaluation trial trenching exercise, which would aim to rapidly establish whether archaeological assets are be present. The results of the evaluation would enable suitable mitigation measures to be developed.

Given that the assessment does not suggest that remains of national importance will be present the County Archaeological Officer considers that it is necessary for the archaeological work to be undertaken in advance of any planning permission; a condition is recommended to secure the archaeological work.

The proposal is therefore considered to comply with retained Policy HE15.

Impact on Ancient Woodland

Policy NE2 of the Local Plan (Part 1) 2018 states that the Council will seek, where appropriate, to maintain and enhance existing trees, woodland and hedgerows within the Borough. Retained Policies D6 and D7 of the Local Plan 2002 are attributed full and significant weight respectively due to their level of consistency with the NPPF 2019.

The Ancient Woodland to the north would not be detrimentally affected by the proposed development. The submitted landscape plans show a 10m deep shaw of planting extending right up to it (outside of application site boundary). This is acceptable as both a typical Low Weald landscape buffer to the road and in terms of the landscape linkage it improves in the future as the planting becomes established.

In light of the above, the proposal is considered to be sufficiently separated from the woodland itself, it is not considered to be materially harmful and would be

in accordance with Policy NE2 of the Local Plan (Part 1) 2018, retained Policies D6 and D7 of the Local Plan and paragraph 175 of the NPPF.

Biodiversity and compliance with Habitat Regulations 2017

Policy NE1 of the Local Plan (Part 1) 2018 states that the Council will seek to conserve and enhance biodiversity. Development will be permitted provided it retains, protects and enhances biodiversity and ensures any negative impacts are avoided or, if unavoidable, mitigated.

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

Surrey Wildlife Trust would advise that the Ecological Baseline Report by LUC dated December 2018 and the Landscape and Ecological Management Plan (LEMP) dated July 2019 provide sufficient information in order to assess the potential status of protected and important species on the proposed development site and the likely effect of the development on them.

Key biodiversity and wildlife impacts resulting from the proposal are:

- Loss of semi-improved, and a small area of unimproved neutral grassland habitat
- Fragmentation/partial loss of existing hedgerows and treelines to provide the access, particularly adjacent to the A281
- Disturbance to habitats through noise and vibration
- Fragmentation/disturbance of any badger setts that may form on site before works commence (none found on site within surveys)
- Fragmentation of hedgerows used for commuting habitat for bats (although survey results indicate this is not an important flight corridor or foraging area)
- Lighting may render areas less suitable for use by bat species
- Loss of hedgerows and grassland areas which provide suitable habitat for ground nesting birds
- Loss of small area of suitable grass snake habitat

The submitted report includes a number of recommended mitigation measures to address the above potential impacts. These mitigation measures include:

- Removal of hedgerows outside the bird nesting season
- Sensitive lighting strategy
- Planting to hedgerows and trees to retain connectivity through the area including planting at canopy level

- The provision of exclusion fencing in areas with suitable habitat during works to prevent reptiles from entering the development area
- Reptile translocation

Conditions are recommended in line with Surrey Wildlife Trust's recommendations, to secure the above mitigation measures and to secure additional biodiversity enhancements including: to require the applicant to:

- Provide a conservation management regime for new and existing (retained) hedgerows.
- Providing enhancements to development site to support breeding birds of conservation concern found on site, including particularly Sky lark and Northern lapwing.
- Artificial enhancements including bird nesting boxes, bat boxes, reptile and invertebrate refugia are supplied to help retain biodiversity value on site while new habitat matures.

The above measures (to be secured by condition) would prevent adverse effect to legally protected species which might otherwise occur as a result of the proposed development works and help to off-set adverse effects to the biodiversity value of the site resulting from the proposed development.

In respect of the proposed landscaping strategy, Surrey Wildlife Trust has suggested that if maple trees are to be used for the formal avenue that our native species of maple, *Acer campestre* is used, to support native/local biodiversity. This is not the proposed strategy, as the tree lined formal avenue would feature the *acer rubrum* (the Canadian maple) trees. The reason for this is to commemorate the Canadian airforce who use the site during World War II the *acer campestre* (field maple) is one of the types of native planting proposed adjacent to the eastern boundary of the site (alongside the A281). The native maple tree would not provide the same distinctive red colour or the same link to the Canadian heritage of the site. Having regard to the native planting proposed adjacent to the A281, and the extent of the other biodiversity enhancements proposed, it is considered acceptable to depart from this suggestion provided by Surrey Wildlife Trust.

Having regard to the above, the proposal would accord with Policy NE1 of the Local Plan (Part 1) 2018.

Flood Risk and surface water

Policy CC4 of the Local Plan (Part 1) 2018 states that in order to reduce the overall and local risk of flooding, development must be located, designed and laid out to ensure that it is safe; that the risk from flooding is minimised whilst

not increasing flood risk elsewhere and that residual risks are safely managed. In those locations identified as being at risk of flooding, planning permission will only be granted where it can be demonstrated that it is located in the lowest appropriate flood risk location, it would not constrain the natural function of the flood plain and where sequential and exception tests have been undertaken and passed. Sustainable drainage systems (SuDS) will be required on major development proposals.

Whilst the site lies in Flood Zone 1 (at the lowest risk of flooding), due to the size of the site which covers an area greater than 1 hectare, a site-specific flood risk assessment (FRA) is required and has been submitted in support of this application.

The site lies within the Cranleigh Waters sub-catchment of the River Wey. The Wey and Arun Canal is located to the south of the site. A number of ordinary watercourses (ditches) dissect the site along field boundaries.

The site is not considered to be at significant risk from tidal, fluvial, canal, sewer or reservoir flood sources.

There is a risk of groundwater flooding as a result of the increase in impermeable surface area and resultant surface water run off. To mitigate for this, a surface water drainage strategy is proposed. The strategy would comprise:

- Grassed swales either side of the road that contain strategically placed check dams and will discharge surface water off site
- Conveyance, attenuation storage and water quality benefits to the runoff
- Discharged flows will initially be conveyed to the Wey and Arun Canal via the existing onsite private surface water drainage network.

The Lead Local Flood Authority has confirmed that the proposed drainage scheme meets the relevant policy requirements, and are content with the proposed development, subject to conditions to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

As such, the proposal would be safe from flood risk in accordance with Section 10 of the NPPF, retained Policy D1 of the Waverley Borough Local Plan 2002 and Policy CC4 of the Local Plan (Part 1) 2018.

Parish/Town Council and or Third Party Representations

The majority of the comments received were in support of the proposal, and the comments are reflected in the officer recommendation for approval. These letters of support suggested a number of conditions, primarily relating to construction traffic controls, closure of existing access points, and lighting. Conditions relating to each of these matters are recommended.

One letter of objection has been received in respect of:

- Consultation letters not sent to those who had previously commented on new settlement proposal

Officers advise that the application was advertised in the newspaper on 23/08/2019 site notices were displayed around the site on 23/08/2019 and neighbour notification letters were sent on 15/08/2019 in accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2019”. This did not include writing to third parties who had commented on the new settlement application WA/2015/2395 as is consistent with the aforementioned strategy and statutory requirement. However, the proposal was also advertised in the paper, consultation was undertaken by the applicant.

Given that the appropriate processes have taken place, there is no justification in this case to defer the application.

Conclusion

There are design benefits to the scheme, through providing a clear legible entrance to the site (both as existing and as a future new settlement) and a landscape strategy which reflect the site’s history of the aerodrome. The proposal would deliver significant benefits in highway safety and capacity terms for existing and future site users, improved connectivity for pedestrians and cyclists onto the A281, better access for emergency vehicles. The proposal would benefit the delivery of a new mixed use settlement at Dunsfold Park (as allocated by Policy SS7) by providing a new access into the site which involves significantly less physical landscape impacts, and avoids areas of constraint associated with the previous access for WA/2015/2395. These benefits would significantly outweigh the landscape impacts associated with the introduction of a formal piece of infrastructure and landscaping, within an informal farmland landscape. The proposal is therefore considered to be in accordance with the Development Plan, as such, planning permission is recommended for approval.

Recommendation

That, subject to the following conditions, permission be GRANTED:

1. Condition

The plan numbers to which this permission relates are 10600-LD0PLN-100_A (landscape site plan), LD-PLN-105 B (landscape sheet 1), LD-PLN-106 B (landscape sheet 2), LD-PLN-107 B (landscape sheet 3), LD-PLN-108 B (landscape proposal sheet 4), LD-SEC-120_A (typical sections), LD-PLN-111_B (Site Location Plan), 17487-101 Rev B (access plan) . 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 Local Plan 2002.

2. Condition

The proposed new spine road access from the existing perimeter road within the site to the A281 and a new roundabout junction with the A281, to include cycle and pedestrian priority, shall be constructed in accordance with drawing number 17487-101 Rev B.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users such to accord with Policy ST1 of the Local Plan (Part 1) 2018.

3. Condition

Prior to the laying of any hard surface, full details of the proposed surfacing materials to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in complete accordance with the approved details.

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 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users such to accord with Policy ST1 of the Local Plan (Part 1) 2018.

4. Condition

The proposed new spine road access from the existing perimeter road within the site to the A281 shall not be first brought into use unless and until a scheme

showing the details of the spine road crossing points and appropriate traffic calming measures, to include the provision of visibility splays (including pedestrian inter-visibility splays) for all road users and any required signage and road markings, has been submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the Local Planning Authority and there shall be no obstruction to visibility splays between 0.6m and 2.0m high above ground level.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users such to accord with Policy ST1 of the Local Plan (Part 1) 2018.

5. Condition

Within 12 weeks of the opening of the new spine road access and new roundabout junction with the A281 to traffic:

- The existing vehicular access at Stovolds Hill will be closed to vehicular traffic, with the exception of buses and emergency vehicles;
- The existing vehicular access at Compass Gate will be restricted so as to allow access to all vehicles other than heavy goods vehicles (being of a gross vehicle weight above 3.5 tonnes);
- The existing vehicular access at High Loxley Road will be closed to vehicular traffic;
- The existing vehicular access at Benbow Lane will be closed to vehicular traffic;
- The existing vehicular access at Tickner's Heath will be restricted so as to allow only emergency access.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users such to accord with Policy ST1 of the Local Plan (Part 1) 2018.

6. Condition

No construction works forming part of the development shall commence until a Construction Transport and Environmental Management Plan, to include details of

- a) Parking for vehicles of construction site personnel, construction site operatives and construction site visitors;
- b) Loading and unloading of plant and materials for the construction of the development;
- c) Storage of plant and materials for the construction of the development;

- d) Programme of construction works (including measures for construction traffic management);
- e) HGV deliveries for construction and hours of construction operation;
- f) Construction vehicle routing;
- g) Measures to prevent the deposit of materials on the highway;
- h) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused by construction traffic;
- i) On-site turning for construction vehicles;
- k) Dust management measures detailing all potential sources of particulate emissions and appropriate mitigation measures, as detailed in section 6.2 of the submitted Air Quality Assessment (Brook Cottage Consultants; Project Number 1971; May 2019).
- l) Details of any external lighting to be installed for the construction period

has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall be carried out in accordance with the approved Construction Transport and Environmental Management Plan.

Reason

In order that the construction of the development should not prejudice highway safety nor cause inconvenience to other highway users and to avoid an adverse impact on air quality or visual amenities such to accord with Policy ST1 and TD1 of the Local Plan (Part 1) 2018.

7. Condition

The applicant shall undertake all the recommended actions in section 4 ('Avoidance and Mitigation' of adverse effect to species and important habitat resulting from the proposed development) of the Ecological Baseline Report prepared by LUC dated December 2018

Reason

To ensure that protected species under Schedules 1 and 5 of the Wildlife and Countryside Act 1981 and their roosts/setts are not endangered by the development in accordance with Policy NE1 of the Local Plan (Part 1) 2018.

8. Condition

Notwithstanding the submitted Landscape Ecological Management Plan (LEMP), an updated LEMP shall be submitted to and approved in writing by the Local Planning Authority to include

- a. a conservation management regime for new and existing (retained) hedgerows,
- b. mechanisms to ensure that the site is enhanced and managed to support

breeding birds of conservation concern found on site, including particularly Sky lark and Northern lapwing;

- c. details of Artificial enhancements including bird nesting boxes, bat boxes, reptile and invertebrate refugia are supplied to help retain biodiversity value on site while new habitat matures
- d. the biodiversity enhancements detailed in the applicants Landscaping Design Statement (June 2019)

The development shall be undertaken in accordance with the approved LEMP and the measures contained within it shall be carried out in full.

Reason

To ensure that the ecological interests of the site are protected and enhanced in accordance with Policy NE1 of the Local Plan (Part 1) 2018.

9. Condition

Prior to the proposed road first being open for public access and brought into use, an external lighting strategy (biodiversity and environmental reasons) shall be submitted to and approved in writing by the Local Planning Authority. This should detail measures to ensure that external lighting is kept to the minimum required by safety and guided by the Bat Conservation Trust's Guidelines on artificial lighting and wildlife (Bat Conservation Trust 2018). Thereafter any lighting shall be installed and maintained in full accordance with the approved details.

Reason

To ensure that protected species under Schedules 1 and 5 of the Wildlife and Countryside Act 1981 are not endangered by the development and to avoid an adverse impact on the AONB or intrinsic character and beauty of the Countryside in accordance with Policies RE1, RE3 and NE1 of the Local Plan (Part 1) 2018.

10. Condition

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

Reason

The development proposed covers a large surface area and it is considered likely that it will affect currently unknown archaeological information. It is important that the site is surveyed and work is carried out as necessary in order to preserve as a record any such information before it is destroyed by the development in accordance with Policy HA1 of the Local Plan (Part 1) 2018 and retained Policy HE15 of the Waverley Borough Local Plan 2002.

11. Condition

Following commencement of the development hereby approved, if unexpected contamination is found on site at any time, the Local Planning Authority shall be immediately notified in writing and all works shall be halted on the site until such time as:

- An investigation and risk assessment
- If required, a remediation scheme
- Following completion of any approved remediation works, a verification report

Have been submitted to and approved in writing by the Local Planning Authority

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with retained Policy D1 of the Waverley Borough Local Plan 2002.

12. Condition

No development shall commence including demolition and or groundworks preparation until a finalised detailed, scaled Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the phasing, specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP's, including the installation of service routings. The AMS shall also include a pre commencement meeting with the LPA, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter such to accord with retained Policies D6 and D7 of the Waverley Borough Local Plan 2002.

13. Condition

The landscaping proposals shown on 10600-LD-PLN-100_A, 105_A, 106_B, 107_B, 108_B (landscape proposals sheets 1-4 and landscape site plan) shall be carried out in complete accordance with the approved plans, in the first planting and seeding seasons following the proposed road first being open for

public access and brought into use, whichever is the sooner; and any trees or plants which within a period of 10 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason

In the interest of the character and amenity of the area in accordance with Policies TD1 and SS7A of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

14. Condition

Prior to the proposed road first being open for public access and brought into use, a scheme for the provision and installation of information panel(s) related to the site's heritage and installed at position(s) to be agreed along the access shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented within 3 months of the proposed road first being open for public access and brought into use.

Reason

In order to promote an understanding of the site's heritage such to accord with Policies HA1 and TD1 of the Local Plan (Part 1) 2018.

15. Condition

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. Associated discharge rates and storage volumes shall be provided using maximum discharge rates of 4.4 l/s (northern portion) and 4.3 l/s (southern portion).
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
- f) Details of mechanisms to ensure that only unpolluted water reaches adjacent water courses.

The development shall be undertaken and thereafter maintained in full accordance with the approved details.

Reason

To ensure an acceptable Sustainable Drainage System and to comply with retained Policy D1 of the Waverley Borough Local Plan 2002, Policy CC4 of the Local Plan (Part 1) 2018 and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

16. Condition

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason

To ensure an acceptable Sustainable Drainage System and to comply with retained Policy D1 of the Waverley Borough Local Plan 2002, Policy CC4 of the Local Plan (Part 1) 2018 and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

Informatives

1. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.

2. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £116.00 or a reduced rate of £34.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.
3. Please note that the fee is refundable if the Local Planning Authority concerned has failed to discharge the condition by 12 weeks after receipt of the required information.
4. 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 our website.
5. 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.
6. 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.
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-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice.
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. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
10. 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.
11. The granting of this planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990 be received. For further information, please contact the Environmental Health Service on 01483 523393.

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