

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

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

Policy and Governance

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

Direct line: 01483 523224

Calls may be recorded for training or monitoring

Date: 9 February 2015

Membership of the Joint Planning Committee

Cllr Brian Ellis (Chairman)
Cllr Maurice Byham (Vice
Chairman)
Cllr Brian Adams
Cllr Paddy Blagden
Cllr Elizabeth Cable
Cllr Mary Forsyszewski
Cllr Richard Gates
Cllr Michael Goodridge
Cllr Christiaan Hesse
Cllr Stephen Hill
Cllr Simon Inchbald
Cllr Peter Isherwood

Cllr Diane James
Cllr Bryn Morgan
Cllr Stephen Mulliner
Cllr Stephen O'Grady
Cllr Julia Potts
Cllr Stefan Reynolds
Cllr Stewart Stennett
Cllr Chris Storey
Cllr Jane Thomson
Cllr John Ward
Cllr Nick Williams

Substitutes

Dear Councillor

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

DATE: WEDNESDAY, 18 FEBRUARY 2015

TIME: 7.00 PM

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

The Agenda for the Meeting is set out below.

Yours sincerely

ROBIN TAYLOR
Head of Policy and Governance

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This meeting will be webcast and can be viewed by visiting www.waverley.gov.uk

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 2 February 2015 (to be laid on the table half an hour before the meeting).

2. APOLOGIES FOR ABSENCE AND DECLARATIONS OF SUBSTITUTES

To receive apologies for absence.

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

3. DECLARATIONS OF INTERESTS

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

4. QUESTIONS BY MEMBERS OF THE PUBLIC

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

5. APPLICATION FOR PLANNING PERMISSION - WA/2014/1565 (Pages 1 - 115)

Proposed development

Outline application for the erection of up to 120 dwellings together with associated access, parking, public open space and landscaping (as amended by additional information received 17/11/2014 and 04/02/2015) at **Land At Crondall Lane, Farnham.**

Recommendation

That, subject to consideration of the views of outstanding consultees, the applicant entering into a S106 agreement to secure: affordable housing, community facilities, education, libraries, playing pitches, play space, open space, sports/leisure centres, recycling and other environmental improvements, to provide for appropriate SANG to avoid a likely significant effect upon the SPA including payment of appropriate contributions to SAMM or alternatively Farnham Park, a S278 agreement with the County Highway Authority to secure means of access, pedestrian accessibility/safety

improvements, highway infrastructure and sustainable transport improvements, a Travel Plan, repairs and improved access to Public Footpaths, the setting up of a Management Company for the management of on site open space, and subject to conditions, permission be GRANTED.

6. EXCLUSION OF PRESS AND PUBLIC

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

Recommendation

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

7. LEGAL ADVICE

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

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

Agenda Item 5.

SCHEDULE "A1" TO THE AGENDA FOR THE JOINT PLANNING COMMITTEE 18TH FEBRUARY 2015

Applications subject to public speaking.

Background Papers

Background papers (as defined by Section 100D(5) of the Local Government Act 1972) relating to this report are listed under the "Representations" heading for each planning application presented, or may be individually identified under a heading "Background Papers".

The implications for crime, disorder and community safety have been appraised in the following applications but it is not considered that any consideration of that type arises unless it is specifically referred to in a particular report

A1	WA/2014/1565 Taylor Wimpey UK Ltd. 08/08/2014	<u>Outline application for the erection of up to 120 dwellings together with associated access, parking, public open space and landscaping (as amended by additional information received 17/11/2014 and 04/02/2015) at Land At Crondall Lane, Farnham</u>
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Committee:	Joint Planning Committee
Meeting Date:	18/02/2015

Public Notice	Was Public Notice required and posted: Yes
Grid Reference:	E: 482474 N: 146932

Town :	Farnham
Ward :	Farnham Castle
Case Officer:	Tim Bryson
13 Week Expiry Date	07/11/2014
Neighbour Notification Expiry Date	03/11/2014
Neighbour Notification	
Amended/Additional Expiry Date	13/02/2015
Time extension expiry date	31/03/2015

RECOMMENDATION	That, subject to consideration of the views of outstanding consultees, the applicant entering into a S106 agreement to secure: affordable housing, community facilities, education, libraries, playing pitches, play space, open space, sports/leisure centres, recycling and other
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environmental improvements, to provide for appropriate SANG to avoid a likely significant effect upon the SPA including payment of appropriate contributions to SAMM or alternatively Farnham Park, a S278 agreement with the County Highway Authority to secure means of access, pedestrian accessibility/safety improvements, highway infrastructure and sustainable transport improvements, a Travel Plan, repairs and improved access to Public Footpaths, the setting up of a Management Company for the management of on site open space, and subject to conditions, permission be GRANTED.

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Introduction

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

The planning application seeks outline permission for the development proposal with all matters reserved for future consideration except for access. An application for outline planning permission is used to establish whether, in principle, the development would be acceptable. This type of planning application seeks a determination from the Council as to the acceptability of the principle of the proposed development and associated access. If outline planning permission is granted, any details reserved for future consideration would be the subject of future reserved matters application(s).

Reserved matters include:

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

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

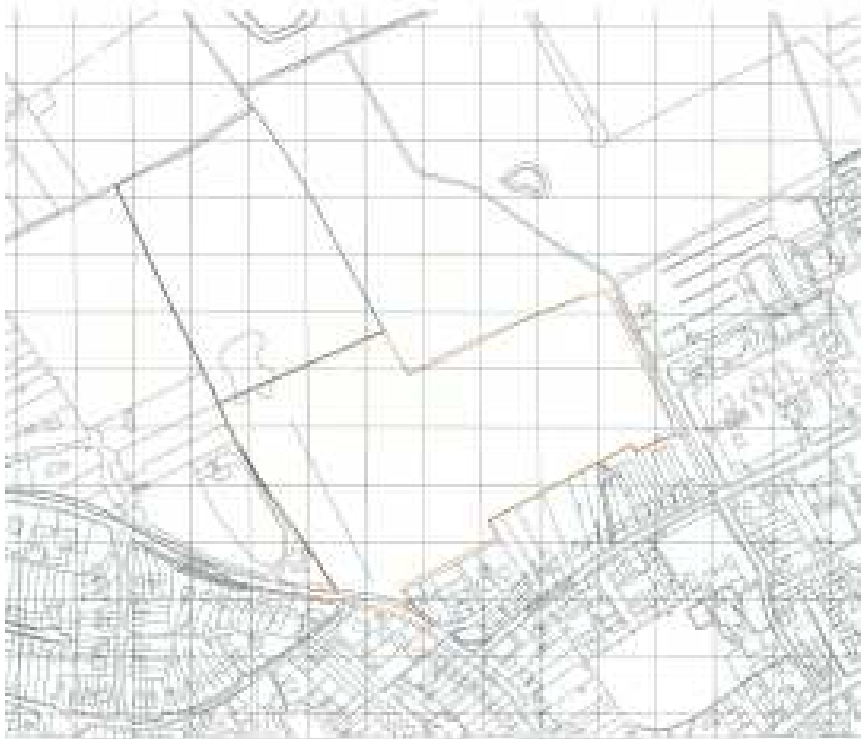
landscaping - the improvement or protection of the amenities of the site and the area and the surrounding area, this could include planting trees or hedges as a screen.

layout - includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings and spaces outside the development.

scale - includes information on the size of the development, including the height, width and length of each proposed building

If outline planning permission is granted, a reserved matters application must be made within three years of the grant of permission (or a lesser period, if specified by a condition on the original outline approval). The details of the reserved matters application must accord with the outline planning permission, including any planning conditions attached to the permission.

Location Plan



Aerial view of the application site



Site Description

The application site measures 5.8 hectares and is located to the north-east of Crondall Lane, to the rear of Beavers Road and west of the University of Creative Arts.

The site currently comprises an area of open agricultural land. The site has a general sloping gradient from south to north, with the steepest rise in gradient along the western boundary. The western part of the site comprises dense vegetation/tree cover. Tree cover is also present along parts of the south boundary and a distinct tree line along the north boundary.

A watercourse runs along the southern boundary of the site and also through the western part of the site.

Public footpaths run beyond both the eastern and western boundaries of the site.

The site encompasses agricultural land between the University for Creative Arts access road to the east, residential properties along Beavers Road to the south, residential properties along Crondall Lane to the west and further open agricultural fields to the north.

Access to the site is currently via a bar field gate at the southern corner off Crondall Lane.

Proposal

The proposal is for outline planning permission for up to 120 dwellings and access only, with all other matters being reserved. The proposal outlines that 40% (48) of these would be for affordable housing.

The proposal is for the development of the existing agricultural land with the erection of up to 120 residential dwellings, areas of formal and informal open space, new planting and landscaping and transport infrastructure.

The proposed indicative mix would be as follows:

Unit Size	Affordable	Private	Total
1 Bed	23	4	27
2 Bed	13	20	33
3 Bed	11	29	40
4+ Bed	1	19	20
Total	48	72	120

Vehicular and pedestrian access to the site is proposed from Crondall Lane only.

The illustrative layout plan shows that the site would be developed in a perimeter block style layout with various access routes within the site. The single road access would adjoin these various branching access roads within the site.

The illustrative layout indicates the proposed residential development would account for 3.17 ha and 1.3 ha would be made up of public open space, which would include 2 children's play areas. An area of 0.98 ha of existing grassland/vegetation at the western part of the site would be retained.

Indicative layout plan



Buildings are indicated to range in height between 2 and 2.5 storeys, with an overall density of 19.5 dwellings per hectare. The detailed design and scale of the buildings are not indicated in the application. However, the Design and Access Statement indicates the design of the proposed new homes would respect the distinctive character of the Farnham vernacular.

Indicative parameters of scale plan



The number of parking spaces to be provided on site is not specified in the application for each dwelling. However, it is stated that the proposal would comply with the Council's Parking Guidelines 2013.

Details of external materials have been reserved for future consideration and would be determined at the reserved matters stage. However, the Design and Access Statement indicates mixtures of facing brick, render, tile hanging and a mixture of slate and clay roof tiles.

Houses would be arranged in informal clusters with a mixture of formal outdoor gardens and shared garden space.

Two children play areas are proposed across the site, which include one at the north-western area and one at the south-eastern area.

A number of water attenuation measures are proposed to ensure the existing swale identified on site forms part of a Sustainable Urban Drainage System

(SUDS). The identified swale on site would not be built upon by the proposed dwellings. This area would remain open and un-developed and runs off-centre from north to south on the site.

The planning application is accompanied by the following documents:

- Planning, Community involvement and Affordable Housing Statement
- Design and Access Statement
- Air Quality Assessment
- Preliminary Risk Assessment
- Landscape and Visual Appraisal
- Noise Assessment
- Artificial Lighting Assessment
- Utility Statement
- Transport Assessment
- Heritage Statement
- Ecological Assessment
- Cultural Heritage Desk Based Assessment
- Flood Risk Assessment
- Arboricultural Report
- Flood Risk Assessment

Heads of Terms

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

- Financial contribution towards infrastructure (Planning Infrastructure Contribution – PIC) to provide towards education, libraries, playing pitches, equipped and casual play space, sports/leisure centres, community facilities, recycling and other environmental improvements, and transport.
- S278 highway works to secure:
 - § Site access and a traffic management scheme for Crondall Lane
 - § Pedestrian safety/accessibility improvements at the Crondall Lane/West Street priority junction
- £4,600 in respect of auditing and monitoring of a Travel Plan
- £200 voucher per dwelling for a combined cycle/public transport voucher
- £223,370 towards puffin crossing on West Street between the junctions with Crondall Lane and The Borough and highway infrastructure and sustainable transport improvements in Farnham Town Centre

- £25,000 towards repairs to Footpath 1 (Farnham) and access improvements to the local Rights of Way network
- Provision of on-site affordable housing (40%)
- Provision of 2.4ha of SANG land at Crookham Park together with a contribution towards the Strategic Access Management and Monitoring (SAMM) project

Community involvement

The applicant has outlined in the Supporting Planning Statement that a website has been set up that provides details of the application. The applicant outlines that they are open to the option of carrying out public consultation at the reserved matters stage should permission be granted. It is outlined that this would give local residents the opportunity to comment on detailed matters of design such as scale, siting, and appearance.

Relevant Planning History

SO/2014/0020	Request for Screening Opinion for a development of up to 120 dwellings with associated access, parking, public open space and landscaping.	EIA Not Required 16/09/2014
FAR626/73	Outline for erection of residential development at 8 dwellings per acre approx. 16.5 ha	Refused 12/11/1973
FAR399/72	Erection of residential development - 8 units/acre on approx. 22.65 acres of land	Refused 29/08/1972
FAR398/72	Outline for erection of residential development 4-6 units per acre, 5.45 acres of land at the rear of property on the east side of Three Stiles Road	Refused 28/08/1972
FAR121/72	Outline for use for educational purposes and erection of school buildings	Refused 22/05/1972

Planning Policy Constraints

Countryside Beyond the Green Belt – outside developed area of Farnham
 Area of Strategic Visual Importance
 Thames Basin Heaths SPA 5km Buffer Zone
 Area subject to Special Advertisement Control
 AQMA Buffer Zone

Public Footpaths (Number 181 to the west of the site and Number 7 to the east of the site)

Agricultural Land Grade 3

Development Plan Policies and Proposals

Policies of the Waverley Borough Local Plan 2002:-

D1	Environmental Implications of Development
D2	Compatibility of Uses
D3	Resources
D4	Design and Layout
D5	Nature Conservation
D6	Tree Controls
D7	Trees, Hedgerows and Development
D8	Crime Prevention
D9	Accessibility
D13	Essential Infrastructure
D14	Planning Benefits
C2	Countryside beyond the Green Belt
C5	Areas of Strategic Visual Importance
C7	Trees, Woodlands and Hedgerows
C12	Canals and River Corridors
HE3	Development Affecting Listed Buildings or their Setting
HE8	Conservation Areas
HE13	Scheduled Ancient Monument and County Sites of Archaeological Importance
HE15	Unidentified Archaeological Sites
H4	Density and Size of Dwellings
H10	Amenity and Play Space
CF2	Provision of New Community Facilities
TC1	Town Centre Uses
TC9	Town Centre Enhancement
RD9	Agricultural Land
M1	The Location of Development
M2	The Movement Implications of Development
M4	Provision for Pedestrians
M5	Provision for Cyclists
M7	Footpaths and cycleways
M14	Car Parking Standards

The South East Plan 2009 was the Regional Spatial Strategy (RSS) for the South East region. The Plan was revoked on March 2013 except for Policy

NRM6: Thames Basin Heaths Special Protection Area. This Policy remains in force.

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

The National Planning Policy Framework (NPPF) is a material consideration in the determination of this case. Paragraph 215 states that where a local authority does not have a development plan adopted since 2004, due weight may only be given to relevant policies in existing plans according to their degree of consistency with the NPPF. In this instance, the relevant Local Plan policies possess a good degree of conformity with the requirements of the NPPF. As such, considerable weight may still be given to the requirements of the Local Plan.

The Council is in the process of replacing the 2002 Local Plan with a new two part document. Part 1 (Strategic Policies and Sites) will replace the Core Strategy that was withdrawn in October 2013. Part 2 (Development Management and Site Allocations) will follow the adoption of Part 1. The new Local Plan will build upon the foundations of the Core Strategy, particularly in those areas where the policy/ approach is not likely to change significantly. Public consultation on potential housing scenarios and other issues took place in September/October 2014. The current (provisional) timetable for the preparation of the Local Plan indicates the publication of the Part 1 draft plan in March 2015, with its submission for examination in June 2015. Adoption is scheduled for early 2016.

Other guidance:

- The National Planning Policy Framework 2012 (NPPF)
- The National Planning Policy Guidance 2014 (NPPG)
- County Vehicular and Cycle Parking Guidance (2012)
- Waverley Borough Cycling Plan SPD (2005)
- Waverley Borough Council Parking Guidelines (2013)
- Planning Infrastructure Contributions SPD (2008)
- Density and Size of Dwellings SPG (2003)
- Surrey Design Guide (2002)
- Residential Extensions Supplementary Planning Document (2010)
- Strategic Housing Land Availability Assessment (2014)
- Strategic Housing Market Availability Assessment (Draft) (2013)

- Affordable Housing Viability Assessment (2009) Addendum 2010 and update 2012
- Strategic Flood Risk Assessment (2010)
- Technical Note: Transport Measures to support growth Identified in the Waverley Borough Core Strategy (2012)
- Climate Change Background Paper (January 2011)
- Interim Position on Infrastructure Delivery Plan (January 2011) IDP 2012
- Waverley Borough Council Open Space, Sport and Recreation (PPG17) Study 2012
- Draft Settlement Hierarchy 2010 and factual update 2012
- Statement of Community Involvement – July 2006 and update August 2014
- Farnham Design Statement 2010
- Farnham Neighbourhood Plan (area designated February 2013)

Consultations and Parish Council Comments

<p>County Highway Authority</p>	<p>No objection - The Highway Authority recommends the following conditions are imposed on any permission granted:</p> <ol style="list-style-type: none"> 1.The development hereby approved shall not be commenced unless and until a scheme for improving access to Public Footpath No. 181 from Crondall Lane is submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority. 2. Prior to first occupation of the development the applicant shall undertake the Public Footpath access improvement works in accordance with the Highway Authority's technical requirements. 3. The development hereby approved shall not be first occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / turning areas shall be retained and maintained for their designated purpose.
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4. No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) on-site parking for vehicles of site personnel, operatives and visitors
- (b) on-site 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) measures to prevent deliveries at the beginning and end of the school day
- (k) on-site turning for construction vehicles

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

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

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

	<p>Authority for:</p> <p>(a) The secure parking of bicycles within the development site. Such facilities to be integral to each dwelling/building.</p> <p>(b) Providing safe routes for pedestrians / cyclists to travel within the development site.</p> <p>(c) Electric Vehicle Charging Points for every dwelling, in accordance with Surrey County Council's 'Vehicular and Cycle Parking Guidance' dated January 2012.</p> <p>7. Prior to the commencement of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with WSP's Travel Plan document dated June 2014. The approved Travel Plan shall then be implemented prior to first occupation of the development, and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.</p> <p><u>Reasons:</u></p> <p>1. The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.</p> <p>2. The above conditions are required in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.</p> <p><u>Policy:</u></p> <p>-National Planning Policy Framework (2012) -Movement policies in Waverley Borough Council's Local Plan 2002</p> <p><u>HIGHWAY INFORMATIVES:</u></p> <p>1. Design standards for the layout and construction of</p>
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access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority. The alterations to the retaining wall to facilitate access to the site will require technical approval from the Highway Authority's Structures Team.

2. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.

3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.

4. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.

5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date,

depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

7. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.

8. The developer is advised that any works to Public Footpath No. 181 must be carried out in complete accordance with appropriate legislation.

9. The developer is advised that as part of the detailed design of the highway works required by the above 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. The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts

as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.

11. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

12. The applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the County Council's commuted sums policy:
<http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-commuted-sums-protocol>

13. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.

INFORMATIVE NOTE FOR LPA CASE OFFICER:

1. Relevant Local and National Policy:

National Policy: The National Planning Policy Framework requires all developments that generate significant amounts of to be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major

transport infrastructure;

The Highway Authority is satisfied that the proposed package of transport mitigation measures does 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.

- safe and suitable access to the site can be achieved for all people

The Highway Authority is satisfied that the proposed access and movement strategy for the development would enable all highway users can travel to/from the site with safety and convenience.

- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The Highway Authority is satisfied that the traffic impact assessment undertaken by the applicant provides a robust and realistic assessment of the likely impact of the development on the highway network, within the context of the likely future cumulative impact of development in Farnham. The applicant has agreed to provide a package of mitigation measures that directly mitigates the impact of traffic generated by their development and is also providing a reasonable and proportionate level of mitigation to help mitigate the cumulative impact of future development in Farnham.

Local Policy: The Highway Authority is satisfied that the proposed development is in accordance with the relevant 'movement' Local Plan policies.

S278 Works:

1. Prior to commencement of the development the

	<p>proposed site access and traffic management scheme on Crondall Lane shall be constructed in general accordance with Drawing No. 70001673/SK/010 Rev A, and subject to the Highway Authority's technical and safety requirements. Once provided the site access and visibility splays shall be permanently retained to the satisfaction of the Local Planning Authority.</p> <p>2. Prior to first occupation of the development the applicant shall provide a pedestrian accessibility/safety improvement scheme at the Crondall Lane/West Street priority junction, in general accordance with Drawing No. 70001673-SK-011 Rev A, and subject to the Highway Authority's technical and safety requirements.</p> <p><u>S106 Financial Contributions:</u></p> <p>1. Prior to commencement of the development to pay to the county council a sum of £4,600 in respect of the future auditing and monitoring of the Travel Plan. The payment of such sum to be index linked from the payment date to the date of any resolution to grant planning consent.</p> <p>2. Prior to first occupation of each residential unit to provide each dwelling with a combined cycle/public transport voucher at £200 per dwelling. The payment of such sum to be index linked from the payment date to the date of any resolution to grant planning consent.</p> <p>3. Prior to occupation of the 60th residential unit to pay to the County Council £223,370 towards:</p> <ul style="list-style-type: none"> • puffin crossing on West Street between its junctions with Crondall Lane and The Borough. • highway infrastructure and sustainable transport improvements in Farnham Town Centre. <p>The payment of such sum to be index linked from the payment date to the date of any resolution to grant planning consent.</p>
Environment Agency	The proposed development will only be acceptable if a planning condition is imposed requiring the following drainage details. Without this condition the proposed

	<p>development would pose a risk to the environment and people and would object to the application.</p> <p>Condition</p> <p>Development shall not begin until a surface water drainage scheme for the site, based on the agreed Flood Risk Assessment Crondall Lane, Farnham, revised 16th July 2014, reference number 70001673, prepared by WSP has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. Where the development is to be carried in a phased approach a master drainage scheme shall be produced. This shall detail a drainage strategy for each phase that is independent of another so that should one phase not be implemented there will be no detrimental effect upon the scheme as a whole.</p> <p>The scheme shall include:</p> <ul style="list-style-type: none"> • Detention and attenuation basins/swales/permeable surfaces and geo-cellular storage as outlined in the FRA; • Soakage and drainage testing results; • Retention of the Greenfield run-off rates to 4 l/s/ha; • A maintenance plan spanning the lifetime of the development <p>Reason</p> <p>This condition is sought in accordance with paragraph 103 of the National Planning Policy Framework (NPPF) to ensure that the proposed development does not increase the risk of flooding onsite or elsewhere.</p> <p>Advice to Waverley BC</p> <p>The applicants has met the minimum requirements of the NPPF. The applicant should, as part of the surface water strategy, demonstrate to you that the requirements of any local surface water drainage planning policies have been met and the recommendations of the relevant Strategic Flood Risk Assessment and Surface Water Management Plan have been considered.</p>
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Council's Agricultural Consultants	Not yet received – to be reported orally.
County Archaeologist	<p>The submitted Archaeological Assessment concludes that, based on the evidence from the Surrey Historic Environment Record the site has a moderate potential for archaeological remains from the prehistoric and Roman periods and that any surviving remains will be destroyed during the extensive groundworks that are proposed on this undeveloped site. Therefore, in line with the NPPF and Local Plan Policy HE15, recommends that there is a need for further archaeological work to clarify the archaeological potential for the site.</p> <p>In the first instance, this should comprise an archaeological evaluation trial trenching exercise, which will aim to establish rapidly what Archaeological Assets are and may be present. The results of the evaluation will enable suitable mitigation measures to be developed. These mitigation measures may involve more detailed excavation of any Archaeological Assets, but in the event of a find of exceptional significance then preservation in situ is the preferred option.</p> <p>To allow for the implementation of suitable mitigation measures appropriate to the archaeological significance of the Assets that may be present, recommends that a condition of any Outline Permission be that any detailed planning application(s) to follow be accompanied by the results of an appropriately scaled field evaluation. This will provide for the opportunity to influence the design and logistics of the development and accommodate any Archaeological Assets worthy of preservation in situ that may be revealed within the detailed development proposal.</p> <p>A suitable condition would be: ‘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.’</p>

County Local Authority	Lead Flood	No comments have been received.
Natural England		<p><u>Original response dated 22 September 2014:</u></p> <p>The site lies approximately 2.2 km linear distance from the nearest part of the boundary of the Thames Basin Heaths Special Protection Area (SPA), which was classified on 9th March 2005 under the EC Birds Directive. The nearest part of the SPA lies in the Bourley and Long Valley Site of Special Scientific Interest (SSSI), notified by Natural England under the provisions of Section 28 of the Wildlife and Countryside Act 1981.</p> <p>It is now widely recognised that additional housing development, particularly within 5km of the boundary of the SPA, has the potential to adversely affect its interest features, namely nightjar, woodlark and Dartford warbler, which are three internationally rare bird species for which it is classified. Planning Authorities must therefore apply the requirements of Regulation 61 of the Conservation of Habitats and Species Regulations 2012 (as amended), to housing development within 5km of the SPA boundary. The authority must decide whether a particular proposal, alone or in combination with other plans or projects, would be likely to have a significant effect on the SPA.</p> <p>In order to ensure that additional housing development avoids such effects on the SPA, Natural England generated the Thames Basin Heath draft Delivery Plan (May 2006). This has been taken forward by the Thames Basin Heaths SPA Joint Strategic Partnership Board, through a Delivery Framework which was endorsed in February 2009.</p> <p>The Secretary of State published the South East Plan in May 2009. It forms part of the statutory development plan. Although the document was revoked in February 2013, Policy NRM6 which specifically covers the Thames Basin Heaths SPA, was kept in place.</p> <p>In conjunction with Policy NRM6 in the South East Plan, and through Local Plans, the Delivery Framework will</p>

ensure a comprehensive, consistent and effective provision of avoidance and mitigation measures to enable new housing development in accordance with the RSS and Local Plans.

Development in accordance with Local Plans, Avoidance and Mitigation Strategies and the Delivery Framework, would not be likely to have a significant effect on the SPA because they will provide, or make an appropriate contribution to, acceptable avoidance and mitigation measures. The planning authority can grant planning permission to such developments in accordance with the Regulations.

However, development proposals which are not in accordance with the above policy documents (particularly policy NRM6) would be likely to have a significant effect on the SPA, either alone or in combination with other plans and projects. In accordance with Regulation 61, before granting planning permission for such a proposal, the planning authority must undertake an appropriate assessment of the implications of the development, on the SPA, in light of the site's conservation objectives. The conservation objectives are to maintain and, where not in favourable condition, to restore, the habitats of the nightjar, woodlark and Dartford warbler, with particular reference to lowland heathland habitats and rotational forestry plantations.

Thames Basin Heaths SPA – Objection – Insufficient information

The individual 'bespoke' proposals for avoidance and mitigation measures offered with this proposal are not considered to be appropriate. This application proposes to use the Crookham Park (formerly Queen Elizabeth Barracks), bespoke Suitable Alternative Natural Greenspace (SANG) to mitigate against adverse recreational pressure on the Thames Basin Heaths SPA. However, the present condition of this SANG is not suitable to facilitate further developments, such as proposed, as it is not currently being appropriately managed as a SANG. This conclusion is based on a

recent site visit to Crookham Park SANG conducted by Natural England (2nd June 2014), the main issues are outlined below:

- Poor quality signage at the site;
- A distinct lack of information boards present at the site;
- The onsite car park is closed;
- An excess of fencing over the site;
- Areas of the site which are too wet, and inhibit the visitor experience, which form part of the 2.3 km circular walk.

Policy NRM6 states that: “new residential development – likely to have a significant effect on the ecological integrity of the Thames Basin Heath SPA will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects. Such measures must be agreed with Natural England”. We advise, therefore, that we do not agree with the suitability of the mitigation SANG proposed within this application. Further information is therefore required from the applicant that addresses how this SANG will be improved, to bring it to the appropriate quality to produce effective mitigation. We advise that the following additional information is requested from the applicant:

- Evidence that explains how the developer will contribute and improve the condition of the Crookham Park SANG. This should include:
 - Evidence should specifically discuss how the issues, as described above, at Crookham Park SANG will be rectified, to produce a more user friendly environment and encourage use of the SANG.
 - The production of a Visitor Strategy incorporating these improvements, and outlining strategies that will encourage the SANG to perform effectively.

Without this information, it is Natural England’s view that the planning authority will not be able to ascertain that this proposed development would not adversely effect the integrity of the SPA. In combination with other plans and projects, the development would be likely to contribute to

a deterioration of the quality of the habitat on which the birds depend and increased disturbance to the bird species for which the SPA is classified, by reason of increased access to the heath including access for general recreation and dog walking. There being alternative solutions to the proposal and there being no imperative reasons of overriding public interest to allow the proposal, despite a negative assessment, the proposal will not pass the tests of Regulation 62.

Natural England is also of the opinion that the proposal is not in accordance with the saved Policy NRM6 of the South East Plan, the Thames Basin Heaths Delivery Framework, and Waverley's Thames Basin Heaths Special Protection Area Avoidance Strategy.

Natural England therefore objects to the proposed development until such a time that the above information is provided to, and agreed with your Authority.

Revised response dated 19th November 2014:

We have received further information, specifically an Ecological Addendum on the above application dated 17th November 2014.

Thames Basin Heaths SPA

The applicant has now carried out improvements to the Crookham park Suitable Alternative Natural Greenspace (SANG), and has committed to deliver the final necessary enhancements to bring the SANG up to an acceptable condition prior to first occupation of the Crondall Lane development.

The applicant has also committed to contribute to the Strategic Access Management and Monitoring (SAMM) project. Natural England is therefore satisfied that the applicant is complying with Waverley's Thames Basin Heaths Special Protection Area Avoidance Strategy (adopted December 2009).

Natural England therefore has no objection to the proposed development. This is subject to the following

	<p>avoidance measures included in the application detailed below being fully implemented:</p> <ul style="list-style-type: none"> - SANG to be delivered and operational prior to first occupation of any of the dwellings. - Information on the SANG to be provided to residents of the new development in the form of a leaflet and signage and information boards to be provided at the entry points. - Payment of the appropriate contribution towards the Strategic Access Management and Monitoring (SAMM) Partnership.
<p>Surrey Wildlife Trust (SWT)</p>	<p>The Ecological Assessment Report by Ecological Solutions Ltd dated June 2014, which the applicant has provided in support of the application, provides useful information for the Local Authority to be able to assess the potential status of protected and important species on the proposed development site and likely effect of the development on them.</p> <p>SWT notes Natural England's letter dated 22/09/2014. We would advise that suitable SANG provision must be in place before the first house of this development, if approved, is occupied.</p> <p>A number of trees would be removed. Ecological Assessment is unclear as to whether these trees have been taken into consideration to assess potential bat roost presence. Advises applicant provides clarification on this.</p> <p>Note from section 4.4.3 that the ecologist has not been informed of any proposed hedgerow removal. The proposal involves the removal of hedging to allow access. Therefore advises the applicant provides further details regarding the possible effect of hedgerow removal and effects on dormice.</p> <p>Area at the western part of the site would be retained as open space. The Ecological information indicates that all reptiles can be retained within the application site and advise that this part of the site should be managed to include new refugia for reptile species. Advises, however,</p>

	<p>that the applicant has not provided any information regarding the protection of reptile species known to be on site from the development process. We therefore advise that the LPA should request a Method Statement for approval detailing how reptiles would be protected from the development process and how habitat on site will be maintained in an optimum condition to support these protected species, particularly on the western side habitat.</p> <p>Advises that the LPA should require the applicant to submit an Landscape and Ecological Management Plan for the site, which will detail how new landscape features will be provided, what species will be used and how the public spaces on the site will be maintained in an optimum condition for their biodiversity value.</p> <p>Advises that should the LPA grant permission then the applicant should be required to undertake all the recommended actions in Section 7.0 of the Report.</p> <p>Advises that the development may offer some opportunities to restore or enhance biodiversity across the site. The recommendations are as follows:</p> <ul style="list-style-type: none"> - Providing bird boxes on new buildings or on suitable trees on site. - Applicant should consult a suitably experienced ecologist to determine the most appropriate provision of bird and bat boxes for the site. - Using native species when planting new trees and shrubs. - Where cultivated species are selected, consider using those that provide nectar-rich flowers and/or berries as these can also be of considerable value to wildlife.
Thames Water	<p>Waste Comments</p> <p>Following initial investigation, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Should the Local Planning Authority look to approve the application, Thames Water would like the</p>

	<p>following 'Grampian Style' condition imposed. "Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed". Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the Local Planning Authority consider the above recommendation is inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Control Department (telephone 0203 577 9998) prior to the Planning Application approval.</p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be</p>
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	<p>directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.</p> <p>Water Comments With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, 3 Church Road, Haywards Heath, West Sussex. RH16 3NY. Tel: 01444-448200</p>
South East Water	Not yet received – to be reported orally.
County Rights of Way Officer	<p>Having studied the documents relating to the proposal there does not seem to be any reason why this team would need to object to this application.</p> <p>The applicant is wise to safeguard the route of the 'alleged public right of way' running east – west across the site until such time as it can be determined if rights have been acquired or not via the correct legal process. Alternatively, if the applicant were minded they could consider dedicating this route as a public right of way to bring the matter to a much swifter conclusion.</p> <p>If the application is successful then the localised public rights of way network will come under greater pressure due to an increase in use stemming from the development. In recognition of this the County Council is seeking a developer contribution of £25,000 towards, but not restricted to, repairs on Footpath 1 Farnham.</p> <p>Planning consent does not permit the applicant to alter or obstruct a Public Right of Way in any form and this should be raised as an informative with the applicant.</p>
Surrey Police Crime Prevention	<p>Surrey Police make the following observations:</p> <ul style="list-style-type: none"> • Requests that the developers seek Secured by

Design Advisor	<p>Design accreditation for this development. SBD NH 2014 (Secured by Design New Homes 2014) gives guidance around layout as well as physical security of the buildings. This will ensure that all reasonable steps are taken to ensure that this development is a safe environment for the residents. Happy to work with the developer to achieve this.</p> <ul style="list-style-type: none"> • This design incorporates a considerable amount of rear court yard parking. This is to be discouraged for the following reasons: <ul style="list-style-type: none"> - It introduces access to the vulnerable rear elevations of dwellings where the majority of burglary is perpetrated. - Particularly where un-gated the courtyards provide areas of concealment which can encourage anti-social behaviour • Where these are unavoidable we recommend that the areas remain in view from ‘active rooms’. The word ‘active’ in this sense means rooms in building elevations from which there is direct and regular visual connection between the room and the street or parking court. Such visual connection can be expected from rooms such as kitchens and living rooms, but not from more private rooms, such as bedrooms and bathrooms. Communal parking facilities should be lit to the relevant levels as recommended by BS5489:2013 SBD New Homes 2014. • Please also note that Surrey Police is now exploring the impact of growth on the provision of policing infrastructure over the coming years and further comment on this application may be made by our Joint Commercial Planning Manager.
Surrey Archaeological Society	No comment received.
Campaign To Protect Rural England (CPRE)	No comment received.
Royal Society for Protection of	No comment received.

Birds (RSPB)	
Auto-Cycle Union	No comment received.
British Horse Society	No comment received.
Cycling Touring Club	No comment received.
The Open Spaces Society	No comment received.
Byways and Bridleways Trust	No comment received.
British Driving Society	No comment received.
Ramblers Association	No comment received.
National Planning Casework Unit, Department for Communities and Local Government	No comment to make.
Health and Safety Executive	The proposed development does not lie within the consultation distance of any major hazards and there is no need to consult the Health and Safety Executive on this application.
Public Health Surrey	Not yet received – to be reported orally
NHS England	Not yet received – to be reported orally
Guildford and Waverley Clinical Commissioning Group	Not yet received – to be reported orally
Health Watch	Not yet received – to be reported orally
Council's Environmental Health Service (Air Quality)	There are some concerns relating to potential emissions during any construction phases of the project, affecting existing receptors in the area through potential fugitive dust emissions and by increased traffic to the site during development. It should also be noted that the introduction

of residential properties may expose the future occupants to air pollution associated with road traffic and is likely to increase road usage in the area by the occupants.

It should be noted that the impact of dust and emissions from deconstruction and construction can have a significant impact on local air quality. As there is no safe level of exposure, all reduction in emissions will be beneficial. It is considered to be a medium risk proposal in terms of the Mayor of London, London Councils' Best Practice Guidance, "The control of dust and emissions from construction and demolition" 2006.

Has considered the information submitted in support of the application, and consideration is given for the development being in a semirural location with less significant air quality impacts. However, the application site is within 500 metres of the Air Quality Management Area (AQMA) and therefore any additional vehicular traffic will have a significant effect on the poor air quality in this location as occupants are likely to commute to their work, educational and shopping destinations.

A report commissioned by Waverley, The Farnham Traffic Management and Low Emission Feasibility Study carried out by AEA Technology in April 2012, noted that the highest emissions affecting the air quality is directly related to diesel cars and not HGVs and buses. Therefore consideration has been given to the additional impact on this location of any vehicular use and mitigation measures will be required to offset the additional development.

Recommends the following conditions:

Condition requiring a site management plan for the suppression of mud, grit, dust and other emissions during any deconstruction and construction phase should be submitted to and approved in writing by the Planning Authority. Emissions generation activities will be controlled and minimised through use of mitigation measures that are identified in section 4.3 of the London Councils' Best Practice Guidance, and other similar guidance. The site management plan should sufficiently

	<p>detail all potential sources of dust and emissions and include robust mitigation measures for use by all site operatives.</p> <p>Recommends that a condition be placed on the consent to prohibit burning of any materials on site to protect the air quality for the existing receptors in the buffer zone to the AQMA.</p> <p>Recommends a condition that consideration should be given to the DEFRA good practice guidance “Low Emission Strategy: Using the Planning System to Reduce Transport Emissions” with a view to mitigating the impact of the development.</p> <p>Recommends a condition requiring an agreement with the Local Planning Authority regarding this mitigation so that prior to the commencement of development a scheme detailing the provision of Electric Vehicle Charging Points (EVPs) within the development shall be first submitted to and approved in writing by the Local Planning Authority. The developer may suggest measures to the Planning Authority which may include a requirement to install electric charging points at a ratio of 1:10 for privately accessible car parking spaces, or 1:20 for publicly accessible car parking spaces, to encourage the uptake of low emission vehicles. The development shall be carried out in strict accordance with the scheme and maintained thereafter. Publicly accessible points can be registered with a national scheme to ensure availability of EVPs to a wider network of users.</p> <p>Recommends a condition should require the provision of secure cycle parking as outlined in the application, and that it shall be in place before completion of works.</p> <p>Recommends that there is a condition on the hours of construction which would be 08:00-18:00 on Monday to Friday, 08:00-13:00 Saturday, and no activities on Sunday and Bank Holidays.</p>
Council’s Environmental	The National Planning Practice Guidance advises that noise needs to be considered when new developments

<p>Health Service (Noise and Nuisance)</p>	<p>may create additional noise. Having reviewed the outline development proposal, it has been determined that noise from construction is likely to cross the lowest observed adverse effect level above which the noise starts to cause small changes in behaviour and attitude. The noise is therefore likely to start to have an adverse effect and consideration needs to be given to mitigating and minimising those effects. The following condition should be added:</p> <ol style="list-style-type: none"> 1. All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise coming from it does not at any time, increase the ambient equivalent continuous noise level as measured according to British Standard BS4142: 1997 at any adjoining or nearby noise sensitive premises. 2. 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: <ol style="list-style-type: none"> i. An indicative programme for carrying out of the works ii. The arrangements for public consultation and liaison during the construction works iii. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s) iv. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination v. the parking of vehicles of site operatives and visitors vi. loading and unloading of plant and materials vii. storage of plant and materials used in constructing
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	<p>the development</p> <p>viii. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate</p> <p>ix. wheel washing facilities</p> <p>x. measures to control the emission of dust and dirt during construction</p> <p>xi. a scheme for recycling/disposing of waste resulting from demolition and construction works</p> <p>The National Planning Practice Guidance advises that by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. The new development proposal has the potential to adversely affect the use or enjoyment of nearby buildings or open spaces during the construction phase / when works are completed and the site is occupied due to poorly designed artificial lighting.</p> <p>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.</p>
Forestry Commission	No comments have been received.
Council's Waste and Recycling Co-ordinator	<p>For individual houses with gardens, space should be available on the property to accommodate the following:</p> <ul style="list-style-type: none"> • 1 x 140 litre black refuse bin • 1 x 240 litre blue recycling bin • 1 x 240 litre brown garden waste bin (optional subscription service) • 1 x 23 litre food waste green kerbside caddy. <p>If flats or apartments are to include communal refuse facilities, it is suggested that further advice is sought, from this department, as to the waste and recycling storage requirements.</p> <p>The roads within the development will need to be capable of accommodating a collection vehicle 2530mm wide and</p>

	<p>9840mm length, with a maximum gross weight of 26 tonnes. Suitable turning provision to be included.</p>
<p>Farnham Town Council</p>	<p>Farnham Town Council objects to this application. The SANG offered to mitigate the potential adverse effects of this development on the Thames Basin Heath SPA is not acceptable. The bespoke proposals for avoidance and mitigation are not appropriate for this development.</p> <p>Farnham Town Council does not consider that the SANG at Church Crookham is suitable to facilitate further developments in its current state. In any case, the proximity of the proposed SANG to the development site is not practical. The SANG proposed for this development does not have open parking and where this may be considered reasonable for on-site SANG provision, in order for appropriate avoidance or mitigation for this site in Farnham, the SANG would require parking to facilitate visitors. Even if parking were to be available at the proposed SANG site, the distance from the development is not reasonable; the SPA is approximately 2.14km (as the crow flies) from the development site and the proposed SANG is 4.69km. The ANGST access measure of 15 minute walk time is the appropriate distance for a SANG.</p> <p>Most crucially, the assumption that visitors would travel by car, past the Special Protection Area, in order to access to the proposed SANG, cannot be acceptable. It is therefore not rational to assume that this will provide the necessary mitigation for the potential adverse effects on the TBH SPA.</p> <p>It is essential that SANG is provided (preferably on-site) in association with any Greenfield development. Farnham Town Council does not accept that this site cannot accommodate on-site SANG if it were to be developed, subject to the approval of Natural England.</p> <p>Whilst the wider landscape in this area has medium landscape value and high sensitivity, a sensitively designed development could still allow the countryside to penetrate close to the built up area of the town</p>

	<p>retaining what has long been held to be an important area of Green Space (formerly part of the Area of Strategic Visual Importance) in Farnham. The land has amenity value for local residents for generations.</p> <p>Furthermore, it should be recognised that Natural England does not agree that the measures proposed by the applicant will avoid or mitigate potential adverse effects on the Thames Basin Heath Special Protection Area. For this reason, this application does not comply with saved Policy NRM6 of the South East Plan, the Thames Basin Heath Delivery Framework or Waverley Borough Council's Thames Basin Heath Special Protection Area Avoidance Strategy.</p> <p>There is concern the proposed development will add to the already harmful levels of air pollution in the town centre, as recognised in the Air Quality Action Plan, with additional vehicle movements that will be generated.</p> <p>In conclusion, the Town Council objects to this proposed development as there is no suitable SANG provision; there is no mitigation for the detrimental air quality impacts, and there are no safeguards for the important visual and amenity benefits currently enjoyed by the community.</p>
Eat Hants District Council	No comment received.
Rushmoor Borough Council	No comment received.
Hart District Council	No comment received.

Representations

In accordance with the statutory requirements and the "Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – July 2006" the application was advertised in the newspaper on 25/09/2014, site notices were displayed around the site on 25/09/2014 and neighbour notification letters were sent on 08/09/2014.

440 letters have been received, including from the North-West Farnham Residents Association and the Farnham Society, raising objection on the following grounds:

Issue	Comment
Traffic/access/ highways	<ul style="list-style-type: none"> • Bypass traffic often grinds to a halt • Access to Crondall Lane will add to traffic leading into the town • Only one access to the site will exacerbate traffic problems at West Street junction • Alternative flows down Beavers Road will create more congestion and danger for school children • Proposal would not provide any new public rights of way - application should consolidate local rights of way to ensure residents can access the town by foot • Further consideration should be given to connection of public right of way to wider network • Concern that more traffic will use Beavers Road/Faulkner Road than predicted, causing increased traffic to UCA's access at key times of the day • Proposal will increase traffic through Crondall Village • Application claims the site is well placed for public transport but Crondall Lane has no bus service and no pedestrian access to Beavers Road • Traffic assessment uses data from Guildford and Redhill and is not relevant to this application • No meaningful or independent traffic data have been provided • Claim that construction traffic will not use Crondall Lane is unenforceable and optimistic • Crondall Lane is popular with cyclists and access will be dangerous for them • Not enough is done by the Council to enforce against lazy parking in Farnham which increases traffic problems • Proposed access would be next to a blind bend in the road and pedestrian crossing which parents and children use to get to the school • Pedestrianisation of the town centre will push traffic through Dora's Green and Crondall Lane, compounding traffic problems • Pedestrianisation of the town centre means some rounds will not even be available • The implications for traffic on Crondall Lane are huge, making life for existing residents unbearable. Beavers Roads becomes

	<p>blocked with traffic trying to enter or leave Crondall Lane</p> <ul style="list-style-type: none"> • Traffic and road system cannot cope with any more cars. Farnham already has the highest car density in the country • The proposed roundabout is not a solution to this problem as most cars are going the same way. • People often exceed the speed limit down Crondall Lane and many people have driven into walls. Crondall Lane also has no speed control for vehicles coming down the hill. • Putting the roundabout where the pedestrian lights now sit is completely unacceptable. As there will be no safe way to cross on at particular times a dangerous road. Children and elderly walk down Crondall Lane • Farnham Town Centre becomes gridlocked • Road already used as a rat run for people trying to get to work and avoid the traffic jams. • It will make already pothole-ridden roads even worse. • Already noticed increase in traffic following two local developments and have the Travis Perkins and police station development to come. • A3 and M3 are already a traffic nightmare • It is dangerous already for such a small narrow road. School children at Potters Gate are already in danger when walking to school. • The junction at the bottom of Crondall Lane when hitting Farnham High Street will become unmanageable. • Crondall Lane is already congested by cars parking alongside the kerb because there are not enough parking spaces • Visibility to turn right out of Byworth is already restricted. • Crondall Lane is used by people commuting to Farnham and Alton as an access to North Farnham via Dora's Green Lane to avoid delays in Castle Street. • The plans only show one exit for the whole estate leading into Crondall Lane. This road is already heavily congested during peak hours. • Crondall Lane is a narrow, windy lane with blind spots making it very dangerous.
SANG	<ul style="list-style-type: none"> • Would need to drive to SANG which would add to pollution and traffic • Residents would most likely drive past the SPA to reach the SANG • Site is already used extensively for dog walking – displacement would add to pressure on SPA and should be factored in

	<ul style="list-style-type: none"> • 10ha of SANG should be provided to compensate for loss of land already used for dog walking • SANG policy of mitigating effect on SPA has been proven not to work – recent data suggests use of SPA has increased and FTC have challenged Waverley’s reliance on SANG • The present conditions of the SANG are not suitable to facilitate further development, as it is not currently being appropriately managed as a SANG • The alternative green space offered by the developers is not appropriate it is nearly five miles away. Also it is not supported by Natural England, so believe it is a breach of planning requirements.
Infrastructure	<ul style="list-style-type: none"> • Farnham sewerage works struggle to cope with existing capacity • Schools and other facilities in Farnham at breaking point • Building a new town should be considered with its own infrastructure, rather than bolting onto existing • Potters Gate school has already increased in size and children from 150 families would have an impact on schools and reduce parent choice for places • Doctors surgeries are at bursting point. • Doctors and dentists not accepting new patients • Few jobs available in the area, making Farnham a commuter town. • The trains are already overcrowded and the station car park is full. There is standing room only on rush hour trains to London. • No plans to build new schools and current schools are already over subscribed • Farnham Town Centre’s infrastructure can not cope with this increase in population • Loss of amenity by building on land used for recreational purposes such as dog walking, ramblers and picnics in the summer. • Potters Gate Primary school has already been expanded and is still fully subscribed. So where would extra pupils go? • Parking in Farnham is often full and machines only take cash which is inconvenient. Often have to park in the town centre when station car park is full. • Plan have no appropriate pedestrian access to local amenities such as local shops and schools • The level crossing has been identified as a sensitive receptor. Should assess the potential impact that the proposed development will have on the level crossing

	<ul style="list-style-type: none"> • Inability of the existing waste water infrastructure to accommodate the needs of this application. Development shall not commence until a drainage strategy has been submitted (Thames Water) • Flats of apartments are to include communal refuse facilities. The roads within the development will need to be capable of accommodating a collecting vehicle 2530mm wide and 9840mm overall length. Suitable turning provision to be included • The new recreational paths suggested don't link in with the footpaths that are already there. They definitely need to link in with Footpath 7, so that residents can get to the town easily. • Surrey Police is exploring the impact of growth on the provision of the policing infrastructure.
Air quality	<ul style="list-style-type: none"> • Proposal would result in increased pollution around Farnham – air quality limits already exceeded • Air pollution is already above EU standards and detrimental to health • Prevailing wind direction will worsen AQMA impacts • Waverley has a lax attitude to air quality – Ricardo AEA report does not take into account the proposed development and its impact on air quality • Increased traffic would increase air pollution due to the canyoning effect of tall buildings • Farnham sits in a valley basin which collects pollution and has been subject to concerns and condemnation in the past.
Landscape/ visual	<ul style="list-style-type: none"> • Fields would be lost for walking/general amenity • Greenfield should not be approved until all brownfield sites such as Dunsfold Aerodrome have been utilised • Ancient hopfields are an Area of Special Visual Importance and provide backdrop to character of Farnham • Site is a 'green lung' for polluted town • Application would be the start of gradual encroachment into the rural hinterlands of Farnham • Site is defined as AGLV – development should be on land of lesser environmental value • Wish to see existing boundary planting reinforced with additional planting • Charm of Farnham is small historic market town with green pockets and nature everywhere • ASVI designation is further supported by the Farnham Design Statement, which is a material consideration • Housing design is poor and not in keeping with the heritage and

	<p>historic nature of Farnham</p> <ul style="list-style-type: none"> • Previous planning errors have scarred the town and can be corrected – however loss of hopfields would be irrevocable • Site provides a pleasant view from Farnham Castle and should not be destroyed • Proposals would result in the coalescence of Farnham and Aldershot – fields help to give Farnham its distinctive feel • This site forms part of the cultural identity of the country and is a significant contribution to the communities’ identity. • Farnham is an important historic town and it is a visually important area. • Together with other changes in the pipeline such developments would stimulate an unacceptable alteration to the town’s structural heritage. • Farnham was voted as one of the 20 best towns in Britain to live in by the Telegraph last year. • Would be another loss of Greenland which is in very short supply in North West Farnham • It is Farnham’s greenness which distinguishes it from the more urban Surrey towns • The outline plan appears to have an unacceptable high density and overdevelopment of the site compared to surrounding properties. • Proposal is not in accordance with the saved Policy NRM6 of the South East Plan, The Thames Basin Health Delivery Framework and Waverley’s Thames Basin Health Special Protection Area Avoidance Strategy (Natural England) • Keep the current tree barrier, in order to ensure that existing properties are not overlooked by the new development. • The proposed development will adversely affect the protected Thames Basin Heath SPA
Heritage	<ul style="list-style-type: none"> • Site is bordered by the Neolithic Harrow Way – the oldest road in Britain – and has historically been used for hop growing for which Farnham is famous • Fields are vital to the setting of Farnham Castle and contain part of Pilgrims Way and other old footpaths • Castle would be ‘set’ within a backdrop of a housing estate • These fields are part of Farnham Old Park and are of considerable importance to the history and wealth of Farnham. The fields are the last of the quality hop land to have survived within the town. • Does not appear to have been any analysis of aerial

	<p>photographs or a walkover across the site undertaken. Based on evidence from the Surrey Historic Environmental Record the site has a moderate potential for archaeological remains from the prehistoric and Roman periods and that any remains would be destroyed during the ground work (Archaeology)</p> <ul style="list-style-type: none"> • Hop growing is making a resurgence and hopfields could be reinstated which would add to the character of Farnham
Loss of agriculture	<ul style="list-style-type: none"> • Hopfields are of high agricultural value and a haven for wildlife – should not be concreted over • The area has already seen one area of former Hopfields sacrificed to the Chantry’s • Fields at the East of Farnham have recently returned to hop growing. Wouldn’t it be better to retain the Beavers Road hop fields for agricultural use? • Land of lower agricultural value should be used first • It is agricultural land, it should be used to feed people not add to the traffic. • How does sheep farming co-exist in the next field to a housing estate?
Flooding	<ul style="list-style-type: none"> • Proposal would result in flood risk • By building on the hop fields, drainage will be significantly reduced resulting in flooding. • Surface water currently drained by the fields would funnel down Beavers Close • At times of heavy rainfall, Crondall Lane becomes a stream • During rainy periods a number of roads are flooded and drains overflowing. Additional houses will reduce ground drainage. • Development may lead to sewage flooding (Thames Water)
Other matters	<ul style="list-style-type: none"> • Decision should be delayed until a new Local Plan is in place • 81% of residents prefer including building at Dunsfold to greenfield development • Unacceptable that local opinion is being ignored • No public consultation undertaken before submission – contravenes Waverley’s Statement of Community Involvement 2014 and should be rejected unless there are no community issues • 400 signature petition supported designation of site as a Local Green Space and Waverley should apply paragraph 113 of the NPPF • Waverley has identified a shortage of playing pitches - proposal would build on one of few flat areas left in north west Farnham • Open spaces should be retained in the site for the benefit of

	<p>future residents, community and UCA students</p> <ul style="list-style-type: none"> • Student housing should be provided to create a mixed and inclusive community • Site should be protected as an asset of community value • The Council should heed the results of local consultation and government guidelines • If fields are to be developed an alternative recreational site should be provided – alternative in Church Crookham is not very well thought out • UCA students attracted to the rural setting behind the college – proposals will make it less attractive • New build homes lying empty elsewhere • Homes would be squeezed into an estate, lowering quality of life for residents • Better solution would be to build a smaller number of homes • Street lighting would reduce night sky glow • Concerned that eventual development could be for a much higher density – number of houses must be conditioned • Increase in noise and light pollution • Due to overcrowding Farnham would become the town to avoid, which would have a serious impact on local shops and businesses. • It would ruin this lovely historic market town and turn it into an urban sprawl, for the adjacent fields would undoubtedly follow in its footsteps. • People of Farnham live in this town because of the size it currently is. Building such a huge amount of houses so close to the town centre will destroy the small town feel, along with the reason why people moved here. • Part of this land may be needed for the future expansion of the University of the Creative Arts • Land at Dunsfold and the A281 are far better equipped to cope with the housing demand, than small pockets of land. Can build infrastructure there as well • Development is not sustainable • The Council should improve its stock of affordable housing and use brownfield sites for this purpose. Not acceptable to use private developers on greenfield sites, who are only motivated by profit. • Nothing for teenagers to do in the town and there are many empty shops • If there is a shortage of housing for young people and families
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	<p>why is the police station being converted into retirement homes?</p> <ul style="list-style-type: none"> • A development of this size would be better located on the outskirts of the town easing traffic flow. • Less exercise undertaken by young people and old alike, due to lack of close access resulting in potential increase in physical and mental health issues. • Brownfield sites should be used first • Surrey Police discourage rear court yard parking. For the reason that it introduces access to the vulnerable rear elevations of dwellings (burglary) and un-gated courtyards encourages anti-social behaviour.
Ecology	<ul style="list-style-type: none"> • Large bat presence in the field and it contains suitable roosting habitat • Parts of the report have been redacted – this needs to be clarified before permission is granted • Farnham needs the surrounding countryside for both residents to enjoy and for wildlife. • Currently deer, foxes, badgers and an array of bird life wander freely in the fields, especially owls. • This land is designated as ‘Policy C2 – countryside beyond the green belt’ – development should not adversely affect the landscape, wildlife, ecological, environmental, archaeological or historic resources. • Site lies within the 5km of the boundary of the SPA. It has the potential to adversely affect its interest features, namely nightjar, woodlark and Dartford warbler, which are three internationally rare bird species (Natural England) • In combination with other plans and projects, the development would be likely to contribute to a deterioration of the quality of the habitat on which birds depend (Natural England) • Farnham is surrounded to the north by a fragile eco system recognised under the SPA

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

Support	<ul style="list-style-type: none"> • Doubt whether there are any schools in the country which are running with empty places so on that basis there would be no homes anywhere • Local roads are not overcrowded – there are occasional days that only last for a matter of minutes – traffic speeds are high which indicates no congestion • 120 homes would not have a meaningful impact on pot holes and developers could be required to make good any
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	<p>damage caused during construction</p> <ul style="list-style-type: none"> • Farnham has vast areas of green space available – proportion of green space taken would be miniscule • Home for people are more important – far too many young people struggling to find a home of their own. • Support this scheme due to the level of affordable provision in the scheme. • Whilst there is evidence of Hop cultivation, this has long since ceased and any value attached to this statement is wholly without bias. • Better to ensure that the impact of development is seen as a benefit, with resultant financial contributions spent in Farnham. • There is a low level of contamination risk associated with the proposed development. No contaminated land conditions recommended.
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6 letters have been received making general observations.

- Increase in housing will make existing Crondall Lane onto Beavers Road more hazardous to school children and increase impact on infrastructure;
- Query regarding committee dates and timings for application;
- Always a need for housing but 120 new homes serviced only by Crondall Lane would be far too many;
- Query regarding number of supporting letters;
- Consider order to move Public Footpath 7 would be of general benefit and cost should be met by developer.
- Public Footpath 90 is not shown, link to PF 181 would be useful and development is trying to encourage walkers and cyclists;
- Sensible site for development but hope that development will not open the gates to more development on higher fields to north;
- Concern regarding traffic and contributions to schemes in wider area should be sought.

Submissions in support

The applicant has made the following submissions in support of the application:

- Site is relatively small and is shown as Grade 3a land, the best and most versatile land
- There is a need to develop agricultural land and it is argued that the size of the site cannot be defined as 'significant development'

- Poorer quality land may exist which are not woodland, but are in a woodland context or close to a watercourse and development of such land may involve other environmental constraints
- The application would include 40% affordable housing in a sustainable location for housing to meet an identified need
- There are no views from the site to the Conservation Area to the south east, nor the Listed Buildings on Beavers Road and the undulation of the land to the north east prevents views to the Castle
- The site's character as an open field is intruded upon by noise from the car park to the east and views of rear back gardens to the south
- Farnham Castle's setting is within a predominantly suburban built environment and there is no intervisibility between it and the site
- The proposal would have short term, temporary construction impacts, local to the site, which would have a slight adverse impact prior to mitigation
- Proposal would result in imperceptible changes in annual mean NO₂ concentrations with no exceedances of the Annual Mean Air Quality Objective for NO₂ or PM_{2.5} predicted to occur
- Sewer impact studies by Thames Water have been commissioned to ascertain the impact of the development on the local foul sewer network
- Upgrade works will be undertaken to existing water supply network
- Application site does not carry any national designations for landscape character but is designated locally as an Area of Strategic Visual Importance
- Site is well contained owing to vegetation along boundaries and undulating topography
- Northern parts of the site which are more visible do not form part of the application site
- Character of site influenced by built development to south west, south and south east, and by housing on ridges to north and development could be accommodate without giving rise to any material landscape or visual effects
- Proposal requires removal of lesser quality trees at the entrance to the site, which will be mitigated by planting of new trees; other significant trees will be preserved for future enjoyment
- From a noise perspective, the site is suitable for residential development
- Site is in a location that is accessible by alternatives to the private car and a skeleton travel plan has been provided

- Network and junction analysis demonstrates that the impact of the proposed development is minimal in the context of wider background traffic growth
- Site access layout has sufficient capacity to accommodate forecast traffic volumes with satisfactory visibility
- Proposals include a strategy for speed reduction along Crondall Lane including a vehicle activated sign and a new roundel painted on road surface to reinforce speed limit
- Site is located within Flood Zone 1 and proposal will have a negligible effect on coastal or fluvial flooding
- There are no historic records of surface water flooding and the risk from groundwater flooding would be low
- Flood risk management measures are proposed to mitigate the risk of flooding

Determining Issues

- Principle of development
- Prematurity
- Environmental Impact Assessment
- The Lawful use of the land and loss of agricultural land
- Location of Development
- Housing Land Supply
- Housing mix and density
- Affordable Housing
- Highway considerations, including impact on traffic and parking considerations
- Impact on Countryside Beyond the Green Belt and landscape including ASVI
- Impact on visual amenity and trees
- Impact on residential amenity
- Heritage impacts
- Provision of amenity and play space
- Air Quality
- Flooding and Drainage considerations
- Archaeological considerations
- Crime and disorder
- Infrastructure
- Effect upon the SPAs
- Financial considerations
- Climate change and sustainability
- Biodiversity and compliance with Habitat Regulations 2010

- Health and Wellbeing
- Water Frameworks Regulations 2011
- Accessibility and Equalities Act 2010 Implications
- Human Rights Implications
- Third Party and Parish Council comments
- Article 2(3) Development Management Procedure (Amendment) Order 2012 Working in a positive/proactive manner
- Referral to Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009
- Conclusion / planning judgement

Planning Considerations

Principle of development

The planning system is plan-led. Planning law requires that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

The planning application seeks outline permission for the development proposal with all matters reserved for future consideration except for access. As such, the applicant is seeking a determination from the Council on the principle of the residential development and associated access.

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

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

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

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

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

The NPPF states that, as a core planning principle the intrinsic character and beauty of the countryside shall be recognised.

The proposal involves a substantial redevelopment of the site and as such the impact of the envisaged traffic movements on highway safety and capacity will be considered and the County Highway Authority will be consulted.

The proposal is for a substantial residential development and as such the Council's policies on housing density, size of dwellings and affordable housing are relevant.

When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity.

The site is located within an Area of Strategic Visual Importance wherein Policy C5 of the Local Plan 2002 states that development should ensure these areas are maintained and enhanced. The NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

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

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering applications which affect Listed Buildings, Local Planning Authorities must have special regard to the desirability of

preserving the building or its setting or any features of special architectural or historic interest which it possesses. In accordance with this, the NPPF and Policy HE3 of the Local Plan 2002 states that development should preserve or enhance the character and setting of Listed Buildings.

The NPPF states that, as a core planning principle, heritage assets, in a manner appropriate to their significance should be conserved. Heritage assets can include locally identified buildings of local architectural or historic interest. As such the character of the buildings shall be safeguarded in accordance with Policies HE2 and HE3 of the Local Plan.

In accordance with this, there is a presumption in favour of preserving scheduled ancient monuments and their setting. Development which adversely affects the archaeological value and interest of these sites will not be permitted in accordance with Policy HE13.

Prematurity

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

a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or Neighbourhood Planning; and

b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

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

Officers conclude that the emerging Local Plan is not at an advanced stage and that the Farnham Neighbourhood Plan is also at a relatively early stage in its development. The NPPG states that an emerging neighbourhood plan may be a material consideration in decisions on planning applications. It adds, however, that refusal of planning permission on grounds of prematurity will seldom be justified, in the case of a neighbourhood plan, before the end of the local planning authority publicity period. A draft of the Farnham Neighbourhood Plan was published for consultation between 31 October and 15 December last year, but it has not yet been submitted to the Borough Council. Therefore, it has limited weight at this stage and a refusal on grounds of prematurity is unlikely to be justified. Notwithstanding this, the site subject of this planning application was identified as a potentially suitable site for housing development in the draft Farnham Neighbourhood Plan.

Environmental Impact Assessment

On 16 September 2014 the applicant, pursuant to regulation 5 (7) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 received a screening opinion from the Council on the 16/09/2014 (SO/2014/0020) that the proposed development of up to 120 dwellings at Land at Crondall Lane, Farnham would not constitute EIA development within the meaning of the Regulations.

That opinion took into account a number of already granted permissions (including East Street mixed use town centre scheme WA/2012/0912). There have been no subsequent permissions granted since September 2014 such as to change the outcome of that Screening Opinion.

The lawful use of the land and loss of agricultural land

The application site consists of agricultural fields. Policy RD9 of the Local Plan outlines that development will not be permitted which would result in the loss or alienation of the most versatile agricultural land unless it can be demonstrated that there is a strong case for development on a particular site that would override the need to protect such land.

Paragraph 112 of the NPPF states that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. 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.

Agricultural land is graded according to its agricultural value - Grade 1 land being of excellent quality and Grade 5 land of very poor quality. The Council's records indicate that the site is classified as Grade 3, which indicates that it is of some agricultural value, but not the best and most versatile. There is then some conflict with the intentions of Policy RD9 of the Local Plan.

The application has been accompanied with an Agricultural Report. This report outlines that the loss of the site to residential development would not cause fragmentation of any farm unit and will not significantly affect the viability of the occupying business.

The site is located on the fringe of the developed area, and is not associated with an existing farm. It is considered that the site, given its location, does not offer a reasonable prospect of being used for significant agricultural use. It is considered that the site is not the best and most versatile agricultural land. Its development would not be likely to result in the fragmentation of an agricultural holding so as to seriously undermine its economic viability.

The Council's Agricultural Consultants have been consulted on the application and their comments are awaited. An oral report will be made to the meeting. Notwithstanding this, Officers advise that the potential loss or alienation of the agricultural land in this case is a matter to be weighed into the planning balance taking into account the benefits of the proposal.

Location of Development

The site is located within the Countryside beyond the Green Belt outside any defined settlement area. Policy C2 of the Local Plan states that building in the countryside, away from existing settlements will be strictly controlled.

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

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

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

Whilst it is recognised that the application site falls outside of the developed area, within the Countryside beyond the Green Belt, Officers acknowledge that the application site abuts the settlement boundary of Farnham on its west, south and east side. Officers further note that the site is in close proximity to the designated town centre of Farnham (approximately 500m from the proposed site access). As such, officers consider that the proposal would provide sustainable access to the facilities required for promoting healthy communities and would enhance the vitality of the community of Farnham. Therefore, whilst acknowledging that the site is outside of a defined settlement or developed area, it is considered that the proposal would not result in isolated dwellings in the countryside and as such the application is not required to demonstrate any special circumstances as required by paragraph 55 of the NPPF.

Housing Land Supply

Paragraph 159 of the NPPF states that Local Planning Authorities should have a clear understanding of housing needs in their area, they should, *inter alia*, prepare a Strategic Housing Market Assessment to assess their full housing needs; and prepare a Strategic Housing Land Availability Assessment to establish realistic assumptions about the availability, suitability and the likely economic viability of land to meet the identified need for housing over the plan period.

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

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

Paragraph 50 of the National Planning Policy Framework directs that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should: inter alia

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- identify the size, type, tenure and range of housing that are required in particular locations, reflecting local demand.

It is considered that the Council's policies with regards to assessing housing need and demonstrating supply are consistent with the NPPF in this respect.

Following the withdrawal of the Core Strategy from examination in October 2013, the Council agreed an interim housing target of 250 dwellings a year for the purposes of establishing five year housing supply in December 2013. That was the target in the revoked South East Plan and is the most recent housing target for Waverley that has been tested and adopted.

However, as a result of court judgements, it is accepted that the Council should not use the South East Plan figure as its starting point for its five year housing supply and that the Council does not currently have an up-to-date housing supply policy from which to derive a five year housing land requirement.

It is acknowledged that both the latest household projections published by the Department for Communities and Local Government and the evidence in the emerging draft Strategic Housing Market Assessment point to a higher level of housing need in Waverley than that outlined within the South East Plan. Specifically, the Draft West Surrey SHMA December 2014 indicates an unvarnished figure of at least 512 dwellings per annum.

Notwithstanding that this is a higher figure than the South East Plan Figure latest estimates suggest a housing land supply of 3.7 years based on the unvarnished housing supply figure of 512 dwellings per annum. This falls short of the 5 year housing land supply as required by the NPPF. This is a material consideration to be weighed against other considerations for this application.

Housing mix and density

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

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

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

The density element of Policy H4 has much less weight than the more up to date guidance in the NPPF which states that to boost significantly the supply of housing, local planning authorities should set their own approach to housing density to reflect local circumstances.

Rather than prescribing a minimum or maximum density, the NPPF sets out, at paragraph 47, that Local Planning Authorities should set out their own approach to housing density to reflect local circumstances. Density is a rather crude numeric indicator. What is more important is the actual visual impact of the layout and extent of development upon the character and amenities of the area. The proposed density is 20.68 dwellings per hectare. The density would be high in comparison to the surrounding area. However, taking into account the location of the site in proximity to the town centre of Farnham and that there is existing development that surrounds parts of the site, officers are satisfied that this density of the development could be achieved on site, in an acceptable form.

The mix of dwellings proposed with the application are as follows:

Unit Size	Affordable	Private	Total
1 Bed	23	4	27
2 Bed	13	20	33
3 Bed	11	29	40
4+ Bed	1	19	20
Total	48	72	120

The Council's Draft West Surrey Strategic Housing Market Assessment 2014 (SHMA) provides an updated likely profile of household types within Waverley. The evidence in the Draft West Surrey SHMAA (2014) is more up to date than the Local Plan. However, the profile of households requiring market housing demonstrated in the SHMAA at Borough level is broadly in line with the specific requirements of Policy H4.

The Council's Draft West Surrey Strategic Housing Market Assessment (2014, SHMA) sets out the likely profile of household types in the housing market area. The Draft West Surrey SHMA (2014) provides the follow information with regards to the indicative requirements for different dwelling sizes.

Unit type	1 Bed	2 Bed	3 Bed	4+ Bed
Market homes needed for West Surrey Housing Market Assessment area	10%	30%	40%	20%
Affordable homes needed for West Surrey Housing Market Assessment area	40%	30%	25%	5%

50% of the proposed dwellings would be two bedroom or less, with 83% of the dwellings being three bedroom or less. The majority share of the proposed dwellings proposed would therefore be 3 and 2 bedroom. This falls in line with the Policy H4 and the latest evidence in the Draft West Surrey SHMAA (2014).

As such, Officers consider that indicative housing mix is broadly in line with the requirements identified in both the SHMA and the Waverley Borough Council Household Survey 2007, as such it is considered that the proposal would be acceptable in accordance with the NPPF 2012 and Local Plan Policy.

The proposed housing mix is considered to be appropriate having regard to the evidence in the SHMA and the requirements of Policy H4.

Affordable Housing

The Local Plan is silent with regards to the delivery of affordable dwellings in locations such as this. Specifically, there is no threshold or percentage requirement in the Local Plan for affordable housing on sites outside of settlements. This is because, within an area of restraint, housing development under the current Local Plan, is unacceptable in principle, including affordable housing.

If, however, Members decide to support the principle of housing on this site, then the provision of affordable housing could be regarded as a benefit of considerable weight to justify releasing the site from the countryside.

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

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

As of 21.01.15, there are 1,649 households with applications on the Council's Housing Needs Register, who are unable to access housing to meet their needs in the market. This has been broken down as follows:

	1 bedroom	2 bedroom	3 bedroom	TOTAL
Total number of households on Council's Housing Needs Register	998	476	175	1,649

Table 1: Households on Council's Housing Needs Register, 21.01.15

The demand for shared ownership is indicated by the information held on the Help To Buy Register, which is administered by the government-appointed Help To Buy Agent, BPHA.

As at 1 April 2014, there were 226 applicants registered for affordable home ownership options living or working in Waverley. Over 70% of households on the Help Buy Register are single people or couples without children. However, shared ownership purchasers are eligible to purchase a property with one bedroom more than they have been assessed to need, and so many couples and single applicants will prefer a two bedroom property. There is also a growing demand for 3-bed shared ownership properties.

Additionally, the Draft West Surrey SHMA (2014) indicates a continued need for affordable housing, with an additional 337 additional affordable homes required per annum.

The Draft West Surrey SHMA (2014) provides the following information with regards to the indicative requirements for different dwelling size affordable units.

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

The Draft West Surrey SHMA (2014) also recommends 30% of new affordable homes to be intermediate tenures and 70% rent. The applicant has not proposed the tenure split, however, this would be secured via Section 106 agreement.

The proposal includes 40% affordable housing on site, with a mix of:

Unit Size	Affordable
1 Bed	23
2 Bed	13
3 Bed	11
4+ Bed	1
Total	48

The proposed mix for affordable housing is considered to be in line with the latest demand outlined above in the Draft SHMAA 2014.

Officers conclude, that overall, the proposed housing and tenure mix would contribute to meeting local needs in line with guidance contained within the NPPF. However, in the absence of any viability assessment, Officers cannot confirm that the proposed provision of affordable dwellings is the maximum

amount achievable on the site, whilst still seeking to achieve mixed and balanced communities.

Highway considerations, including impact on traffic and parking considerations

The National Planning Policy Framework 2012 outlines that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. In considering developments that generate significant amounts of movements local authorities should seek to ensure they are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans and decisions should take account of whether improvements can be taken within the transport network that cost-effectively limit the significant impact of the development.

Paragraph 32 states: “All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

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

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

The application is accompanied by a Transport Assessment (TA) which assesses existing transport conditions in the area and assesses the impact of the proposed development.

The County Highway Authority is satisfied that the Traffic Impact Assessment undertaken by the applicant provides a robust and realistic assessment of the likely impact of the development on the highway network, within the context of the likely future cumulative impact of development in Farnham.

The County Highway Authority seek a package of mitigation measures to directly mitigate the impact of traffic generated by the development and would also provide a reasonable and proportionate level of mitigation to help mitigate the cumulative impact of future development in Farnham. This includes:

- Site access and a traffic management scheme for Crondall Lane

- Pedestrian safety/accessibility improvements at the Crondall Lane/West Street priority junction
- £4,600 in respect of auditing and monitoring of a Travel Plan
- £200 voucher per dwelling for a combined cycle/public transport voucher
- £223,370 towards puffin crossing on West Street between the junctions with Crondall Lane and The Borough and highway infrastructure and sustainable transport improvements in Farnham Town Centre

The proposed development is for up to 120 dwellings. Although the mix of the proposed dwellings has not been provided, the Transport Assessment and traffic modelling undertaken by the applicant has been based on a scenario of 140 dwellings. The following table outlines the multi modal daily trip rates as follows:

Mode	Percentage Using Mode (2011 Census mode shared data – travel to work statistics) for the Farnham Castle Ward	Multi-modal trip generation (daily two way trips: 140 dwellings)
Train	11%	102
Bus	1%	9
Car Driver	53%	493
Car Passenger	3%	28
Bicycle	1%	9
Walking	19%	177
Works at Home	10%	93
Other	2%	19
Total	100%	930

The County Highway Authority has assessed the impact of the proposed additional trip generation resulting from the proposed development upon the following key road junctions in the vicinity:

- Site Access/Crondall Lane
- Crondall Lane/Beaver Road
- Crondall Lane/West Street
- East Street/South Street

The assessment scenarios used within the network and junction analysis contained within the supporting Transport Assessment demonstrate the traffic generation of the development with traffic volume growth rates until 2019.

The network and junction analysis has been assessed by the County Highway Authority and it is satisfied that the analyses demonstrate that the junction of the Site Access/Crondall Lane would operate within capacity and within minimal queuing and delay as a result of the proposed development.

The analysis of the junction of Crondall Lane/Beavers Close demonstrates that whilst there would be a small increase in the number of cars queuing during AM and PM peak hours (08:00-09:00 and 17:00-18:00) at this junction as a result of the development, this would not represent a material impact on existing capacity.

The analysis of the junction of Crondall Lane/West Street demonstrates that the impact on existing queue lengths across the AM and PM peak hours as a result of the development are marginal. Furthermore, it is likely that in reality, traffic would reassign to other routes to access the A31 and avoid Crondall Lane if/when delay increases.

The analysis of the junction of East Street/South Street demonstrates that the impact on the existing queue lengths across the AM and PM peak hours as a result of the development are marginal.

Officers consider, taking into account the expert views of the County Highway Authority, that the network and junction analysis demonstrates that the impact of the proposed development is minimal in the context of the wider background traffic growth.

A single vehicle access is proposed from the site to Crondall Lane. The site access design incorporates a 1.5 metre wide turning bay, with 3 metre wide through lanes in both directions.

The right turning bay would allow cars waiting to turn right to be passed by another car travelling north west bound on Crondall Lane. The site access road would be 5.5 metres wide. The County Highway Authority is satisfied that the proposed access would enable all highway users to travel to and from the site with safety and convenience.

In addition to highway safety and capacity concerns, the scheme should also be acceptable in terms of sustainability.

The NPPF advises that plans and decisions for developments that generate a significant amount of traffic should take account of whether opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.

The site is in a location that affords opportunities to travel by more sustainable modes of transport. Public services are within a comfortable walking distance to the site, the site is very accessible by bicycle and public transport services provide bus and rail connections to Farnham and beyond. The closest bus stop to the site is in West Street, which operates a half hourly service Monday to Friday between Farnham Station and Coxbridge Business Park and an hourly service Monday to Saturday between Guildford – Farnham – Alton.

The County Highway Authority has sought measures to improve pedestrian accessibility and improvement to the site by non-car modes in the local area. These works include a pedestrian accessibility and improvement scheme at Crondall Lane/West Street priority junction; contributions towards a puffin crossing on West Street between its junctions with Crondall Lane and The Borough; and highway infrastructure and sustainable transport improvements in Farnham Town Centre would be captured through a S106 agreement, to be completed by the applicant.

It is considered that the package of mitigation measures proposed would directly mitigate the impact of traffic generated by the development, and would also provide a reasonable and proportionate level of mitigation to help mitigate the cumulative impact of future development in Farnham.

In addition, the County Highway Authority seeks to secure a scheme for improving access to Public Footpath 181, which runs along the western boundary of the site, to Crondall Lane. The County Rights of Way Officer has raised no objection to the proposal, subject to a contribution towards repairs to public footpaths in order to mitigate the pressure of the development upon localised public rights of way.

The County Highway Authority has concluded that overall, the applicant's Transport Assessment provides a robust and realistic assessment of the impact of the proposed development on the local highway network.

The assessment has addressed the transport requirements of the National Planning Policy Framework, specifically with regard to ensuring safe and suitable access for all people, maximising sustainable transport opportunities and demonstrating that the residual cumulative impact of the development would not be severe. The proposed development would preserve highway safety, help manage traffic capacity and encourage the use of public transport, walking and cycling.

In relation to parking provision, the Design and Access Statement submitted in support of this application advises that the majority of vehicle car parking proposed within the site will be on-plot in the form of private driveways and/or garages, with additional on-street parking and car parking courts to ensure

parking provision is met. Although these vehicle parking spaces have not been identified, the illustrative layout plan submitted with the application demonstrates that sufficient parking could be provided in line with Waverley Borough Council's adopted Guidance 2013, without being detrimental to character and appearance.

Having regard to the expert views of the County Highway Authority, the proposal is considered to be acceptable in terms of highway safety, capacity and policy considerations. Subject to completion of a suitable legal agreement and appropriate safeguarding conditions the proposal would not cause severe residual cumulative impact in transport terms.

Impact on Countryside Beyond the Green Belt and landscape

Paragraph 17 of the NPPF sets out that within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: inter alia take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.

Paragraph 155 of the NPPF directs that great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.

Policy C2 of the Local Plan states that building in the countryside, away from existing settlements will be strictly controlled. The site is located within the Countryside beyond the Green Belt outside the recognised settlement boundary.

The proposed development would involve the development of open fields. The current open fields would be replaced by substantial built form in the form of housing. It is noted that established hedgerows would be retained as green infrastructure and that the well treed established boundary of the northern and western part of the site would be retained. The overall impact on the countryside is to be balanced against other issues in the proposal. Officers acknowledge that there would be public views of the proposed development from Crondall Lane where the access is proposed, from the rear of existing properties along Beavers Road and from the existing public footpaths adjacent to the east and west boundaries. Officers are of the view that the

main wider public views of the proposed development would be from the public footpath to the north of the site.

The site gradient rises from south to north and continues a gradual rise further beyond. The visual impact of the proposal from the footpath to the north and north-east would be viewed with the backdrop of existing development in Farnham. Further, the site marginally extends beyond the well established line of trees along the north of the site and would be compact within the site.

Officers recognise the site as forming part of the wider countryside immediately outside of the settlement boundary of Farnham. It is further recognised that the proposal would have a significant visual impact in comparison to the existing site situation. The impact on the designated countryside is, however, one of many material considerations in the assessment of this case.

Impact on visual amenity and trees

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

The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of ancient woodland and aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss. Policy C7 of the Local Plan states that the Council will resist the loss of woodlands and hedgerows which significantly contribute to the character of the area, are of wildlife interest, are of historic significance and, are of significance for recreation.

The proposed development would largely retain existing hedgerows and the trees towards the peripheries of the site. The retention of established hedgerows and trees is important from a visual and ecological viewpoint and this approach is welcomed in the indicative layout.

Whilst the full details in terms of visual impact are not included in this submission for outline permission, the indicative details shown are considered to represent a coherent and comprehensive means to enlarge the town of Farnham. A variety of designs, materials and roof lines is indicated to form the

proposed dwellings. Officers consider this would add visual interest to the housing development.

Setting aside the impact on the countryside, it is considered that the proposed indicative layout, with variations in character and extensive integration of open green space, including play areas would be an appropriate means by which to enlarge Farnham.

The proposed development includes one vehicular access point only. This would restrict movement across and within the site. The site layout would not be permeable due to this limitation in access points and exacerbated by the lack of opportunities to pass from the eastern to the western part of the site. Whilst this lack of permeability is not ideal, the use of smaller internal road networks that would lead to clusters of the proposed dwellings would provide a sense of place and community to the future occupiers of the proposed dwellings.

The proposed access would include the clearance of a number of trees and vegetation. The Council's Tree and Landscape Officer has been consulted on the application. There are pockets of trees within the site that are of visual importance, largely the western boundary and northern boundary trees. These are proposed to be retained as part of the indicative proposal. The proposed access would include the removal of a section of boundary hedgerow that fronts Crondall Lane. Whilst the loss of a hedgerow is regrettable, it would not result in significant detrimental landscape impact. Further to this, the application landscape strategy outlines that further tree planting would be done at the south boundary adjacent to the proposed access.

Full details of planting and landscaping would be secured at reserved matters application should permission be granted.

Landscape impact from the development of a greenfield has an inherent visual impact. The applicant has undertaken a Landscape and Visual Appraisal. This assessment outlines the key views of the site which are limited to near and middle distances, due to the vegetation along boundaries, the undulating topography of the area and the adjoining development.

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

The indicative plan gives some basic information about the parameters for development including the quantity and scale of the proposed development. Whilst this is an indicative plan, it does clearly explain how the development

would fit on the site. Further to this, it is explained in the submission that the design and materials to be used for the proposed dwellings would reflect the Farnham vernacular, with use of a mix of slate and clay roof tiles, tile hanging, render and exposed brick.

The site is served from a single access point. This access would provide both vehicle and pedestrian access to the site. The proposed access would open up the site to views from Crondall Lane. Crondall Lane does already serve a number of residential dwellings which are in closer proximity to the road than the indicative position of the proposed dwellings under the current application. The illustrative layout indicates that the nearest proposed dwelling would be set back circa 19 m from Crondall Lane. Officers consider that the visual impact of the proposal from Crondall Lane would be limited due to the likely position of the proposed dwellings being set well within the site area.

Officers are satisfied that the site could accommodate a scheme which could be developed to function well, be of a high quality design, integrate well with the site and complement its surroundings so as to establish a strong sense of place.

The provision of car parking and cycle and bin storage needs to be considered so that it would not dominate the layout. Again, this would be considered in greater detail at reserved matters stage if outline permission were to be granted.

In terms of the scale and height of the proposed development, officers note that the area is dominated primarily by two storey properties, including the University building. The indicative layout proposes that the dwellings would be accommodated in buildings of 2 and 2.5 storeys in height. The indicative layout further shows areas where 2.5 storey buildings could be accommodated (central parts) and 2 storey buildings (outer parts).

The Farnham Design Statement was adopted in 2010. The application site lies within the North-West area of Farnham which contains several design guidelines set out in this document. These are as follows:

- Land subject to planning policies C3 and C5 in the Waverley Local Plan 2002 should retain its protected status and no development should be permitted, which harms its natural beauty.
- The rural nature of the Old Park and Dippenhall areas should be preserved and new development should be reflected in new development.

- Tree-lined roads should be protected and enhanced and spaces around existing dwellings should be reflected in new development.
- Mature gardens should be retained, to protect the green aspect of the street-scene along the roads, which run into open countryside.
- Building heights should reflect those of surrounding dwellings.
- Extensions should be carefully considered, to reflect the style of the original dwelling and to avoid having an adverse effect on the street-scene. Dormer windows should not harm the integrity of existing rooflines.

Whilst it is unlikely that the Design Statement intended to cover schemes such as this, there are some key principles which are relevant. The site lies within the designated Area of Strategic Importance (ASVI) which is sought to be protected under Policy C5 of the Local Plan. This designation is a local designation under the Local Plan. Whilst it is acknowledged that the comments from Farnham Town Council suggest that the site was formally part of the ASVI, Officers are satisfied that the site is within an ASVI.

Policy C5 of the Local Plan states:

‘The Council will seek to ensure that the appearance of Areas of Strategic Visual Importance, as shown on the Proposals Map, is maintained and enhanced. Development inconsistent with this objective will not be permitted’.

The ASVI that covers the site extends to the fields beyond the site to the north and north-east up to Old Park Lane and Castle Hill (top of Castle Street). The characteristic of the ASVI consists of large open fields with hedgerow divisions and pockets of trees. The proposal would result in residential development of part of the designated ASVI and would therefore be in clear conflict with Policy C5. This conflict with Policy C5 must be weighed against other considerations of the application.

The site is viewed in the setting of existing built form, largely the university building and car park to the east and dwellings along Beavers Road and Close to the south.

Spatially, there is existing development beyond the site to the west along Crondall Lane going north. Although the site would result in a substantial change to the immediate character of the area, it would be surrounded by some existing development to the east and south, and to a lesser extent the west. Beyond the site to the north and north-east the land rises in gradient. Officers consider this part of the ASVI has a different character feel to that of the site’s location and is more exposed in the wider landscape.

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

Tree and hedgerow loss/diminution associated with the development would be principally limited to the removal of trees for the access creation. This impact would be relatively low and could be mitigated with appropriate consideration of levels and engineering requirements and tree and hedgerow planting/enhancement measures.

Although the proposal would conflict with Policy C5, other material considerations of the application should be weighed up against this conflict with Local Plan policy.

Officers consider that the proposal would nevertheless be in accordance with design and arboricultural Policies D1, D4, D6 and D7 of the Waverley Local Plan and guidance contained within the NPPF.

Impact on residential amenity

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

Whilst the application is an outline application, an illustrative layout plan has been submitted.

The nearest neighbouring properties to the site are to the south on Beavers Road and Beavers Close and to the west on Crondall Lane. To the east lies the university building and associated car park.

The layout plan is only indicative at this stage. It is proposed, however, to retain the natural vegetation and tree covered area along the western boundary of the site. This would provide a natural screening of the proposed dwellings from the view of neighbouring properties beyond the western boundary of the site. Officers acknowledge there would likely be glimpsing

views of the proposed dwellings, particularly in winter months after leaf fall. Owing to the separation distance, however, any visual interaction between the proposed dwellings and these neighbouring occupiers would not be harmful.

The neighbouring properties on Beavers Road have rear gardens which abut the southern boundary of the site. The length of the rear gardens to the properties on Beavers Road provide a natural separation distance between the site and the properties themselves. The screening along the southern boundary varies between pockets of trees and hedgerows and open gaps. The proposed indicative site layout shows that a large part of the southern area on site would be free from development of dwellings. The indicative layout also shows that the position of several properties would be located in close proximity to the southern boundary.

Officers acknowledge that it is likely that there would likely be some overlooking resulting from this. The level of this would, however, be limited to the rear parts of some of the gardens that serve properties on Beavers Road. Officers are satisfied from the indicative layout that the proposal would not cause material harm to the amenities of the neighbouring occupiers on Beavers Road.

The neighbouring properties on Beavers Close are sited in closer proximity to the site than those on Beavers Road. The properties immediately beyond the south boundary consist of a mix of detached bungalows, two storey dwellings and block of flats. There is a range of screening along this part of the south boundary, ranging from denser tree cover toward the east end of Beavers Close and low fencing toward the west. The indicative layout shows that there would be several dwellings positioned in close proximity to the south boundary (9.0 m at closest point).

Officers acknowledge that there would be visual interaction between the likely rear facing windows on the proposed dwellings and the rear gardens and, to a lesser extent, rear facing windows of the properties on Beavers Close. The open nature of large parts of the southern boundary to some of the properties on Beavers Close would mean that there would be a significant change in outlook from the rear of some of these properties. In balancing the likely position of the proposed dwellings and positions of the properties on Beavers Close, officers consider that the impact would not be materially harmful.

Further to this, the site is situated to the north of these neighbouring residents and would therefore be unlikely to cause a material loss of light or sunlight to these neighbouring properties.

In terms of the impact upon the properties that would be opposite and adjacent to the proposed access, it is considered that there may be some impact upon these properties in terms of noise and disturbance from vehicle movement. The level of impact would, however, not be materially harmful in planning terms. The proposed access would be sited circa 30 m west of neighbouring property 34A Crondall Lane. The proposed access would also be sited opposite one property known as 45A Crondall Lane. There would be some disturbance from vehicles and associated vehicle headlights. The level of impact is not, however, considered to warrant an objection to the proposal on these grounds.

The construction phase of the development has the potential to cause disruption and inconvenience to nearby occupiers and users of the local highway network. However, these issues are transient and would be minimised through the requirements of planning conditions, if outline permission is granted.

The application has been accompanied by a Noise Impact Assessment. This has been undertaken in accordance with guidelines in the NPPF 2012 and the NPPG 2014. A baseline noise survey was undertaken. The noise assessment concludes that the site would be acceptable for accommodating residential development from a noise perspective.

The application has further been accompanied with a Lighting Assessment. This assessment has been undertaken in accordance with the NPPG 2014. The report outlines that the assessment has focused upon the potential for statutory nuisance arising from the introduction of artificial lighting installations associated with the proposed development. The potential effects of the proposed development include from the construction phase and operational phase.

An assessment of both phases the on surrounding sensitive receptors has been undertaken. The sensitive receptors identified include: residential properties on Beavers Road, Beavers Close and Crondall Lane and users of local road and footpath network. A number of mitigation measures are recommended for both the construction and operational phases of development to help mitigate impact on surrounding sensitive receptors if permission is granted.

The Council's Environmental Health Officer has carefully assessed the submitted Noise Impact Assessment and Lighting Assessment.

With regard to noise, the Council's Environmental Health Officer notes that noise from the operation phase has the potential to result in adverse effects

on surrounding properties. In order to mitigate these effects, conditions should be imposed securing the noise level of operation of plant and machinery and a Construction Environmental Management Plan, if outline permission is granted

The Council's Environmental Health Officer has advised that the new development has the potential to adversely affect the use or enjoyment of nearby buildings or open spaces during the construction and operation phases of the development, due to poorly designed artificial lighting.

Notwithstanding this, officers are satisfied that full details of lighting can be dealt with at the reserved matter stage.

Officers consider, taking into account the expert views of the Council's Environmental Health Officer, that the assessment provides a realistic assessment of the likely artificial lighting effects of both the construction and end operational phase of the proposed development. Officers consider the mitigation measures set out are reasonable and could be secured via condition on a subsequent reserved matters application should permission be granted.

The proposed development would result in a substantial change to the landscape and outlook from a number of surrounding residential properties to the site. The indicative layout shows that mitigation provided in the form of additional landscaping and the positioning of the proposed dwellings would mitigate some of the impact. The resulting distances between proposed and existing dwellings would remain commensurate with the surrounding built up area where some mutual overlooking and visual interaction can be expected.

Although in outline with all matters reserved, officers consider that sufficient evidence has been submitted to demonstrate that, subject to detailed consideration at a future stage, a scheme could be developed which would provide a good standard of amenity for future and existing occupiers. Officers consider that the proposal would be in accordance with Policies D1 and D4 of the Waverley Local Plan and guidance contained within the NPPF.

Heritage impacts

The statutory test for the assessment of proposals affecting listed buildings and their settings is contained in Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, which states that in considering applications which affect Listed Buildings, Local Planning Authorities must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

In the recent case of East Northants District Council v Secretary of State [2014] – the Barnwell Manor case – the Court of Appeal said that Local Planning Authorities should give “considerable importance and weight” to the desirability of preserving the listed building and its setting, when carrying out the balancing exercise in determining a planning application that affects such a building and its setting. Members should therefore approach the present application on this basis.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering applications within a Conservation Area, Local Planning Authorities must pay special attention to the desirability of preserving, or enhancing the character and appearance of the area. Policy HE3 of the Local Plan 2002 states that development should preserve or enhance the character and setting of Listed Buildings and Buildings of Local Merit.

Policy HE3 of the Local Plan 2002 outlines that where development is proposed that will affect a listed building or its setting, high design standards will be sought to ensure that the new development is appropriate and compatible in terms of siting, style, scale, density, height, massing, colour, materials, archaeological features and detailing.

Policy HE8 of the Local Plan 2002 states that development should preserve or enhance the character of conservation areas.

Policy HE13 of the Local Plan 2002 states that there will be a presumption in favour of preserving scheduled ancient monuments or county sites of archaeological importance of their setting. Development which adversely affects the archaeological value and interest of these sites will not be permitted.

In this instance, consideration is given to the impact of the proposal on the setting and special architectural merits of the Grade II Listed Building known as 36-48 Beavers Road, the Scheduled Ancient Monument, Grade 1 and Grade II Listed Buildings at Farnham Castle and the Farnham Conservation Area in accordance with Local Plan Policy HE3 and HE8 of the Local Plan.

Paragraph 128 of the NPPF states that ‘Local Planning Authorities should require and applicant to describe the significance of any heritage assets affected, including any contribution made to their setting. The level of detail should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance’.

Paragraph 129 of the NPPF states that ‘Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.

The definition of ‘heritage asset’ in the NPPF includes Conservation Areas, listed and locally listed buildings. The above Listed Buildings and Scheduled Ancient Monument are considered to be designated heritage assets.

The NPPF defines ‘significance’ as the value of a heritage asset to this and future generations because of its heritage interest. That interest may be historic. Significance derives not only from a heritage assets physical presence, but also from its setting.

The NPPF defines ‘setting of a heritage asset’ as the surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.

Paragraph 132 of the NPPF states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the assets conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building, park or garden should be exceptional. Substantial harm to or loss of designated heritage of the highest significance, notably schedule monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 of the NPPF states that ‘Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- The nature of the heritage asset prevents all reasonable uses of the site; and
- No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- Conservation by grant funding or some form of charitable or public ownership is demonstrably not possible; and
- The harm or loss is outweighed by the benefit of bringing the site back into use.

Policy HE9.4 of the Practice Guidance to PPS5 states that where a proposal has a harmful impact on the significance of a designated heritage asset, which is less than substantial harm, LPAs should a) weigh the public benefit of the proposal, e.g. it helps to secure the optimum viable use of the heritage asset in the interests of its long term protection, against the harm caused by the development, and b) recognise that the greater the harm to the significance, the greater the justification will be needed for any loss. This test has been carried forward into paragraphs 132-134 of the NPPF 2012.

The application has been accompanied by a Heritage Statement that explains the identified heritage assets closest to the site and assesses the impact of the proposal on these heritage assets.

Officers agree that the applicant has identified the correct and relevant heritage assets. These include the Grade II listed building 36-48 Beavers Road, Farnham Castle Scheduled Ancient Monument and associated buildings and the Farnham Conservation Area.

The Heritage Statement states that the main assessment undertaken has been the impact on the 'setting' of the above heritage assets as the site, as the proposal would not have a direct impact upon the fabric of any heritage asset. The assessment concludes that the proposal would result in a neutral impact upon the setting of the heritage assets, preserving their setting whilst serving to bring additional residential housing to the area.

Farnham Castle is situated to the north-east of the site at approximately minimum 450 m (when measured from the north-east corner of the site). The topography of the land between the site and the Castle rises in gradient to the Castle. Taking into account the distance, topography and built form and vegetation between the site and the Castle, officers are satisfied that the setting of the Castle, and associated buildings, would not be harmed as a result.

Grade II listed building (numbers 36-48 Beavers Road) is south of the site on Beavers Road. The existing residential properties on Beavers Close are situated between the site and this listed building. The setting of this listed building is largely affected by the presence of the immediate surrounding existing development and Beavers Road. Officers are satisfied that the proposed development would satisfactorily preserve the setting, and therefore not cause harm to this listed building

The Farnham Conservation Area boundary is sited at varying distances from the site. The Conservation Area encompasses a large part of Farnham town, covering to the very southern part of Crondall Lane junction with West Street and including Farnham Castle. A large amount of built form is present between the site and the Conservation Area south-east and east of the site. The Conservation Area boundary around Farnham Castle abuts limited development to the west. Taking into account the spatial position of the site and distance to this Conservation Area boundary and topography of the area, officers are satisfied the proposal would satisfactorily preserve and not cause harm to the setting of the Conservation Area. Overall, officers are satisfied that the proposed development would preserve the setting of the existing Conservation Area in Farnham.

Officers have concluded that the proposal would not affect the setting of Farnham Castle and therefore consultation with English Heritage was not necessary.

Officers are of the view taking into account the expert views of the Council's Historic Buildings Officer, that there would not be any identified level of harm to the designated heritage assets assessed above.

In line with the guidance of the Framework, the tests of paragraphs 133 and 134 should not therefore be applied in this case. Officers are satisfied the proposed development would be compliant with Policies HE3, HE8 and HE13 of the Local Plan 2002 and the NPPF in this regard.

Provision of Amenity and Play Space

On promoting healthy communities, the NPPF sets out that planning policies and decisions should aim to achieve places which promote safe and accessible developments, with high quality public space which encourage the active and continual use of public areas. These should include high quality open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities. Policy H10 of the Local Plan addresses amenity and play space in housing developments. Although there are no set standards for garden sizes, the

policy requires that a usable 'outdoor area' should be provided in association with residential development and that 'appropriate provision for children's play' is required.

The Council uses the standard recommended by Fields in Trust (FIT) for assessing the provision of outdoor playing space.

The proposed development includes the provision of two children's play areas and over 1.0 ha of open space. Further to this, private outdoor amenity gardens would also be provided.

A Local Area of Play (LAP) comprises a small area within 1 minute walking time from home for children up to 6 years of age. These have no play equipment but provision is made for low key games such as hopscotch or play with small toys. Seating for carers should be provided.

A Locally Equipped Area of Play (LEAP) comprises a play area equipped mainly for children of early school age (4-8 years old). LEAPs should be located within five minutes walking time from every home (400m walking distance). The main activity area should be a minimum of 400sqm with a buffer between it and the boundary of the nearest residential property. This buffer zone would include footpaths and planted areas.

The proposed indicative scheme demonstrates that suitable play facilities would be provided within a reasonable walking distance of the dwellings proposed.

The areas of open public space in the layout would contribute to creating the sense of place and character of the area. The design and positioning of the green open spaces in the layout are considered to be a positive element of the scheme.

The proposal would provide for appropriate open space for members of the community, in the form of both private and communal outdoor amenity space. Notably, a large area in the south-east corner would remain free from development.

Whilst it is considered that the design and positioning of the proposed children's play areas could be enhanced, officers consider that sufficient evidence has been submitted to demonstrate that, subject to detailed consideration at a future stage, a scheme could be developed which would provide a good standard of play space for the future community.

The proposal is considered to be in accordance with Policy H10 of the Local Plan and the guidance of the NPPF 2012.

Air Quality

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

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

Policy D1 of the Waverley Borough Local Plan 2002 states that the Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment. Development will not be permitted where it would result in material detriment to the environment by virtue of inter alia (c) loss of general amenity, including material loss of natural light and privacy enjoyed by neighbours and disturbance resulting from the emission of noise, light or vibration; (d) levels of traffic which are incompatible with the local highway network or cause significant environmental harm by virtue of noise and disturbance; (e) potential pollution of air, land or water, including that arising from light pollution and from the storage and use of hazardous substances; In the same vein Policy D2 states that the Council will seek to ensure that proposed and existing land uses are compatible. In particular inter alia (a) development, which may have a materially detrimental impact on sensitive uses with regard to environmental disturbance or pollution, will not be permitted.

There is an Air Quality Management Area in Farnham and therefore the impact on air quality is an important material consideration. The proposed site introduces a new development into an area which may expose future and existing occupants to air pollution associated with road traffic.

An Air Quality Assessment has been submitted with the application. The assessment seeks to assess the potential air quality impacts arising during both the construction and operational phases of the proposed development. The following provides a summary of the methodology used in the Air Quality Assessment:

- the Assessment was undertaken following Department of Environment, Food and Regional Affairs (DEFRA) most recent guidance on local air quality management and the significance of impacts evaluated using EPUK guidance;
- detailed air quality dispersion modelling using ADMS Roads software was undertaken, taking into account the impacts of the likely changes in road characteristics associated with the proposed development;
- meteorology data were supplied by the Met Office Observing Station at Farnborough, and were used in the model set up;
- local air pollution data measured by diffusion tube methods were available from publicly available Waverley Borough Council Local Air Quality Management reports and used for model verification purposes;
- site specific traffic data for the modelled road network were provided by WSP development and Transport team and have been used as input data to the air quality assessment. These traffic data include the contributions of committed developments in the future scenarios.

The Council's Air Quality Officer has outlined that there are some concerns relating to potential emissions during the construction phases of the project, affecting existing receptors in the area. It should also be noted that the introduction of residential properties may expose the future occupants to air pollution associated with road traffic and is likely to increase road usage in the area by the occupants. Therefore mitigation measures would be required to offset the additional development.

It should be noted that the impact of dust and emissions from construction can have a significant impact on local air quality. As there is no safe level of exposure, all reduction in emissions would be beneficial.

The Air Quality Assessment advises that it will be necessary to apply a package of mitigation measures to minimise dust emission associated with the construction works. These mitigation measures could be secured via planning condition, if outline permission is granted.

It is further recognised that the site is within 500 m of the Farnham AQMA and therefore additional vehicle traffic will have a significant effect on the poor air quality in this location. Mitigation is therefore recommended by the Air Quality Officer in the form of conditions. Recommendations made by the Council's Air Quality Officer include a scheme detailing the provision of Electrical Vehicle Charging Points, to secure cycle storage, a Site Management Plan for the suppression of emissions during construction works, prohibition of burning of

materials on site and hours of construction limitations, if outline permission is granted.

In light of the Air Quality Assessment carried out for the application and the conclusions of the Council's Air Quality Officer, it is considered that, subject to suitable mitigation measures, particularly throughout the construction stage, the impact on air quality from the proposed development could be acceptable.

Flooding and Drainage considerations

In relation to flooding The NPPF and the NPPG contain sequential and exception tests to ensure that new development is directed to areas of no or lower risk (Flood Zone 1) and to ensure that such development is appropriate in any area. Paragraph 99 of the NPPF states that when new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaption measures.

Paragraph 103 of the NPPF 2012 states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

This general approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. The aim should be to keep development out of medium and high flood risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible.

The application site, including the access, falls wholly within Flood Zone 1. This zone comprises land assessed as having a less than 0.1% annual probability of river or sea flooding (i.e. less than a 1 in 1,000 chance of flooding in any given year). Therefore, it is not necessary to consider the sequential or exception tests in this instance.

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

Informed by the Council's own Strategic Flood Risk Assessment (SFRA), the applicant has submitted a Flood Risk Assessment (FRA) containing technical information (flood modelling) to demonstrate that the parts of the site to be developed are within Flood Zone 1 (an area not prone to flooding). Within the site, a 'swale' has been identified which is a channel that currently provides a natural drainage route for overland water flow. The FRA assesses surface water and other sources of flooding from the site. The FRA also proposes an indicative surface water drainage strategy.

The sequential approach to locating development in areas at lower flood risk should be applied to all sources of flooding, including development in an area which has critical drainage problems, as notified to the local planning authority by the Environment Agency, and where the proposed location of the development would increase flood risk elsewhere. The Environment Agency has not notified the Council that the site has critical drainage problems.

The FRA outlines the following under 'existing risk of flooding to the site':

- The nearest watercourse to the site is approximately 650 m to the west.
- The Environment Agency has confirmed they have no record of historic flooding in the vicinity of the application site.
- The risk of fluvial flooding to the site is negligible.
- The Environment Agency Flood Map for Surface Water indicates the site is bisected by an overland flood flow path from the north which remains within Flood Zone 1.
- The risk of pluvial/overland flow to the site is moderate.
- Risk of flooding to the site from sewer and drainage infrastructure is negligible.
- Risk of flooding to the site from groundwater is low.
- Risk of flooding to the site from sewer and drainage infrastructure is negligible.
- Risk of flooding to the site from groundwater is low.

In terms of assessing flood risk within the application site, a sequential approach has been taken to the indicative layout of development to ensure that no dwellings would be constructed within the identified swale on site. The swale is a natural land form that has developed over time which provides a natural drainage channel on the site for surface water.

In terms of the risk of flooding created by the development, the proposed development would involve a significant increase in hardstanding and therefore, an increase in non-permeable surfaces. Detailed over-land flow modelling has been undertaken in the FRA to calculate the presence of an overland flow route through the site. Mitigation proposed to account for this would include the construction of an engineered channel on site which will spill into a depression formed on site (attenuation basin). This would distribute the flow across the original flood extent on site and achieve pre-development flood depths and velocities.

The information submitted in the FRA sets out that the drainage system proposed would minimise surface water run-off and discharge rates would be no higher than an average green field site following the implementation of mitigation measures. It is proposed to adopt a SuDS to manage surface water drainage on site. Limited details of this have been put forward in the FRA. The Environment Agency has raised no objection to the proposed development, subject to a pre-commencement condition requiring full details of the SuDS scheme, if outline permission is granted.

With regard to surface water, the FRA states that the proposal would result in a net increase of impermeable areas on site as a result of the development, approximately 1.95ha (65% of the site). In order to control surface water runoff from the development so as not to adversely affect flooding on the site and to the surrounding areas, the FRA recommends a number of drainage systems and techniques, including SuDs and onsite attenuation through swales and conveyance channels. The plans submitted in support of this application demonstrate that these features are accommodated within the indicative layout.

Officers conclude that the accompanied FRA with the application has demonstrated that the proposed development could be accommodated on site without increasing flood risk on or off site and that safe access can be achieved. The site, in its entirety, lies within Flood Zone 1 where any form of development is acceptable in principle in flood risk terms.

Having regard to the submitted flood risk assessment, together with the comments and recommended conditions from the Environment Agency and Thames Water, it is considered that the proposal has adequately addressed flood risk and drainage issues in accordance with the NPPF 2012.

Archaeological considerations

Paragraph 128 of the NPPF sets out that in determining applications, local planning authorities should require an applicant to describe the significance of

any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

The site is not within an Area of High Archaeological Potential. However, due to the size of the site and pursuant to Policy HE15 of the Local Plan, it is necessary for the application to take account of the potential impact on archaeological interests. The applicant has submitted an Archaeological Desk-Based Assessment, which concludes that there is a low to moderate archaeological potential.

The County Archaeologist has considered the information put forward by the applicant and raises no objection subject to the imposition of a condition to secure further archaeological works, if outline permission is granted. The type of works sought are an evaluation trial trenching exercise on site and written scheme of investigation, if outline permission is granted.

The impact on archaeological interests can be sufficiently controlled through the imposition of a condition. The proposal is therefore considered to comply with Policy HE15 of the Local Plan and advice contained within the NPPF 2012.

Crime and disorder

S17(1) of the Crime and Disorder Act 1998 places a duty to consider crime and disorder implications on local authorities. In exercising its various functions, each authority should have due regard to the likely effect of those functions on, and the need to do all that it can to prevent, crime and disorder in its area. This requirement is reflected in the National Planning Policy Framework, which states that planning policies and decisions should promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

Paragraph 69 of the National Planning Policy Framework 2012 highlights that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. To this end, planning policies and decisions should aim to achieve places which promote *inter alia* safe and

accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

The comments of the Crime Prevention Design Advisor have been carefully considered. In drawing upon these comments, although the proposed layout is indicative at this stage, some areas of concern have been highlighted. These include the provision of rear courtyard parking which would introduce access to the rear of dwellings which are most vulnerable to burglary and could cause anti-social behaviour. Further, where rear courtyard parking is unavoidable, then 'active rooms' should look over these areas in order to provide visual outlook presence.

Officers acknowledge that it is likely that some courtyard style parking areas would be used as part of a scheme of this size and scale. The matters raised by the Crime Prevention Design Advisor could, however, be taken into account and if desirable included within the agreement of layout under a reserved matters application, should outline permission be granted.

The proposal is for outline planning permission and the detailed layout and design of the development are proposed to be addressed in the reserved matters application. Having regard to the illustrative layout it is concluded that the proposed development could be designed to minimise opportunities for, and perception of, crime.

The site is in a semi-rural location and therefore a balance should be struck in terms of lighting of open spaces in the development, to ensure that the development provides an atmosphere in which users feel safe but also respects the surroundings. Additionally, a balance should be struck between providing landscaping (which provide visual interest and contribute to the character and quality of the area) and the desire to maintaining an open aspect of all parts of the development to ensure natural surveillance. Artificial lighting would be proposed at reserved matters stage should permission be granted. However, a lighting assessment has been submitted with the application which proposes mitigation/recommendations to ensure suitable type, design and location of artificial lighting is provided within the scheme.

Officers are satisfied the site could accommodate a residential development that would not directly lead to crime and disorder. Further details of site layout and orientation of windows on buildings would be considered at reserved matters stage. It is considered that the proposal in principle would not lead to crime and disorder in the local community and would accord with the requirements of the NPPF and the Crime and Disorder Act 1998.

Infrastructure

Policy D13 of the Local Plan states that “development will only be permitted where adequate infrastructure, services and facilities are available, or where the developer has made suitable arrangements for the provision of the infrastructure, services and facilities directly made necessary by the proposed development. The Council will have regard to the cumulative impact of development, and developers may be required to contribute jointly to necessary infrastructure improvements”. Local Plan Policy D14 goes on to set out the principles behind the negotiation of planning obligations required in connection with particular forms of new development. The current tests for legal agreements are set out in Regulation 122 (2) of the CIL Regulations 2010 and the guidance within the NPPF.

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

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

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

The Council adopted a SPD on Infrastructure Contributions in April 2008. The policy requires developments which result in a net increase in dwellings to contribute towards infrastructure improvements in the Borough. This is the starting point for calculating the contribution.

The SPD sets out the basis for calculating the formulae and standard charges relating to the amount of contribution required for each development.

The application proposes the erection of 120 dwellings (the housing mix is set out in the section of this report titled ‘Proposal’), of which 72 would be private market homes. The Council’s SPD indicates that this level of housing would require a financial contribution. Additionally, bespoke highway improvements are required, as follows:

Education (Primary)	£208,594.05
Education (Secondary)	£229,534.62
Libraries	£15,416.44

Playing Pitches	£41,054.65
Equipped and Casual Play Space	£36,524.25
Sports/Leisure Centres	£54,627.82
Community Facilities	£25,135.50
Recycling	£5,529.81
Environmental Improvements	£25,135.50
Footpath Improvements	£25,000

- Prior to commencement of the development to pay to the County Council a sum of £4,600 in respect of the future auditing and monitoring of the Travel Plan. The payment of such sum to be index linked from the payment date to the date of any resolution to grant planning consent.
- Prior to first occupation of each residential unit to provide each dwelling with a combined cycle/public transport voucher at £200 per dwelling.
- Prior to occupation of the 60th residential unit to pay to the County Council £223,370 towards:
 - puffin crossing on West Street between its junctions with Crondall Lane and The Borough.
 - highway infrastructure and sustainable transport improvements in Farnham Town Centre.

The payment of such sum to be index linked from the payment date to the date of any resolution to grant planning consent.

Additional works to the public highway, which would be controlled through a s.278 agreement are as follows:

- Prior to commencement of the development the proposed site access and traffic management scheme on Crondall Lane shall be constructed in general accordance with Drawing No. 70001673/SK/010 Rev A, and subject to the Highway Authority's technical and safety requirements. Once provided the site access and visibility splays shall be permanently retained to the satisfaction of the Local Planning Authority.
- Prior to first occupation of the development the applicant shall provide a pedestrian accessibility/safety improvement scheme at the Crondall Lane/West Street priority junction, in general accordance with Drawing No. 70001673-SK-011 Rev A, and subject to the Highway Authority's technical and safety requirements.

It is important to note that the infrastructure contributions have been calculated on the basis of 72 market houses being provided and 48 affordable units.

The applicant has indicated a willingness to enter into a suitable legal agreement to secure relevant contributions. As of yet, a signed and completed legal agreement has not been received. However, it is anticipated that an agreement will be entered into. Subject to the receipt of a suitable, signed legal agreement to secure infrastructure contributions, it is concluded that the proposal would adequately mitigate for its impact on local infrastructure and the proposal would comply with the requirements of the Local Plan and the NPPF in respect of infrastructure provision.

Effect upon the SPA

The proposal comprises the creation of up to 120 residential dwellings. It lies 2.2 km linear distance from the nearest part of the boundary of the Thames Basin Heaths Special Protection Area (SPA), which was classified on 9th March 2005 under the EC Birds Directive. The nearest part of the SPA lies in the Bourley and Long Valley Site of Special Scientific Interest (SSSI), notified by Natural England under the provisions of Section 28 of the Wildlife and Countryside Act 1981.

Additional housing development, particularly within 5km of the boundary of the SPA, has the potential to adversely affect its interest features, namely Nightjar, Woodlark and Dartford warbler, which are three internationally rare bird species for which it is classified. Planning Authorities must therefore apply the requirements of Regulation 61 of the Conservation of Habitats and Species Regulations 2012 (as amended), to housing development within 5km of the SPA boundary. The authority must decide whether a particular proposal, alone or in combination with other plans or projects, would be likely to have a significant effect on the SPA.

The South East Plan was published by the Government on 6th May 2009. South East Plan Policy NRM6 deals specifically with the Thames Basin Heaths Special Protection Area. While the South East Plan was formally revoked on 25th March 2013, Policy NRM6 was retained and continues to form part of the Statutory Development Plan to be used when assessing development proposals.

Policy NRM6 states that new residential development which is likely to have a significant effect on the ecological integrity of the Thames Basin Heaths SPA will be required to demonstrate that adequate measures are put in place to avoid or mitigate any potential adverse effects and that such measures must be agreed with Natural England. The policy states that where development is proposed within the 400m to 5km zone, mitigation measures would be delivered prior to occupation and in perpetuity. It adds that these measures will be based on a combination of access management of the SPA and

provision of Suitable Alternative Natural Greenspace (SANG). The Policy sets out standards and arrangements for the provision of SANG and access management.

The Thames Basin Heaths Delivery Framework was endorsed in February 2009 by the Thames Basin Heaths Joint Strategic Partnership Board (JSPB) on behalf of the member Local Authorities (including Waverley) and other stakeholders, in order to ensure that additional housing development avoids such effects on the SPA.

In December 2009, Waverley adopted its own Avoidance Strategy for the Thames Basin Heaths Special Protection Area. This builds on the principles established in the South East Plan and the Delivery Framework and identifies that there are three options open to developers for meeting avoidance requirements:

- provide new SANG themselves;
- buy into provision of new SANG assembled by the local authority; or
- buy into the upgrading of an existing SANG site owned by the local authority or a third party.

In conjunction with Policy NRM6 in the South East Plan, and through Local Plans, the Delivery Framework provides a comprehensive, consistent and effective provision of avoidance and mitigation measures to enable new housing development in accordance with the RSS and Local Plans.

Development which is in accordance with Local Plans, Avoidance and Mitigation Strategies and the Delivery Framework would not be likely to have a significant effect on the SPA because it will provide, or make an appropriate contribution to, acceptable avoidance and mitigation measures.

In seeking to address the impact of the proposed development on the above, the application proposes to use the Crookham Park bespoke SANGS to mitigate against adverse recreational pressure on the Thames Basin Heaths SPA. The location of the Crookham Park SANG in relation to the application site is 4.8km north of the site.

In assessment of this, Natural England in its original response dated 22nd September 2014 raised objection, stating that the present condition of this SANG is not suitable to facilitate further developments, such as that proposed. This is because it is not currently being appropriately managed as a SANG. Natural England specifically outlined the following areas of concern:

- Poor quality signage at the site;
- A distinct lack of information boards present at the site;

- The on site car park is closed;
- An excess of fencing over the site;
- Areas of the site which are too wet, and which would inhibit the visitor experience, which form part of the 2.3 km circular walk.

Natural England further outlined that the following information is requested from the applicant in order to seek to address the above issues raised:

- Evidence that explains how the developer will contribute and improve the condition of the Crookham Park SANG.
- Evidence of how the issues, as described above, at Crookham Park SANG will be rectified, to produce a more user friendly environment and encourage use of a SANG;
- The production of a Visitor Strategy incorporating these improvements, and outlining strategies that will encourage the SANG to perform effectively.

In seeking to address this objection raised from Natural England, the applicants submitted an addendum to the Ecological Assessment dated November 2014. The following provides a summary of the addendum submitted:

- It is proposed that 2.4 hectares of the agreed headroom for the SANG at Crookham Park will be allocated to mitigate for potential impacts arising from the proposed development at Crondall Lane.
- A series of works have been undertaken at Crookham Park SANG in order to address the objections raised from Natural England. Works undertaken include improving signage and information boards, ensuring that the car park is fully open and accessible for users of the SANG and rationalising the fencing present at the site.
- It is further proposed that the following works would be completed prior to the first occupation at the Crondall Lane site, in order to ensure that potential adverse effects on the Thames Basin Heaths SPA would be fully mitigated:
 - i) Additional signage would be implemented at the SANG, and would include the production of information boards, and the erection of further way marking where intuitive, e.g. at path junctions. Signage would be produced and located in agreement with the Local Authority (Hart District Council) in consultation with Natural England.
 - ii) The rectification of the following remaining circular route intrusions would be completed:
 - i) Removal of remaining instances of vegetative stumps along the route itself;
 - ii) Continuation of the circular route across the southern point of Naishes Lane, between Area 12 (fields to the

- west of Naishes Lane) and Area 11 (Field at Southern Boundary). This section of the route is currently fenced off and inaccessible, and would require the installation of appropriate access infrastructure, e.g. a kissing gate;
- iii) Removal of the remaining hostile signage restricting access present within Areas 10 (Field to the west of Ewshot Marsh) and 11;
 - iv) The evening-out of the mown grass surface along the walking route itself in Areas 10 and 11;
 - v) Widening of the most northerly access point along Naishes Lane into Area 12 which is currently narrowed with scrub, so that the width is in line with the standard along the rest of the circular route.
- iii) Wherever double-fenced and traversing the SANG, one side of the bridleway fencing will be removed. The remaining bridleway fences will be planted with native hedge plants in their entirety to soften the visual impact of the fencing. In addition, the deer fencing around the bund in Area 8 (Ewshot Marsh) would be removed prior to first occupation.

In response to this addendum information, Natural England advises in its revised response dated 19th November 2014 that the applicant has now carried out improvements to the Crookham Park Suitable Alternative Natural Greenspace (SANG), and has committed to deliver the final necessary enhancements to bring the SANG up to an acceptable condition prior to first occupation of the Crondall Lane development.

The applicant has also committed to contribute to the Strategic Access Management and Monitoring (SAMM) project. Natural England is therefore satisfied that the applicant is complying with Waverley's Thames Basin Heaths Special Protection Area Avoidance Strategy (adopted December 2009).

Natural England therefore has no objection to the proposed development, subject to the following avoidance measures, included in the application, detailed below being fully implemented:

- SANG to be delivered and operational prior to first occupation of any of the dwellings.
- Information on the SANG to be provided to residents of the new development in the form of a leaflet and signage and information boards to be provided at the entry points.
- Payment of the appropriate contribution towards the Strategic Access Management and Monitoring (SAMM) Partnership.

Natural England has clarified that the provision of SANG in Hart for the development is consistent with Delivery Framework as the site is within the catchment area for that SANG. The purpose of SANG is not only to provide greenspace to the residents that are allocated there but also to attract existing SPA users that may prefer to visit that SANG as well, thereby ensuring no net increase in recreational pressure.

A Section 106 Agreement is required to secure the provision of the SANG at Crookham Park and to secure the relevant contributions towards the Strategic Access Management and Monitoring Partnership (SAMM).

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

- necessary to make the development acceptable in planning terms;
- directly related to the development; and
- fairly and reasonably related in scale and kind to the development.

Subject to the compliance with the above, it is considered that the proposal would comply with the Waverley Borough Council Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy (December 2009) and Policy NRM6 of the South East Plan 2009. As such, the requirement for the S106 Agreement meets the three tests set out above.

Although the applicant has indicated a willingness to provide the necessary SPA contributions and securing SANGS at Crookham Park, no legal agreement has yet been secured. Therefore if permission is granted it would need to be subject to the satisfactory conclusion of an appropriate legal agreement.

Financial Considerations

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

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

Local financial considerations are defined as grants from Government or sums payable to the authority under the Community Infrastructure Levy (CIL). This means that the New Homes Bonus (NHB) is capable of being a material

consideration where relevant. In the current case, the approval of the application would mean that the NHB would be payable for the net increase in dwellings from this development.

The Head of Finance has calculated the indicative figure of £1,450 per net additional dwelling, (Total of £174,000) per annum for six years. A supplement of £350 over a 6 year period is payable for all affordable homes provided for in the proposal.

Climate change and sustainability

The Local Plan does not require this type of development to achieve a particular rating of the Code for Sustainable Homes or include renewable energy technologies. This said, the applicant has indicated as part of their Design and Access Statement that the new building will be built to modern standards and be more energy efficient and better for the environment than the existing building. The lack of any policy backing in this regard, however, prevents conditions being added to require this.

The NPPF sets out that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

The application sets out that all new homes would be designed to meet energy efficiency standards contained within Building Regulations. It is stated additionally that a number of other measures are proposed to achieve high sustainability credentials, including at least 10% of the schemes expected energy requirements from renewable energy generation or low carbon technologies and every house garden provided with a water butt.

Having regard to the measures to minimise carbon emissions in this scheme, it is concluded that the proposal would not be objectionable in terms of climate change or sustainability. Further details of the measures proposed could be captured under a reserved matters application should permission be granted.

Biodiversity and compliance with Habitat Regulations 2010

The NPPF states that the Planning System should contribute to and enhance the natural and local environment by minimising impacts upon biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including

by establishing coherent ecological networks that are more resilient to current and future pressures.

When determining planning application, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

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

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

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

The application is accompanied by an Ecological Assessment. This assessment outlines that a number of surveys were undertaken, which include:

- Habitat Surveys undertaken in November 2011, August 2013 and April 2014.
- Bat Survey undertaken in April 2014.
- Badger Survey undertaken in August 2013 and April 2014.
- Reptile Surveys undertaken between August and September 2013.

Further to the above, desk studies were undertaken in respect of birds, invertebrates, amphibians and dormice.

The conclusions to the above are as follows:

- There are no statutory designated sites of nature conservation interest within or adjacent to the application site.
- The nearest non-statutory designated sites are Bishop's Meadow SNCI and Farnham park SNCI which are located 0.5 km to the south and north-east respectively of the application site.
- The grasslands within the site are of limited ecological value.
- Number of features within the site which offer potential opportunities for roosting bats, which are all to be retained under the proposed development.

- Activity surveys identified limited bat activity within the centre of the site, with much greater activity recorded along the outer boundaries.
- Active badger sett identified beyond the north-west boundary of the site, however, it would be located away from the proposed development footprint.
- No evidence of use by badgers was recorded in the remainder of the application site.
- Opportunities for badgers will be maintained through the retention of suitable foraging and sett building habitats in the western part of the site.
- Small population of Slow-Worm and Grass Snake identified within the rough grassland habitats in the western part of the application site which are to be retained.
- There are some opportunities for nesting birds in the trees, hedgerow and scrub habitats within the site.
- New landscape planting would enhance opportunities for bird nesting opportunities.

The scheme proposes the following mitigation:

- None of the trees identified to provide opportunities for roosting bats would be lost.
- In order to avoid potential adverse impacts to foraging and commuting bats, it is recommended that the detailed lighting strategy for the proposal avoids direct lighting of any of these features, notably hedgerows surrounding the site and rough grassland to the west. Hoods and cowls should be used to direct lighting away from these areas.
- A number of bat boxes should be installed on suitable retained mature trees within the site.
- Adopt standard mitigation measures during construction phase for protection of badgers.
- The western part of the site would be retained as rough grassland which could provide opportunities for badgers to forage and maintain as a suitable habitat for reptiles.
- Provision made for log piles to provide new refuge for reptile species.
- Any vegetation removal is undertaken outside of the designated breeding season for birds (March to end of July), or that checks be made for nesting birds by an ecologist immediately prior to their removal.

The documentation submitted with the application indicates that the proposals would involve activities which would affect a European Protected Species (Bats). Two legal decisions have recently helped to clarify the role and responsibilities of Local Planning Authorities (LPAs) in respect of European Protected Species (EPS) when they are considering development consent applications. Those cases are R (Simon Woolley) v Cheshire East Borough Council and Millennium Estates Limited¹, a High Court case, and more recently still the Supreme Court decision in R (Vivienne Morge) v Hampshire County Council (the Morge case). These cases do not create a new obligation or requirement on LPAs but they do provide some clarification of the duties placed on LPAs by the Conservation of Habitats and Species Regulations 2010 (the Regulations).

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

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

The Regulations also provide that a competent authority, including a planning authority must, in the exercise of any of their functions, have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions. It is this duty that was considered in the Morge case. In that case the Supreme Court stated that it could not see why planning permission should not ordinarily be granted unless it is concluded that the proposed development would (a) be likely to offend one of the prohibitions referred to above and (b) be unlikely to be licensed under the regime described. Following that, it is clear that there will be circumstances in which

planning authorities will be required to form a view on the likelihood of a licence being granted by Natural England. It is for the planning committee to determine the planning application in light of the three tests and the Morge and Woolley cases do not alter that position.

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

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

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

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

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

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

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

It is clear from the Ecological Survey results that the proposal would offend Article 12(1) of the Habitats Directive and a licence would be required. Following the advice contained above, it is incumbent on the Local Planning Authority to assess the likelihood of obtaining the said licence.

Natural England has not responded specifically to the request for a view on the scheme in regard to protected species. The Surrey Wildlife Trust (SWT) has not raised objection in terms of the impact on biodiversity. They have, however, queried some aspects of the ecological appraisal. The applicant has since sought to address the queries raised by SWT with addendum to the Ecological Assessment dated February 2015. The addendum confirms that trees on site were assessed for bat roosting potential. It is further outlined that it is highly unlikely that dormice would be present on site and that the section of hedge removal to allow access to the site would not result in any adverse impact on this species. SWT has further recommended that the suggested mitigation measures in section 7.0 of the Ecological Assessment are carried out and also that a Method Statement and Landscape and Ecological Management Plan are requested in regard to reptile protection and landscape features for the site.

The surveys submitted by the applicant are comprehensive in terms of the recognition and protection of protected species. Subject to the imposition of suitable planning conditions to secure where necessary extra survey work, and mitigation, officers consider that owing to the overriding need for additional housing in the Borough and the absence of any suitable alternatives to deliver the level of housing provision proposed at this site; that the proposal would contribute to the social and economic needs of the local community; and subject to the effective implementation of mitigation measures, that the proposed development would meet the Imperative Reasons of Overriding Public Interest test in a licensing context and would, with the effective implementation of mitigation, cause no adverse effect on the conservation status of the protected species concerned. Officers conclude that the proposal would be likely to obtain the requisite licence.

The proposed development has been designed to retain existing trees, hedgerows and identified rough grassland where feasible to ensure there would be minimal impact upon protected species. It is concluded that the scheme has been designed to minimise the harm caused to biodiversity. The scheme does propose the removal of part of hedging and low lying trees/vegetation to create the new access. Whilst the majority of the scheme is positive in terms of biodiversity, this element of the scheme is a negative aspect of the scheme to be weighed against other issues.

Overall officers are satisfied the Ecological Assessment provides a sufficient screening of the site for the presence of protected species.

Officers raise no objection on Biodiversity ground subject to conditions to ensure that the recommendations identified in the various ecological reports are carried out.

Health and Wellbeing

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

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

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

The provision of open space in the scheme is considered to be positive in terms of the health and well being of future residents and also existing residents near the site. Additionally, the risk of pollution is minimised through the suggested mitigation measures.

The Council has sought the views of NHS England, Health Watch, Guildford and Waverley Clinical Commissioning Group and the Director of Public Health for Surrey. At the time of writing the Committee report, no views have been expressed by these bodies. Any views received will be reported orally to the meeting.

Nonetheless, officers are satisfied that the scheme makes provision for access to the end users of the dwellings and that any environmental hazards arising from the development would be minimised or sufficiently mitigated. Further, the site is within in close proximity to the Town Centre of Farnham which provides various social and cultural facilities that contribute to healthy living.

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

Water Frameworks Regulations 2011

The European Water Framework Directive came into force in December 2000 and became part of UK law in December 2003. It gives us an opportunity to plan and deliver a better water environment, focusing on ecology. It is designed to:

- enhance the status and prevent further deterioration of aquatic ecosystems and associated wetlands which depend on the aquatic ecosystems
- promote the sustainable use of water
- reduce pollution of water, especially by 'priority' and 'priority hazardous' substances
- ensure progressive reduction of groundwater pollution

A Utilities Statement has been submitted with the application. The utility statement provides an overview of the location of existing services within the vicinity of the proposed development at the site. It also seeks to identify any utility constraints and broad-brush costs for supplying the new development. The statement covers areas of foul water drainage, surface water drainage, water supply, electricity supply, gas supply, telecommunications and pipelines and hazard plants. A number of strategies have been proposed seeking to address each of these within the statement.

Thames Water (TW) has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. TW further advises that should the LPA approve the application then a condition be imposed which reads:

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

Reason - The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community'.

As the proposal is for outline approval at this stage, officers consider this recommended condition is appropriate to ensure that full details are submitted at reserved matters stage to meet the concerns of Thames Water.

Thames Water further comment on surface water. Thames Water recommend that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services would be required. Further advice is given stating that a ground water discharge permit would be required from Thames Water.

Following advice from TW, the above considerations can be satisfactorily mitigated through use of planning conditions. South East Water is responsible for water supply for the area and although they have been consulted by officers, no comments have yet been received. An oral report will be made at the meeting, if comments are received.

Overall, and having regard to comments from Thames Water and the utilities statement with the application, officers consider that the proposal could be accommodated on the site and that suitable conditions could be imposed should outline permission be granted.

Accessibility and Equalities Act 2010 Implications

Policy D9 of the Waverley Borough Local Plan encourages and seeks provision for everyone, including people with disabilities, to new development involving buildings or spaces to which the public have access.

Officers consider that the proposal complies with this policy. A full assessment against the relevant Building Regulations would be captured under a separate assessment should permission be granted.

From the 1st October 2010, the Equality Act replaced most of the Disability Discrimination Act (DDA). The Equality Act 2010 aims to protect disabled people and prevent disability discrimination. Officers consider that the proposal would not discriminate against disability, with particular regard to access. It is considered that there would be no equalities impact arising from the proposal. Further details on accessibility to the proposed dwellings would be captured under a reserved matter application.

Human Rights Implications

The proposal would have no material impact on human rights.

Third Party and Farnham Town Council comments

A number of concerns have been highlighted in third party representations and by the Town Council. These comments have been very carefully considered by officers.

The majority of the concerns relate to the impact on the countryside, the landscape and visual impact, availability of infrastructure, concerns regarding traffic and congestion and concerns, heritage considerations, issues of prematurity and the availability of suitable SANG and the suitability of the land put forward by the applicants.

The report is considered to be comprehensive in addressing these issues.

Article 2(3) Development Management Procedure (Amendment) Order 2012 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 the following:-

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

Cumulative / in combination effects

It is important that the cumulative effect of the proposed development and any other committed developments (i.e. schemes with planning permission, (taking into consideration impacts at both the construction and operational

phases), or those identified in local planning policy documents) in the area are considered.

Cumulative effects comprise the combined effects of reasonably foreseeable changes arising from the development and other development within a specific geographical area and over a certain period of time. The significance of cumulative impacts needs to be assessed in the context of characteristics of the existing environment. This is to ensure that all of the developments:

- Are mutually compatible; and
- Remain within the environmental capacity of the area and its environs.

There are no major planning permissions in place in the immediate surrounding locality to the site. There is, however, an extant planning permission for a mixed-use development at East Street in the town centre of Farnham (Planning permission WA/2012/0912). This scheme has not commenced development.

The County Highway Authority has assessed the cumulative impact of the proposed development and other committed schemes and raises no objection in terms of traffic generation.

The location of this extant scheme is close to the centre of the town. The site subject of this application is on the fringe of the north-western side of the town and owing to this location, in relation to the extant East Street scheme, it is not considered that there would be a significant cumulative effect.

There are no other schemes of a significant scale within the surrounding area. As such, the proposed development would not cause cumulative harm to the character and amenity of the area.

Referral to Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009

There is no requirement for the Council to refer this application to the Secretary of State.

Conclusion/ planning judgement

The application is for outline planning permission with all matters reserved except means of access. Therefore, the detail of the reserved matters scheme will be critical to ensure that the proposed development is acceptable in planning terms.

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

The site is located in the Countryside Beyond the Green Belt and as such the development would encroach into the countryside. The Council's preference would be for previously developed land to be developed prior to green field sites. However, the Council cannot currently identify a deliverable supply of housing sites from the identified sites which would sufficiently meet the housing demand for the next five years. This is a material consideration of significant weight in this assessment.

The indicative scheme, whilst reflecting good design principles in terms of layout, form and appearance and which would retain important landscape features on the site, would result in a substantial change to the character of the site and immediate surrounding area as a result of the substantial urbanising effect. The proposal would also result in a direct conflict with the Council's Local Plan Policy C5 Area of Strategic Visual Importance (ASVI).

The proposal would not result in the loss or alienation of the best and most versatile agricultural land, and would not result in the fragmentation of an agricultural holding so as to seriously undermine the economic viability of the remaining holding.

The scheme would result in an increase in traffic movements. However, the County Highway Authority has assessed the Transport Assessment submitted and concludes that the proposal would be sufficient to accommodate this increase in traffic, subject to suitable mitigation measures and infrastructure contributions.

The proposal has demonstrated, subject to control by way of planning conditions that in terms of flood risk the development would be safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere.

The scheme would deliver a substantial level of housing, along with affordable housing, which would contribute significantly towards housing in the Borough. The site's location, adjoining the defined settlement of Farnham, would provide a sustainable location for new housing, subject to suitable mitigation measures and infrastructure contributions.

Having regard to the immediate need for additional housing and the lack of alternative deliverable sites to achieve the level of housing that is required, it is considered that the benefits of the scheme, primarily the significant delivery of housing that this scheme would achieve would significantly and

demonstrably outweigh the adverse impacts of the scheme, primarily the adverse impact on the character of the Countryside Beyond the Green Belt and ASVI when assessed against the policies in the NPPF taken as a whole or specific policies in the NPPF.

Officers consider therefore that this scheme could be supported subject to the inclusion of appropriate conditions and the conclusion of the appropriate legal agreement.

Recommendation

That, subject to consideration of the views of outstanding consultees, the applicant entering into a S106 agreement to secure: affordable housing, community facilities, education, libraries, playing pitches, play space, open space, sports/leisure centres, recycling and other environmental improvements, to provide for appropriate SANG to avoid a likely significant effect upon the SPA including payment of appropriate contributions to SAMM or alternatively Farnham Park, a S278 agreement with the County Highway Authority to secure means of access, pedestrian accessibility/safety improvements, highway infrastructure and sustainable transport improvements, a Travel Plan, repairs and improved access to Public Footpaths, the setting up of a Management Company for the management of on site open space, and subject to conditions, permission be GRANTED.

1. Condition

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

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

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

Reason

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

2. Condition

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

Reason

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

3. Condition

The plan numbers to which this permission relates are: CSa/1887/111, CSa/1887/112 Rev D, CSa/1887/113 Rev C, CSa/1887/114, CSa/1887/115, CSa/1887/112 Rev D, 8309/01 Rev A (1,2 & 3 of 3), 70001673/SK/010 Rev A, 70001673-SK-011 Rev A. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

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

4. Condition

Prior to the commencement of works, a Construction Environmental Management Plan, to control the environmental effects of the construction work, shall first be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise;
- (ii) control of dust, smell and other effluvia;
- (iii) control of surface water run off;
- (iv) proposed method of piling for foundations;
- (v) hours during the construction and demolition phase, when delivery vehicles or vehicles taking away materials are allowed to enter or leave the site;
- (vi) hours of working.

The development shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason

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

5. Condition

No burning of materials shall take place on site during the construction of the development

Reason

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

6. Condition
Prior to the commencement of development, full details of a scheme for the provision of Electric Vehicle Charging Points (EVP's) within the development shall be submitted to and approved by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to the occupation of the development and shall be maintained for as long as the development remains in existence.

Reason

To encourage sustainable travel in the interest of the amenities of the area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

7. Condition
Construction works or deliveries to and from the site shall not take place outside the hours of 08:00-18:00 on Monday to Friday, 08:00-13:00 Saturday, and no activities on Sunday and Bank Holidays.

Reason

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

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

Reason

The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

9. 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

To ensure an acceptable impact on archaeological features in accordance with Policy HE14 of the Waverley Local Plan 2002

10. Condition
Development shall not begin until a surface water drainage scheme for the site, based on the agreed Flood Risk Assessment Crondall Lane, Farnham, revised 16 July 2014, reference number 70001673, prepared by WSP has been submitted to and approved in writing by the local planning authority. The

scheme shall subsequently be implemented in accordance with the approved details before the development is completed. Where the development is to be carried out in a phased approach a master drainage scheme shall be produced. This shall detail a drainage strategy for each phase that is independent of another so that should one phase not be implemented there will be no detrimental effect upon the scheme as a whole.

The scheme shall include:

- Detention and attenuation basins/swales/permeable surfaces and geo-cellular storage as outlined in the FRA;
- Soakage and drainage testing results;
- Retention of the Greenfield run-off rates to 4 l/s/ha;
- A maintenance plan spanning the lifetime of the development

Reason

This condition is sought in accordance with paragraph 103 of the National Planning Policy Framework (NPPF) to ensure that the proposed development does not increase the risk of flooding onsite or elsewhere.

11. Condition

Prior to the commencement of the development, further bat surveys shall be carried out, to include a detailed assessment of trees which are proposed to be removed and, if required full details of mitigation and compensation works, shall be submitted and approved by the Local Planning Authority.

Reason

To ensure the development would have an acceptable impact on Bats in accordance with Policy D5 of the Waverley Local Plan 2002.

12. Condition

Prior to the commencement of the development full details of the hedgerow removal shall be provided to the Local Planning Authority to include detail on the impact on Dormice and any protection measures required to protect them. The proposal shall be carried out in accordance with the approved details.

Reason

To ensure the development would have an acceptable impact on Dormice in accordance with Policy D5 of the Waverley Local Plan 2002.

13. Condition

Prior to the commencement of the development a method statement for the protection of reptiles shall be submitted to and approved by the local planning authority. This shall include details of how reptiles would be protected from the development process and how habitat on site will be maintained in an optimum condition to support these species, particularly on the retained western side habitat. The development shall be carried out in accordance with the approved details.

Reason

To ensure the development would have an acceptable impact on reptiles in accordance with Policy D5 of the Waverley Local Plan 2002.

14. Condition

Prior to the commencement of the development, full details of a Landscape and Ecological Management Plan for the site, which will detail how new landscaping features will be provided, what species will be used and how the public spaces of the site will be maintained in an optimum condition for their biodiversity value shall be submitted and approved prior to the commencement of the development. This should include a monitoring program to assess the population levels of species on site (particularly bats and reptiles) and to identify and undertake any remedial action which may be required to prevent adverse effect to populations and habitat. The measures in the Landscape and Ecological Management Plan shall then be carried out as approved.

Reason

To ensure the development would have an acceptable impact on ecology in accordance with Policy D5 of the Waverley Local Plan 2002.

15. Condition

The development should be carried out in accordance with the recommendations to restore and enhance biodiversity outlined on pages 2-3 of the letter from Surrey Wildlife Trust dated 20/10/2014.

Reason

To ensure the development would have an acceptable impact on biodiversity in accordance with Policy D5 of the Waverley Local Plan 2002.

16. Condition

The development should be carried out in accordance with the conclusions outlined in section 7 of the Ecological Assessment dated June 2014 by Ecology Solutions Ltd.

Reason

To ensure the development would have an acceptable impact on ecology and biodiversity in accordance with Policy D5 of the Waverley Local Plan 2002.

17. Condition

The development hereby approved shall not be commenced unless and until a scheme for improving access to public footpath No. 181 from Crondall Lane is submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M4 & M7 of the Waverley Local Plan 2002.

18. Condition
Prior to the first occupation of the development the applicant shall undertake the Public Footpath access improvement works in accordance with the Highway Authority's technical requirements.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M4 & M7 of the Waverley Local Plan 2002.

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

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy M14 of the Waverley Local Plan 2002.

20. Condition
No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) on-site parking for vehicles of site personnel, operatives and visitors
 - (b) on-site loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (includes 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) measures to prevent deliveries at the beginning and end of the school day
 - (k) on-site turning for construction vehicles
- has been submitted to and approved by the Local Planning Authority. Only the approved details shall be submitted during the construction of the development.

Reason

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

21. Condition
No operations involving the bulk movements of earthworks/materials to or from the development site shall commence unless and until facilities have

been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably practical prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.

Reason

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

22. Condition

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

- (a) The secure parking of bicycles within the development site. Such facilities to be integral to each building/dwelling
- (b) Providing safe routes for pedestrians/cyclists to travel within the development site
- (c) Electric Vehicle Charging Points for every dwelling, in accordance with Surrey County Council's 'Vehicular and Cycle Parking Guidance' dated January 2012

Reason

In recognition of Section 4 "Promoting Sustainable Transport in the National Planning Policy Framework 2012 and in accordance with Policies M4 and M5 of the Waverley Local Plan 2002.

23. Condition

Prior to the commencement of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with WSP's Travel Plan document dated June 2014. The approved Travel Plan shall then be implemented prior to the first occupation of the development, and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason

In recognition of Section 4 "Promoting Sustainable Transport in the National Planning Policy Framework 2012 in accordance with Policy M2 of the Waverley Local Plan 2002.

24. Condition

Full details of the waste and recycling storage facilities shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development. The development shall be carried out in accordance with the approved details.

Reason

To ensure an acceptable level of waste and recycling storage is provided in accordance with Policies D1 and D4 of the Waverley Local Plan 2002

25. Condition

All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated that noise coming from it does not at any time, increase the ambient equivalent continuous noise level as measured according to British Standard BS4142: 1997 at any adjoining or nearby noise sensitive premises.

Reason

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

26. Conditions

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

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

Reason

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

Informatives

1. With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public

network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

2. Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
3. With regard to water supply, this comes within the area covered by the South East Water Company. For your information the address to write to is - South East Water Company, 3 Church Road, Haywards Heath, West Sussex. RH16 3NY. Tel: 01444-448200.
4. 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. The alterations to the retaining wall to facilitate access to the site will require technical approval from the Highway Authority's Structures Team.
5. The Highway Authority has no objection in principle, subject to the above conditions but, if it is the applicants 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 highways 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.
6. Details of the highways 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.
7. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.

8. 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/emergencet-planning-and-community-safety/flooding-advice.
9. 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 cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
10. 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.
11. The developer is advised that any works to Public Footpath No. 181 must be carried out in complete accordance with appropriate legislation.
12. 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, highways drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
13. The developer would be expected to instruct as independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter but with no further notice of the precise survey dates. The developer would be expected to fund the survey validation and data entry costs.
14. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage 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.

15. The application is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy: <http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-commuted-sums-protocol>
16. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.
17. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.

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