



Waverley Borough Council
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To: All Members of the AREA PLANNING
COMMITTEE (EASTERN)
(Other Members for Information)

When calling please ask for:

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Policy and Governance

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Calls may be recorded for training or monitoring

Date: 23 October 2015

Membership of the Area Planning Committee (Eastern)

Cllr Jenny Else (Chairman)
Cllr Brian Ellis (Vice Chairman)
Cllr Mike Band
Cllr Maurice Byham
Cllr Kevin Deanus
Cllr Patricia Ellis
Cllr Mary Foryszewski

Cllr Michael Goodridge
Cllr John Gray
Cllr Val Henry
Cllr Richard Seaborne
Cllr Jeanette Stennett
Cllr Stewart Stennett

Dear Councillors

A meeting of the AREA PLANNING COMMITTEE (EASTERN) will be held as follows:

DATE: WEDNESDAY, 4 NOVEMBER 2015

TIME: 6.00 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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NOTE FOR MEMBERS

Members are reminded that Contact Officers are shown in 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 7 October 2015 (to be laid on the table half an hour before the meeting).

2. **APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

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 in accordance with Procedure Rule 10.

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

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

6. **QUARTERLY PLANNING ENFORCEMENT REPORT** (Pages 5 - 12)

The attached report provides an update on the work of the Planning Enforcement Team for Quarter 2, 2015/16 [July – September 2015).

Recommendation

It is recommended that the Committee notes the performance on planning enforcement.

7. QUARTERLY APPEALS REPORT (Pages 13 - 16)

The attached report updates the Committee on recent appeals decisions affecting the Eastern planning area.

Recommendation

It is recommended that the Committee notes the recent appeals decisions.

8. APPLICATIONS FOR PLANNING PERMISSION

Background Papers

Background papers (as defined by Section 100D(5) of the Local Government Act relating to reports 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.

8.1 Site Inspections Arising from this Meeting

(Members are reminded that following receipt of the agenda they may propose a site visit for any application on this agenda, to take place on Monday 2 November 2015).

In the event of site inspections being necessary, as a result of consideration of the applications at this meeting, these will be held on Monday 30 November 2015 at a time to be agreed at the meeting.

Applications Subject to Public Speaking

8.2 Item A1, WA/2015/0695 - Dunsfold Park, Stovolds Hill, Cranleigh (Pages 17 - 70)

Proposed Development

Erection of 6 buildings to provide for 9,966 sqm of B1(b), B1(c), B2 and/or B8 flexible use floorspace with associated parking, servicing, landscaping and works to existing access road following demolition of existing buildings

Recommendation

That, subject to a further report in respect of the capping of daily trip movements to the site and the completion of a S106 agreement to secure a contribution towards the delivery of a new footway between Alfold village and the Compass Bridge access, permission be GRANTED subject to conditions.

Applications Not Subject to Public Speaking

- 8.3 Item B1, WA/2015/1509 - Land At Old Cottage, Wanborough Lane, Cranleigh GU6 7DS (Pages 71 - 102)

Proposed Development

Erection of a detached dwelling and garage together with the erection of a garage to serve existing dwelling following demolition of existing garage as amplified by email received 8/9/15.

Recommendation

That permission be GRANTED subject to conditions.

9. EXCLUSION OF PRESS AND PUBLIC

To consider the following recommendation on the motion of the Chairman:

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 to be transacted or the nature of the proceedings, that if members of the public were present during the item, there would be disclosure to them of exempt information (as defined by Section 100I of the Act) of the description specified at the meeting in the revised Part 1 of Schedule 12A to the Local Government Act 1972.

10. LEGAL ADVICE

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

**For further information or assistance, please telephone
Fiona Cameron, Democratic Services Officer, on 01483 523226 or by
email at fiona.cameron@waverley.gov.uk**

WAVERLEY BOROUGH COUNCIL
EASTERN AREA PLANNING COMMITTEE
4 NOVEMBER 2015

Title:

PLANNING ENFORCEMENT UPDATE – Q2, 2015/16

[Wards Affected: All]

Summary and purpose:

This report provides an update on the work of the Planning Enforcement Team for Quarter 2, 2015/16 (July – September 2015).

How this report relates to the Council's Corporate Priorities:

There are no direct implications for the Council's corporate priorities in this report but many of the cases dealt with by the Planning Enforcement Service do have implications for natural resource use, pollution prevention and control, biodiversity and nature, heritage, the appearance of an area, jobs, services and facilities; rural proofing and the rural economy.

Equality and Diversity Implications:

There are no equality and diversity implications arising from the report.

Resource/Value for Money implications:

There are no direct resource / value for money implications arising from the report.

Legal Implications:

There are no direct legal implications arising from the report itself but legal resources will be required to progress individual cases reported.

1. Update on Previous Enforcement Cases

The following are cases where formal Notices have been issued but compliance with the Notices has not been achieved. In most cases, the owners of the respective land/property are now co-operating with the Enforcement Team in addressing their individual breaches thus avoiding lengthy and costly court procedures. Updates since the previous report are shown in bold type. Cases across all four Committee areas are included to provide a full report of the Team's caseload.

The case work summarised below is supported by further extensive background work, much of which is confidential due to its nature as part of current enforcement investigations.

Members are asked to contact the Enforcement Team directly if they require further information or have any questions on these cases.

1.1 Central Area

Costcutter, 40 Green Lane, Farncombe, Godalming

Breach: Installation of 4 condensing units

- 03 January 2013 – Enforcement Notice issued (EN/2012/12). No appeal lodged.
- March 2013 – planning application WA/2013/0159 approved subject to conditions.
- December 2013 – Officers consider that the boxing is not in accordance with the details approved pursuant to WA/2013/0159.
- Breach of Condition Notice served on 20 June 2014. Compliance with requirements of Notice due 15 August 2014.
- August 2014 – site visit confirmed that the Notice has not been complied with.
- December 2014 – PACE interview carried out.
- February 2015 – additional statement from a local resident prepared.
- March 2015 – further noise monitoring carried out to strengthen evidence.
- April 2015 – prosecution bundle to be sent to the Council's Legal Service.
- **Witness not forthcoming with a statement despite assurances given following conversations with officers.**
- **Liaison with Legal Services as to the most appropriate way to proceed given witness circumstance.**

Enforcement Officer: Rebecca Clarke

Godalming Kebab Centre, 137 High Street, Godalming

Breach: Damage to the tiles on the shop frontage of a Listed Building

- A Section 215 Notice was issued on 6 February 2014.
- The Notice took effect on 10 March 2014.
- Compliance with the Notice was not achieved by 10 June 2014.
- August 2014 – damaged tiles removed and being restored.
- Tiles remain with the specialist tile restoring company due to non payment of services.
- Prosecution bundle has been assessed by Legal Services. Advice given that a new S215 Notice is to be served to secure a stronger case with regards to prosecution.
- **New Notice to be issued**

Enforcement Officer: Joe McDonald

1.2 Eastern Area

Pollingfold Place, Horsham Road, Ellens Green

Breach: Unauthorised change of use for stationing of caravans and mobile homes, engineering operations and erection of sheds

- Three extant Enforcement Notices issued:
 - One Notice issued in 1994 – creation of an earth bund
 - Two Notices issued in 2005 – siting of caravans for residential purposes, laying of hardstanding and erection of buildings
- Appeals against all three Notices dismissed.

- 17 December 2010 - interim injunction obtained to prevent further caravans being brought onto site.
- Operator successfully prosecuted.
- On 20 December 2013, the Council applied to the High Court for a variation of the requirements of the injunction granted in 2010. Essentially, the amended Order prevents the vacant pitches from being occupied or re-occupied and if either or both of the two remaining pitches become vacant, the Order prevents these from becoming occupied or re-occupied. The effect of the Order is immediate.
- **Officers are aware of new caravans being recently been stationed on the land.**
- **Officers have visited the site and are currently carrying out health and needs assessments in accordance with advice received from Counsel.**
- **Officers are liaising with Legal Services as to the next course of action.**

Enforcement Officer: Rebecca Clarke

Land to North East of Norley Farm

Breach: Unauthorised change of use of a woodland to residential use with the erection of an unauthorised dwelling and buildings.

- **Enforcement Notice served 14 July 2015.**
- **Notice required to cease the use of the land for residential purposes and remove the dwelling and buildings in association with the residential use.**
- **Compliance required by 15 September 2015.**
- **Information received that use has now ceased and the occupiers have now vacated the site.**
- **Officers to visit to assess remaining buildings.**

1.3 Western Area

Land North of River Lane, Farnham (Land at Alton Road)

Breach: Unauthorised change of use from agriculture to the stationing of caravans for residential use and construction of hardstanding

- Enforcement Notice issued 22 September 2011.
- New owner has taken up residency in April 2015. Two caravans now stationed on the land for residential purposes.
- Planning application to regularise residency received.
- Legal Services advise against taking any action whilst application is being assessed.
- **Recent planning application WA/2015/1223 to regularise use of the site refused.**
- **Site now being reassessed in liaison with Legal Services.**

Enforcement Officer: Victoria Choularton

Puddlewood, Summerfield Lane, Frensham

Breach: Unauthorised change of use from woodland to various mixed uses and operational development

- Various enforcement actions taken since 2010.
- Enforcement Notice issued on 28 March 2014 for removal of two aviaries and a shed that was erected after issuing previous Enforcement Notice.
- Appeal against the issue of the Enforcement Notice dismissed and the Enforcement Notice upheld. Aviaries and sheds to be removed by the 21 June 2015.
- **Enforcement Notice now complied with.**
- **This case to be removed from the list.**

Enforcement Officer: Ryan Snow

11 Knights Road, Farnham

Breach: Erection of a building.

- Planning application WA/2014/0062 refused. Appeal dismissed September 2014.
- Enforcement Notice served February 2015. Building required to be removed by the June 2015.
- Building remains as of July 2015.
- **Planning application for a reduced building with ancillary use now received and currently being assessed.**

Enforcement Officer: Victoria Choularton

1.4 Southern Area

Northside, West End Lane, Frensham

Breach: Unauthorised change of use from agriculture to various mixed uses

- 26 September 1994 - Enforcement Notice issued.
- S215 Notice to tidy the land served on 10 January 2014.
- Owner has appealed the S215 Notice. Trial set for the 25 July at Guildford Magistrates' Court.
- Appeal withdrawn by owner on 25 July 2014. Subsequent site visit has shown that majority of works required by S215 Notice have now been carried out.
- **Sufficient work now carried out to consider compliance now achieved. Case has been closed. This case will now be removed from the list.**

Enforcement Officer: Victoria Choularton

Land at Winterton Arms, Petworth Road, Chiddingfold

Breach: Unauthorised change of use from a builder's yard to a mixed use, comprising builder's yard, siting of a storage container, storage of motor vehicles, display of items for sale and storage of items.

- 30 June 2014 - Enforcement Notice issued requiring the use to cease and all items, not connected with the lawful use of the land as a builder's yard, to be removed from the land.
- Compliance due by 1 November 2014.
- January 2015 – Site visit revealed that the storage container has been removed from the site; however, other items remain on site.
- **Prosecution bundle with Legal Services, currently being assessed.**

Enforcement Officer: Rebecca Clarke

2. Enforcement Statistics from January to March 2015

Summary of caseload:

	2014		2015		
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep
Cases received	96	86	111	73	69
Cases closed	126	81	91	82	101
Cases on hand	222	227	247	238	206

Table 1

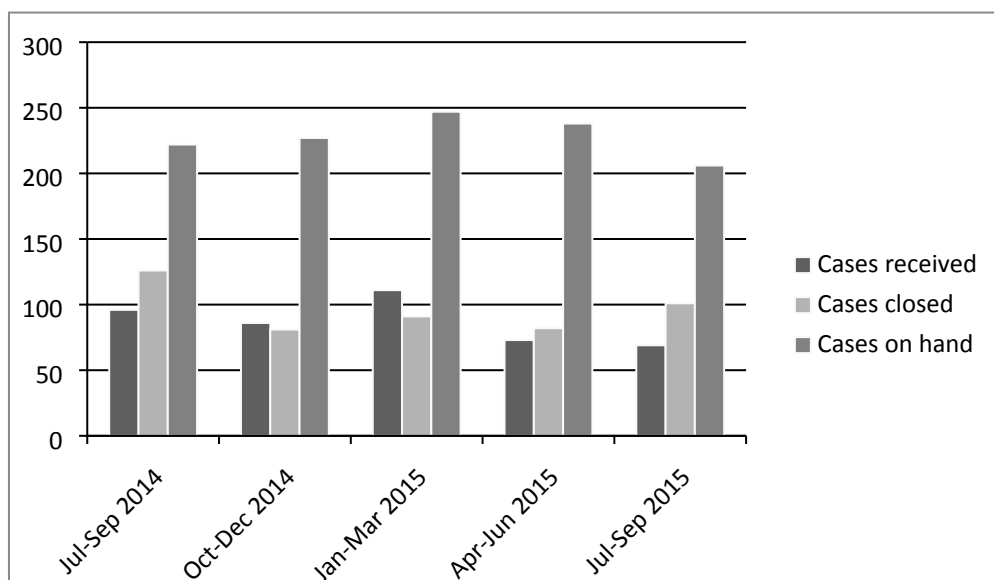


Figure 1

Breakdown of this quarter's statistics by Area:

Sector	Central	Eastern	Southern	Western	Total
Cases received	19	18	10	22	69
Closed	32	23	17	29	101
Total cases on hand	46	35	38	87	206

Table 2

Performance against Local Performance Indicator:

LPI: 70% of cases actioned within 12 weeks	2014		2015		
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep
Number actioned within 12 weeks (%)	96 (87%)	83 (82%)	94 (93%)	80 (95%)	62 (75%)

Table 3

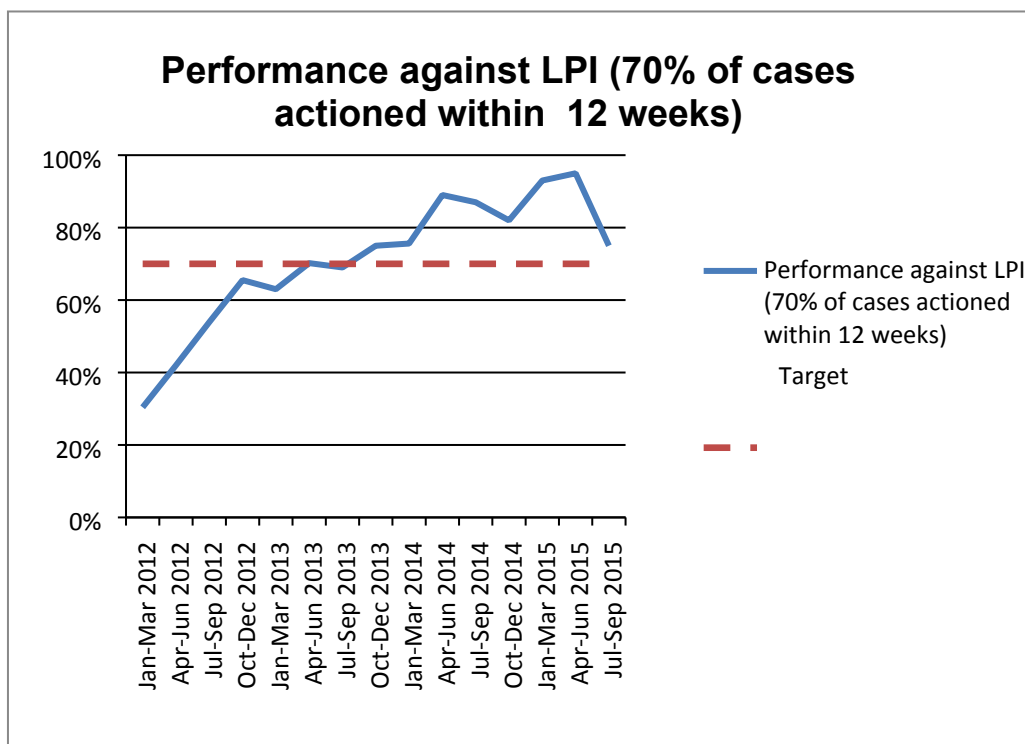


Figure 2

Analysis of Cases Received between July – September 2015

The following table shows the progress that has been made in respect of the complaints received during this quarter. It also highlights the various key stages of the complaints process. This table provides data that relate solely to those complaints received within the quarter. For example, if a complaint was received before July 2015 but was actioned within the quarter, this will not be shown.

Status	Number	Percentage
Acknowledged	69	100%
Site visited	60	87%
Under investigation	25	36%
Breach identified	13	19%
Actioned	44	64%
Closed*	24	35%
*Of which:		
Not appropriate to take action	2	8%
Breach resolved	8	33%
No breach	14	59%

N.B. % figures do not total to 100 as they are rolling parts of process.

“Under investigation” means that a site visit has been conducted (if necessary) and research is being undertaken to establish whether a breach of planning control has taken place. This may include the service of a Planning Contravention Notice (PCN).

“Breach identified” means that an assessment of the identified breach is underway. This stage may include negotiating a solution, requesting a planning application or taking the decision to proceed with formal action if it is proportionate and appropriate to do so.

“Actioned”, as described above, may mean that a planning application has been received, a Notice has been issued or that a case has been closed.

The following table shows how the cases received during this quarter have been prioritised in accordance with the Enforcement Service Standards Charter priority system and the current adopted Local Planning Enforcement Plan (June 2013). This is shown in context with the priority split for the overall cases on hand.

Complaint Priority	Jul-Sep 2015	Overall of cases on hand
1	14	50
2	52	148
3	3	8
TOTAL	69	206

There are three levels of priority and these are defined as follows:

- Priority One – Works that are irreversible or irreplaceable or constitute a serious breach such as unauthorised works to a Listed Building.
- Priority Two – Activities that cause harm to amenity such as works not built in accordance with plans or a material change of use.
- Priority Three – Development with a low impact on amenity.

3. Appeals

Appeals have been lodged relating to the following sites:

- The Gabled Cottage, The Common, Cranleigh - Hearing.
- Land at Springfield, Horsham Road, Cranleigh - Written Representations.
- Land at the Gabled Cottage, The Common, Cranleigh - Hearing
- Land at CCM, Oakwood Business Park, Somersbury Lane, Ewhurst - Public Inquiry
- Land at The Woodyard, Church Road, Hascombe, Godalming - Written Respresentations

No appeal decisions have been received in Quarter 2.

4. Notices served

During this quarter, Notices have been served relating to:

- Land at 2 Water Lane, Farnham GU9 9ND
- Land at Sewage Treatment Works, Monkton Lane, Farnham GU9 9ND
- Springfield, 32 Horsham Road, Cranleigh GU6 8DW
- Land to the north east of Norley Farm, Horsham Road, Cranleigh
- Prestwick Cottage, Prestwick Lane, Chiddingfold GU8 4XP
- Land west of Knowle Lane, Cranleigh GU6 8JW

5. Planning Contravention Notices served

Central	Eastern	Western	Southern
1	1	0	0

6. Recommendation

That Members note the performance on planning enforcement.

Background Papers

There are no background papers (as defined by Section 100D(5) of the Local Government Act 1972) relating to this report.

CONTACT OFFICER:

Name: Victoria Choularton
Enforcement Team Leader

Telephone: 01483 523008
Email: victoria.choularton@waverley.gov.uk

Agenda Item 7.

WAVERLEY BOROUGH COUNCIL

EASTERN PLANNING COMMITTEE

4 NOVEMBER 2015

APPEAL DECISIONS

		Site, Development and Issue	Summary of Inspector's comments:
1A	<p>Waverley Reference: WA/2013/0225</p> <p>Officer Rec: Refusal</p> <p>Committee or Delegated: Delegated</p> <p>Appeal A Decision: Allowed in part; refused in part, 22/07/2015</p>	<p>Site: Tanyard Farm, Woodhill Lane, Shamley Green</p> <p>Development: S191 Certificate of lawful use or development.</p> <ol style="list-style-type: none"> 1. Front boundary wall – lawful as existing 2. Annex outbuilding – lawful as existing 3. Reinstatement of paddock – curtilage is lawful as existing 4. Reinstatement of front garden land previously used as car port – removal of car port to the front of dwelling has been undertaken and the position is therefore lawful 5. Summerhouse – is lawful as existing 	<p>Appeal A:</p> <ul style="list-style-type: none"> • The Inspector issued a Certificate for the front boundary walls, the use of part of the front garden as a parking area incidental to the enjoyment of the dwelling house as such (as distinct from the hardsurfacing of that area), the erection of the summerhouse/garden store and the construction of the stud walls that form part of the annex outbuilding. • Refusal to grant a Lawful Development Certificate in respect of the remainder of the annex outbuilding.
1B	<p>Waverley Reference: WA/2014/1401</p> <p>Officer Rec: Non-determination</p> <p>Committee or Delegated: Delegated</p> <p>Appeal B Decision: Allowed 22/07/2015</p>	<p>Site: Tanyard Farm, Woodhill Lane, Shamley Green</p> <p>Development: Appeal against non-determination of WA/2014/1401, for change of use of an area of 'paddock' land to form part of the residential garden</p>	<p>Appeal B:</p> <ul style="list-style-type: none"> • The appeal site is located within the Metropolitan Green Belt. The development for which planning permission is sought concerns a material change of use of the land. All such changes are confirmed by paragraph 90 of the NPPF as inappropriate development in the Green Belt for the purpose of national policy and the development plan. • Despite a public right of way along the eastern boundary, a high fence screens the Appeal B site from

		<p>Issues:</p> <p>The main issues in determining Appeal B are:</p> <ul style="list-style-type: none"> • The effect of the subject use on the openness of the Green Belt and the character and appearance of the surrounding countryside, including whether it conserves and enhances the natural beauty of the Surrey Hills AONB and AGLV • Whether the harm by reason of inappropriateness and any other harm is clearly outweighed by other considerations and, if so, whether there exist very special circumstances that justify the granting of planning permission. 	<p>public view. The land is unlikely to have impacted significantly on the character or appearance of the surrounding area of natural beauty of the AONB or AGLV or to do so in the future.</p> <ul style="list-style-type: none"> • Garden use is unlikely to cause discernible harm to the character or appearance of the surrounding AONB or AGLV, the integrity of heritage assets or the openness of the Green Belt. • Harm to the openness of the Green Belt would be limited. • Harm to the Green Belt by reason of inappropriateness and any other harm is clearly outweighed by other considerations. Very special circumstances exist in this case that justify the granting of planning permission.
2.	<p>Waverley Reference: WA/2014/1777</p> <p>Officer Rec: Refusal</p> <p>Committee or Delegated: Delegated</p> <p>Appeal Decision: Dismissed 29/07/2015</p>	<p>Site: Northbrook, Littleford Lane, Shamley Green</p> <p>Development: The construction of an extended driveway to serve new dwelling house, to include relocation of an area of residential curtilage.</p> <p>Issues:</p> <ul style="list-style-type: none"> • Whether the proposal is inappropriate development in the Green Belt for the 	<ul style="list-style-type: none"> • Paragraph 89 of the NPPF(Framework) indicates that, with some exceptions, the construction of new buildings is inappropriate in the Green Belt. Policy C1 of the Waverley Borough Local Plan 2002 indicates that within the Green Belt, inappropriate development will not be permitted unless very special circumstances exist. Any development which would materially detract from the openness of the Green Belt would not be permitted. • The proposed development would conserve the landscape and scenic beauty of the AONB and AGLV. • However, the proposed extended driveway would detract from the

		<p>purposes of the National Planning Policy Framework.</p> <ul style="list-style-type: none"> • Whether the proposed development would conserve and enhance biodiversity on the site • If the development is inappropriate, whether the harm by reason of inappropriateness, and any other harm, is clearly outweighed by other considerations, so as to amount to the very special circumstances necessary to justify the development. 	<p>openness of the Green Belt.</p> <ul style="list-style-type: none"> • The proposed development would also involve the extension of the residential curtilage into a paddock to the north of the replacement dwelling. This would constitute a material change of use of that land, which is inappropriate development in the Green Belt. • A Phase 1 habitat survey was carried out which concluded that, with suitable mitigation, the proposed extended driveway would not have any adverse ecological impacts. • The extended curtilage would include a substantial element of built development in the form of the extended driveway. This would detract from the openness of the Green Belt. The result of this 'curtilage swap' would be a net reduction in the openness of the Green Belt. • Concluded that the harm by reason of inappropriateness, and any other harm, is not clearly outweighed by other considerations, such that the very special circumstances necessary to justify the development do not exist.
<p>3.</p>	<p>Waverley Reference: WA/2014/2272</p> <p>Officer Rec: Refusal</p> <p>Committee or Delegated: Delegated</p> <p>Appeal Decision: Dismissed 20/08/2015</p>	<p>Site: Blackmoor Lodge, Green Lane, Shamley Green</p> <p>Development: Erection of a dwelling following demolition of existing dwelling</p> <p>Issues:</p> <ul style="list-style-type: none"> • Whether the proposal would be inappropriate development in the Green Belt in regards to the National Planning Policy Framework and any relevant development plan 	<ul style="list-style-type: none"> • The existing floor space of the building is approximately 205sqm and the replacement dwelling would have a floor area of approximately 294 sqm. • Policy C1 and RD2A of the Waverley Borough Council Local Plan allow for replacement dwellings provided the replacement dwelling is not materially larger than the one it replaces, is of an appropriate design and will not appear more intrusive in the landscape (RD2A). • The proposed dwelling would result in a building in excess of 43% larger, it would be deeper in its footprint and have a greater bulk and mass than the existing building. • The proposed building would be materially larger than the existing

		<p>policies</p> <ul style="list-style-type: none"> • The effect of the proposals on the openness of the Green Belt • Would the harm by reason of inappropriateness and any other harm, be clearly outweighed by other considerations. If so, would this amount to the very special circumstances required to justify the proposal. 	<p>building.</p> <ul style="list-style-type: none"> • The increased bulk and mass of the building over and above that of the existing building would enclose additional space and add to the scale of the existing building. • The normal policy restriction for extension of a dwelling is 40% in Policy RD2. There is an extant consent WA/2013/2140 which allows for 41% increase in floor space. However, the proposed replacement dwelling is a very different scheme to an extension and a 43% increase over the existing building has the effect of a creeping increase in the amount of floor space over the threshold normally applied in RD2 and this further increases the extent of development in the Green Belt with consequences for adverse effects on openness. • The considerations put forward by the appellant do not clearly outweigh the totality of harm to the Green Belt by virtue of the inappropriate development and the harm to openness. The very special circumstances necessary to justify the development do not exist.
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* Appeal decisions may be viewed on the website

Agenda Item 8.2

A1 WA/2015/0695
Dunsfold Airport Ltd
31/03/2015

Erection of 6 buildings to provide for 9,966 sqm of B1(b), B1(c), B2 and/or B8 flexible use floorspace with associated parking, servicing, landscaping and works to existing access road following demolition of existing buildings at Dunsfold Park Stovolds Hill Cranleigh

Committee: Eastern Area
Meeting Date: 04/11/2015
Public Notice Was Public Notice required and posted: Yes
Grid Reference: E: 502938 N: 136774

Parish : Alfold
Ward : Alfold, Cranleigh Rural and Ellens Green
Case Officer: Peter Cleveland
13 Week Expiry Date 30/06/2015
Neighbour Notification Expiry Date 15/05/2015

Extended expiry date 06/11/2015 (requested)

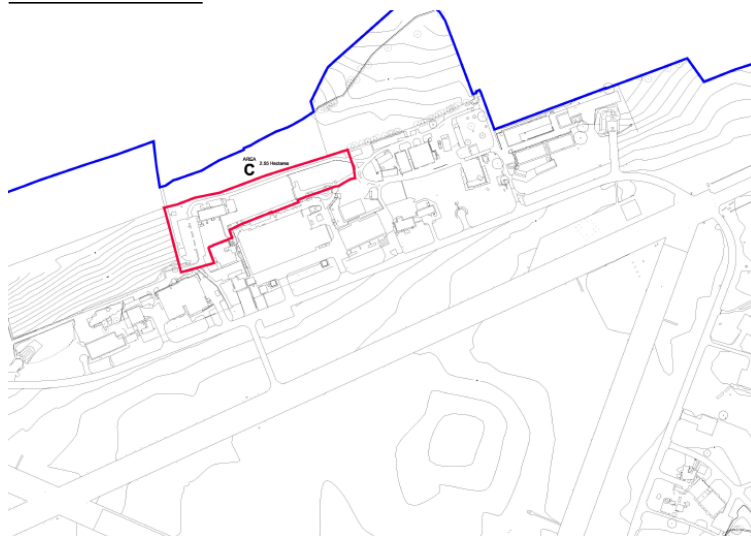
RECOMMENDATION

That, subject to a further report in respect of the capping of daily trip movements to the site and subject to the completion of a S106 agreement to secure a contribution towards the delivery of a new footway between Alfold village and the Compass Bridge access and conditions, permission be GRANTED

Introduction

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

Location Plan



Site Description

The Dunsfold airfield site is located approximately 2.5km south-west of Cranleigh and is made up of 2 distinct sections, the airfield to the south and the commercial buildings / school to the north. The main aerodrome site is currently an operational airfield with fuelling and ground handling facilities. It also functions as a private motor test track and includes an industrial area.

The red line boundary of the application measures 2.55 hectares, and is located to the north side of the existing commercial buildings. The eastern section of the application site is currently laid to a large car park area, which appears to be underused, with the existing internal road running along the northern part of the application site. The central part of the site comprises an open stretch of grass leading up to a pre-fabricated office unit which is in a state of disrepair and unused. Beyond the office is a further parking area and the internal state road leading the rest of the airfield site.

The northern and western boundaries of the application site are well defined by the existing secure boundary fencing, with dense woodland beyond, which falls within the ownership of the applicants. The southern and eastern boundaries of the application site are open to the remaining part of the airfield.

The application site is generally flat, with the land to the north sloping up gently. The existing industrial buildings and airfield beyond to the south are located on lower land than the application site, although there is not a significant change in land levels.

Proposal

The application seeks full permission for 9966 sq.m of new Industrial Units for uses within Classes B1(b), B1(c), B2 and B8 on previously developed land. The works would include realigning part of the existing circulation road through the site to improve access between the eastern and western ends of the existing industrial estate, which is shown on the Proposed Site Plan produced below. The current circulation road runs along the edge of the northern boundary, and would therefore be repositioned to the south to accommodate the new buildings.

The following describes the characteristics of each of the proposed uses:

B1 b) and c) Business – Use of premises for research and development of products and processes and light industry appropriate in a residential area.

B2 General Industrial – Use of premises for industrial processes other than one falling within Class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste).

B8 Storage or Distribution – Use of premises for storage and / or distribution centre; this use class includes open air storage.

The proposed floorspace would be made up of 6 new buildings, offering units of varying sizes. Each unit would be proposed to have a flexible B class use B1(b), B1(c), B2 and B8 uses.



Proposed Site Plan

Building 1 would provide 8no. units, with a total floor area of 2,799 sq.m (including mezzanine floor area). This would be made up of 2no. 283.5 sq.m units; 2no. 350.2 sq.m units; 2no. 473.1 sq.m units and 2no. 292.6 sq.m units. The overall building would have a width of 93 metres, a depth of 26 metres and a height of 8.6 metres.



Artist impression of Building 1

Building 2 would provide 4no. units, with a total floor area of 2,723 sq.m (including mezzanine floor area). This would be made of up of 2no. 910.1 sq.m units and 2no. 451.5 sq.m units. The overall building would have a width of 90 metres, a depth of 26 metres and a height of 9.1 metres.

Building 3 would provide a single unit with a total floor area of 1,681.6 sq.m. The building would have a width of 53 metres, a depth of 26 metres and a height of 9.27 metres.

Building 4 would provide 6no. units, with a total floor area of 1,527 sq.m (including mezzanine floor area). This would be made up of 4no. 257 sq.m units and 2no. 249.5 sq.m units. The building would have a width of 38.5 metres, a depth of 32 metres and a height of 8.7 metres.



Artist impressions of buildings 2, 3 and 4

Building 5 would provide 4no. 257 sq.m units, with a total floor area of 1,028 sq.m (including mezzanine floor area).

Building 6 would provide a single units with a total floor area 207.5 sq.m. The building would have a width of 16.5 metres, a depth of 13.5 metres and a height of 9.3 metres.

The scheme proposes 269 car parking spaces, which would include 18 disabled bays as well as 40 cycle parking spaces. The vehicle parking spaces would be provided in blocks to the front of the proposed units, with disabled bays provided close to the proposed buildings. The position of the proposed cycle parking spaces would be sited adjacent to the proposed buildings.

The hard surfaced areas would comprise block pavers demarking parking spaces, concrete circulation areas, and tarmacadam access roads. The surfaces are identified on the Block Plan provided above.

Relevant Planning History

WA/2012/0512	Application under Section 73 to vary Conditions 7 and 11 of WA/2007/0373 (Change of use of land and buildings for B1, B2 and B8 uses) to facilitate additional flights and extended flying hours in connection with the 2012 Olympic Games.	Approved 04/07/2012
WA/2012/0511	Application under Section 73 to vary Conditions 8 and 11 of WA/2007/0372 (Change of use of land and buildings for B1, B2 and B8 uses) to facilitate additional	Approved 04/07/2012

	flights and extended flying hours in connection with the 2012 Olympic Games.	
WA/2011/2048	Application under Section 73 to vary Conditions 7 and 11 of WA/2007/0373 (Change of use of land and buildings for B1, B2 and B8 uses) to facilitate additional flights and extended flying hours in connection with the 2012 Olympic Games. Specifically: to amend the total annual number of flights in 2012 to 6,600 (to provide an additional 1,560 aircraft movements); to extend the hours of flying to 0700 to 2100 Monday to Sunday, to allow flying later on Saturdays and during Sundays; and to remove the restriction relation to flights being associated with companies of Dunsfold Park; Variations relating to extended hours and the relationship to Dunsfold Park would apply during the period 21 July to 15 August inclusive.	Approved Appeal Allowed 01/06/2012
WA/2011/2047	Application under Section 73 to vary Conditions 8 and 11 of WA/2007/0372 (Change of use of land and buildings for B1, B2 and B8 uses) to facilitate additional flights and extended flying hours in connection with the 2012 Olympic Games. Specifically: to amend the total annual number of flights in 2012 to 6,600 (to provide an additional 1,560 aircraft movements); to extend the hours of flying to 0700 to 2100 Monday to Sunday, to allow flying later on Saturdays and during Sundays; and to remove the restriction relating to flights being associated with companies of Dunsfold Park; Variations relating to extended hours and the relationship to Dunsfold Park would apply during the period 21 July to 15 August inclusive.	Approved Appeal Allowed 01/06/2012
WA/2011/0520	Certificate of Lawfulness under Section 191 use of the application land as an aerodrome for aviation activities, including for the start up, taxiing, engine testing, ground running, take off and landing of aircraft, without condition, restriction or limitation as to: Number of aircraft Number of take offs and landings Type of aircraft (whether fixed wing or	Certificate of Lawfulness Refused 06/07/2011 Appeal Dismissed 05/04/2012

	<p>rotary civil or military, commercial or private, training or non-training, and whatever the origin or destination of the flight)</p> <p>Size of aircraft Weight of aircraft Number of crew and passengers Type and amount of freight Duration Period of use (hours, days, nights, weeks, weekends etc) Surface traffic generation Number of employees employed on or off the application land or persons generally on or off the application land Noise, air quality other emissions and environmental effects or otherwise.</p>	
WA/2010/0994	Variation of Condition 2 of WA/2007/0657 to allow Surrey Air Ambulance helicopter to attend emergencies on 24 hour basis.	Approved 20/10/201
WA/2010/0692	Continued use of buildings 21 and 22 and change of use of building 20 to Class D1 use for The Jigsaw school. (As amplified by email dated 05.07.10).	Approved 12/08/2010 Temporary permission until 30/04/2018
WA/2010/0496	Variation of Condition 1 of planning permission WA/2008/0938 (use of the north eastern overshoot area of the main runway for driving events) to extend temporary permission to 30th April 2018.	Approved 20/05/2010 Temporary permission until 30/04/2018
WA/2010/0368	Use of land for the outdoor storage of bagged compost, topsoil, manure, peat and pallets for a temporary period up to the 30/04/2018. This use to co-exist with all permanent and temporary permissions for the site.	Approved 20/05/2010 Temporary permission until 30/04/2018
WA/2009/1891	Use of land at Dunsfold aerodrome for filming for a temporary period to co-exist with previous existing permanent and temporary permissions for the site.	Approved 10/03/2010 Temporary permission until 01/06/2018
WA/2008/1307	Change of use from Class B1 (business use) to Class D1 (education use) of part of	Approved

	Building 21 and all Building 22 for a special needs school; extension of the existing outdoor play area adjacent to Building 21;	05/12/2008 Temporary permission until 31/08/2010
WA/2008/1164	Use of an existing section of one of the cross runways for the parking of HGV's and vans, which form part of Cranleigh Freight vehicle fleet. Personal Permission relating to Cranleigh Freight Services LTD	Approved 13/11/2008
WA/2008/0938	Use of the north eastern overshoot area of the main runway for driving events for a temporary period up to 30th April 2010; to co-exist with various existing permanent and temporary permissions for the site (as amplified by email dated 2/2/09)	Approved 20/02/2009 Temporary permission until 30/04/2010
WA/2008/0788	Part outline application for a new settlement of 2,601 new dwellings comprising 2,405 independent dwellings, 150 sheltered housing/warden accommodation and 96 student accommodation; Erection of buildings to provide the following (the maximum amount of floor space is given in brackets) A1 Shops (1,035 sq.m); A3 Restaurants/Cafes (230 sq.m); A4 Public House (115 sq.m); A5 Take Away (115 sq.m); B1a and B1b Business use including Offices and Research and Development (9,440 sq.m); B1c and B2 Light and General Industrial use (6,099 sq.m); B8 Storage and Distribution (7,624 sq.m); C1 Hotel (7,015 sq.m); D1 Non-Residential Institutions including health centre, two schools, place of worship, museum and community centre (9,906 sq.m); D2 Assembly and Leisure use including sports centre (2,185 sq.m); Monument; combined heat and power plant; together with associated works following demolition of 8,029 sq.m of existing buildings and removal of runways. Part full application for the Change of Use of 36,692 sq.m of existing	Refused 24/09/2008 Appeal Dismissed 24/09/2009

	buildings as specified, retention of aviation use solely for helicopter flights including air ambulance service, use of land for outdoor sports and recreational facilities. (abbreviated description)	
WA/2008/0558	Change of use of Building 156 and part of eastern runway for police driver training for a temporary period up to 30th April 2018; to co-exist with all existing permanent and temporary permissions.	Approved 24/07/2008
WA/2007/1167	Application under Section 73 of the Town and Country Planning Act to vary condition 13 of planning permission WA/2006/2795. This gave consent for the continued use of building 67, perimeter track and runway for use as a film studio and associated activities	Approved 28/09/2007
WA/2007/1168	Application under Section 73 of the Town and Country Planning Act to vary condition 13 of planning permission WA/2006/2795. This gave consent for the continued use of building 67, perimeter track and runway for use as a film studio	Full Permission Appealed Allowed 24/6/2008
WA/2007/0790	Continued use of part of perimeter track and the main runway for driver training and continued siting of building for a temporary period up to 30th April 2010.	Temporary Permission 29/06/2007
WA/2007/0740	Use of land at Dunsfold Park for outdoor storage; this use to co-exist with various existing permanent and temporary permissions for the site (temporary period until 30th April 2018). (Duplicate application).	Refused 25/06/2007
WA/2007/0739	Use of land at Dunsfold Park for outdoor storage; this use to co-exist with various existing permanent and temporary permissions for the site (temporary period to 30th April 2018).	Refused 25/06/2007
WA/2007/0737	Use of land at Dunsfold Park for filming; this use to co-exist with previous existing permanent and temporary permissions for the site (temporary permission to 30th April 2018). (Duplicate application)	Refused 27/07/2007 Appeal Dismissed 26/08/2008

WA/2007/0736	Use of land at Dunsfold Park for filming; this use to co-exist with previous existing permanent and temporary permissions for the site (temporary permission to 30th April 2018).	Refused 27/07/2007
WA/2007/0729	Use of land at Dunsfold Park for markets; to co-exist with various existing permanent and temporary permissions for the site (temporary period to 30th April 2018) (duplicate application).	Refused 17/07/2007
WA/2007/0728	Use of land at Dunsfold Park for markets to co-exist with various existing permanent and temporary permissions for the site (temporary period to 30th April 2018).	Refused 17/07/2007
WA/2007/0720	Use of land at Dunsfold Park for sport and leisure to co-exist with various existing permanent and temporary permissions for the site (temporary period to 30th April 2018). (Duplicate application)	Refused 17/07/2007
WA/2007/0719	Use of land at Dunsfold Park for sport and leisure to co-exist with various existing permanent and temporary permissions for the site (temporary period to 30th April 2018).	Refused 17/07/2007
WA/2007/0717	Use of land at Dunsfold Park for music concerts, festivals and fairgrounds to co-exist with various existing permanent and temporary permissions for the site (temporary period until 30th April 2018). (Duplicate application)	Refused 17/07/2007 Appeal Dismissed 14/04/2008
WA/2007/0716	Use of land at Dunsfold Park for music concerts, festivals and fairgrounds to co-exist with various existing permanent and temporary permissions for the site (temporary period until 30th April 2018).	Refused 17/07/2007
WA/2007/0689 and WA/2007/0690	Change of use of part of building and land at Dunsfold Park for a temporary period to 31st August 2010 to class D1 (education use) with associated works.	Temporary Permission 17/05/2007
WA/2007/0656	Erection of a hangar building, siting of a demountable building and parking for a temporary period to provide facilities for an emergency air ambulance service.	Approved 18/05/2007
WA/2007/0373	Change of use of buildings and land at Dunsfold Park for a temporary period to 30th April 2018, to co-exist with extant temporary and permanent permissions.	Appeal Allowed 18/06/2008

	(Duplicate Application).	
WA/2007/0372	Change of use of buildings and land for B1, B2 and B8 uses for a temporary period to 30th April 2018, to co-exist with extant temporary and permanent permissions.	Approved 11/03/2008
WA/2006/2796	Application under Section 73 to vary conditions 4 and 7 and remove conditions 8, 9, 11 and 14 of planning permission WA/2006/1276:- continued use of building 67, perimeter track and runway for use as a film studio and associated activities	Appealed for non-determination Appeal Allowed Temporary Permission until 24/06/2008
WA/2006/2795	Application under Section 73 to vary conditions 4 and 7 and remove conditions 8, 9, 11 and 14 of planning permission WA/2006/1276:- continued use of building 67, perimeter track and runway for use as a film studio and associated activities for a further	Approved 27/04/2007
WA/2006/1280	Modification of condition 2 of planning permission WA/2004/0880 to allow some additional small scale temporary uses (follows invalid application WA/2006/0602).	Temporary Permission 14/11/2006
WA/2006/1276	Continued use of building 67, perimeter track and runway for use as a film studio and associated activities for a further temporary period (application under Section 73A to vary condition 1 of WA/2004/0881 which limits use until 30/04/06).	Temporary Permission 14/11/2006
WA/2006/0019	Change of use for a temporary period of 1 year to allow outdoor filming for a one off film production.	Temporary Permission 30/03/2006
WA/2005/0739	Additional use of land for a temporary period for outdoor filming and associated activities, to co-exist with current temporary planning permissions.	Refused 22/08/2005
WA/2004/0880	Variation or removal of Conditions 1, 2, 3, 5, 7, 8, 11, 14, 15, 19, 20 and 21 of WA/2002/2046.	Approved 07/01/2005
WA/2002/2046	Change of use of land and buildings at Dunsfold Aerodrome to B1 (office/light	Approved

	industrial) B2 (general industrial) B8 (warehouse distribution) including 4.05ha of outdoor storage and ancillary uses all as per schedule; together with air flight capability ancillary to those uses for a temporary period of 2 years (as amplified by letters dated 26/11/02, 23/1/03, 21/2/03, 20/3/03 and 1/4/03 and Transport Assessment dated 13/2/03).	17/04/2003
WA/2002/1965	Change of use of building 156 and section of perimeter track to be used as a police driver training facility for a temporary period.	Approved 17/04/2003
WA/2002/1863	Change of use of runway, parking area and building 67 for a temporary period to provide B1 use as a film studio and associated activities.	Approved 17/04/2003
WA/2002/1153	Non-compliance with Conditions 3 and 4 of WA99/1913 to allow the use of land and buildings by more than one occupier and for uses other than the assembly, repair and flight testing of aircraft.	Withdrawn 17/10/2002
WA/1999/1925	Removal of condition 6 of WA98/1013. (Condition restricts use of site to manufacturing processes in connection with aircraft by British Aerospace plc.) (amplified by letter dated 10/01/00).	Approved 25/04/2000
WA/1999/1924	Removal of Condition 6 of WA98/1013 and Condition 7 of WA80/0697. Condition restricts use of site to manufacturing processes in connection with aircraft by British Aerospace (as amplified by letters dated 10/01/00, 01/03/00, 10/03/00 and 16/03/00).	Approved 25/04/2000
WA/1999/1916	Non compliance with Condition 2 of WA98/1013 and Condition 3 of WA80/0697 to allow use of the site by organisations/persons/firms other than British Aerospace (as amplified by letters dated 10/01/00, 01/03/00, 10/03/00 and 16/03/00).	Approved 25/04/2000
WA/1999/1915	Non compliance with Condition 2 of WA98/1013 and Condition 3 of WA80/0697 to allow use of the site by organisations/persons/firms other than British Aerospace (as amplified by letters dated 10/01/00, 01/03/00, 10/03/00 and 16/03/00).	Approved 25/04/2000
WA/1999/1914	Non compliance with Condition 1 of	Approved

	WA98/1013 and Condition 2 of WA80/0697 (restrictive user condition) to allow use by persons other than BAe and to waive the requirement to remove all buildings and installations and returning the land to agriculture use	25/04/2000
WA/1999/1913	Non compliance with Condition 1 of WA98/1013 and Condition 2 of WA80/0697 (restrictive user condition) to allow use by persons other than BAe and to waive the requirement to remove all buildings and installations and returning the land to agriculture use	Approved 25/04/2000
HM/R18351	1. Extension to Control Tower 2. Extension to Fire Station and new Control Room	Approved 08/04/1970
HM/R9831	Use of aerodrome for the erection, repair, and flight testing of aircraft by more than 650 personnel	Approved 13/06/1958
HM/R21946	Erection of part single and part two storey maintenance building.	Approved 10/10/1973
HM/R9831	Use of aerodrome for the erection, repair, and flight testing of aircraft by more than 650 personnel	Approved 13/06/1958
HM/R9721	Erection of radar tower; TX transmitter house (Radar); C.A.D.F. house (V.H.F.), equipment room above and extension to control tower	Approved 11/04/1958
HM/R4624	Erection - Repair and flight testing of aircraft	Approved 13/04/1951

Planning Policy Constraints

Countryside beyond the Green Belt – outside of any settlement area
Site of Nature Conservation Importance – land to south of the site
Potentially Contaminated Land
AGLV – adjacent land

Development Plan Policies and Proposals

Saved Policies D1, D2, D4, D5, D8, D9, D12, D13, D14, C2, C10, IC4, IC1, M1, M2, M4, M5, M13, M14 of the Waverley Borough Local Plan 2002.

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

policy NRM6) therefore remain the starting point for the assessment of this proposal.

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

The Council is in the process of replacing the adopted 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. In the latest provisional timetable for the preparation of the Local Plan (Part 1), the Council is scheduled approve the plan for publication in April 2016.

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Policy Guidance (2014)
- Infrastructure Delivery Plan (2012)
- Settlement Hierarchy (Draft 2010 and factual update 2012)
- Climate Change Background Paper (2011)
- Statement of Community Involvement (2014 Revision)
- Strategic Flood Risk Assessment (2010)
- Cycling Plan SPD (April 2005)
- Waverley Borough Parking Guidelines (2013)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Transport Assessment (Surrey County Council, September 2014)
- Surrey Design Guide (2002)

Consultations and Parish Council Comments

County Highway Authority	<p>Original Response received 03/08/2015:</p> <p>Recommends the proposal be refused on the grounds that :-</p> <p>The proposed development if permitted in this rural location with virtually no local services would be heavily reliant on travel by the private car and has the potential to exceed the cap on vehicular movements, which is necessary to prevent operations on the site increasing beyond previous levels in an unsustainable transport</p>
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	<p>location. The proposed development would therefore be contrary to the sustainability objectives in the National Planning Policy Framework (2012) and Policy M1 of Waverley Borough Council's Local Plan 2002.</p> <p>Amended Response received 16/10/2015:</p> <p>It is acknowledged that transport sustainability is just one of a number of matters that need to be weighed up in the determination of the proposal. It is also acknowledged that it is for the Local Planning Authority to weigh up the County Highway Authority's sustainable transport advice against the other policies in the Local Plan and the NPPF, in order to determine whether or not the proposed development would be sustainable in its wider sense. In this regard, should the Council consider that permission be granted it is recommended that a financial contribution be secured and conditions applied, requiring submission of a Travel Plan, a construction management plan and control on the number of vehicle movements associated with the site.</p> <p>Details of financial contribution:</p> <p>Prior to first occupation of the development to pay an index linked sum of £150,000 for providing a footway on Dunsfold Road between the Farnhurst Lane priority junction with Three Compasses Lane and the Dunsfold Road priority junction with Loxwood Road.</p>
Dunsfold Parish Council	<p>1. The application envisages an increase in traffic especially traffic using Stovolds Hill entrance.</p> <p>There is no clear information on the split of uses and therefore what the percentage of use might apply to the B8 / HGV use. The application appears to allow for 100% B8 use and therefore the maximum HGV impact. The applicant's traffic justification is based on a two week survey and some extrapolation rather than use results from a comprehensive monitoring system which could have been assessed against previous restrictions and any future increase in traffic. In order to evidence management of the site and comply with Licences and Planning decisions the</p>

	<p>operators of Dunsfold Park should be requested to produce results from their own detailed entry and exit logs.</p> <p>Bearing in mind previous planning decisions, would request that no further extension of the site should be approved before the results of Waverly's Traffic Review and before the New Local Plan makes appropriate provision for the new site access to the A281.</p> <p>2. Repeat the points made by Mr Ground on prematurity in respect of this, on the face of it a permanent application, replacing or overlaying the current temporary permissions.</p> <p>It was always envisaged that a Master Plan for the site would be produced and this application continues the ad hoc development of the site. Many local residents sincerely hoped that the new owners of Dunsfold Park would engage positively with the local community. The production of a suitable Master Plan is key to such engagement. The Parish Council believes that ad hoc applications such as this pre-empt that Master Plan process, which is both regrettable and supports the conclusion that this application is premature.</p>
Bramley Parish Council	<p>On previous occasions, Bramley Parish Council has objected to planning proposals at Dunsfold Park on the basis that any development will result in an increase of traffic on the A281 through Bramley. Bramley Parish Council OBJECTS to this application on the basis that the Transport Statement states (p 12 para 5.5) "The additional trips generated by the development proposals represents an increase in trips of 20% from the existing situation."</p> <p>The Parish Council has the following questions / observations from the Vectos Transport Statement:</p> <ul style="list-style-type: none"> • In places the Vectos report describes the proposed new capacity as redevelopment (p6 para 3.2, p19 para 8.4). Is the area of floor space covered by this planning request (9,966 sq m) all new or will some of it replace existing buildings? This is important in terms of the

creation of new jobs and the incremental volume of traffic. As a totally incremental development this would represent a 20% increase in floor space; is it expected to result in an increase in jobs of 20% (+/- 160 new jobs)?

- The breakdown of floor space between the four different categories is not clearly set out other than in indicative values (p13 para 5.7). The balance is critical to the type of traffic it will generate and the number of jobs that it will create:

- B1b and B1c/B2 are considered more likely to create jobs and generate car and van traffic.
- B8 could well support existing haulage activities, which are already deemed to be creating a problem for communities along the A281 through noise, vibration, pollution and road safety. B8 space is thought less likely to support the creation of jobs.

- The modelling (p12 table 5.2, p13 table 5.3) presented in the report all focusses on peak hour traffic flows. Whilst this is significant for car journeys supporting employees travelling to and from the site, it is not likely to produce indicative results for freight haulage. It is thought that for the most part freight haulage will actually avoid peak commuting periods.

- The traffic measurements and modelling do not make specific mention of cars. Are the flows covered in tables 5.1 - 5.3 on pages 12 and 13 under the category LGV inclusive of cars? If not, why have cars been omitted? If the flows are inclusive of cars then goods journeys and commuting journeys should be broken out separately since they will generate completely different patterns.

- No mention is made of existing restrictions on freight movements. It is believed that such restrictions exist. Freight movements along the A281 are already considered by residents to be excessive for reasons set out above. Consequently any new industrial space that is given planning permission should be contingent on no increase in the total permitted freight

	<p>movements.</p> <ul style="list-style-type: none"> • No mention is made of vehicles gaining access to the A3 at Guildford via the A281. The statement that the route to the A3 is via the junction at Milford (p5 para 2.5) ignores the fact that this involves use of roads totally unsuited to freight movement due to their narrowness. No freight traffic should use this routing which means the A281 is likely to be the preferred route for freight heading towards the M25 and London. • As with previous recent Vectos studies there is no recognition made of changes in traffic patterns likely to result from new developments around Horsham such as Broadbridge Heath. This is not necessarily a problem but it does need to be recognised and modelled if the transport flows are to be representative of the true situation once new capacity is in place at Dunsfold Park. • P16 para 6.4 references 2001 census data. Why is data from the 2011 census not used in order to provide a more current picture?
Hascombe Parish Council	<p>The proposal is for 9,966 sqm of industrial floor space on a site of 2.5 h with mix of employment between B1 (b) Research and Development, B1 (c) Light Industrial, B2 General Industrial, and B8 Storage. This represents a 20% increase on the 50,000 sqm at Dunsfold Park which the application papers state is in various buildings and hardstanding. No additional access or change in the current access routes to and from Dunsfold Park is proposed in the application.</p> <p>The Executive Summary of the report by Knapp Hicks submitted with the application states that “information gainedsuggests that the land was arable since the earliest map until 1955 when the site became part of Dunsfold Airfield.....The central portion appears to have remained undeveloped and was a grassed area with a road running along the northern boundary at the time of the walkover survey.”</p> <p>The present planning permissions for the industrial space at Dunsfold Park are temporary</p>

and expire in 2018.

1. Hascombe Parish Council OBJECTS to the above application for the following reasons:

Lack of evidence of demand:

There is hearsay evidence that there is considerable unlet industrial space at Dunsfold Park. Where is the proof of demand for additional industrial premises?

Inappropriately early to consider the application:

It is an inappropriate time to discuss this application for a permanent permission which replaces temporary ones before the future of development at Dunsfold Park has been addressed in the shortly to be produced Local Plan.

Lack of consideration of the appropriate business uses within Dunsfold Park:

We recommend that the "Master Plan" includes consideration of the appropriate business uses within Dunsfold Park in order to guide its future expansion. This should include consideration as to whether the location and relevant infrastructure are suitable for Heavy Goods Vehicles (HGVs). The Local Plan should take account of the Surrey Freight Strategy and the NPPF requirements re the use of sustainable transport nodes.

Limits to traffic movements should be set and complied with:

It is noted that the Traffic Commissioner granted Cranleigh Freight Services an Operator's licence subject to conditions including no more than 10 movements between 23.00 and 6.00 nightly with further restrictions of no more than 20 from 15.00 on Saturdays and 40 from 6.00am on Sundays.

Furthermore, the Inspector in an Appeal in 2008 upheld planning conditions being imposed by Waverley which included a limit of not more than 2,723 total road vehicle movements per day as well as limits on HGV movements at night of 10 per day at the Stovolds Hill access and 15 at the Compass Gate access. The Inspector stated that

these were necessary not only to protect residents' living conditions but also re increasing operations beyond previous levels in an unsustainable location and prejudicing the Council's future planning policy for the site.

Lack of detail on use of the site for this planning application:

The application does not but should specify how much industrial space is being applied for each category of industrial use so that the overall impact of type of traffic can be estimated and controlled. For example, a use by a large Freight Company such as Cranleigh Freight would result in a lot of unacceptable HGV traffic on inadequate roads.

Vectos Transport Statement should be critically reviewed and independent traffic forecasts obtained

It is noted that in 6.2 and 6.3 (Table 6.1) of the Statement that the car driver distribution has been extracted from 2001 Census data. This showed employment trip distribution including 11% towards Milford and beyond (A3 and A31) and 5% towards Farnham and Godalming. Thus 16% of total car journeys are likely to be to the west of the site and use the B2130 and/or Markwick Lane in Hascombe Parish.

The Statement's traffic forecasts are based on a 20% increase but only on LGVs and HGVs and also assuming uses divided equally between B1, B2 and B8. It may be that the forecast of use by HGVs has been underestimated.

The Parish has not ascertained from the report whether the traffic forecasts for HGVs have been assumed to be as for the 2001 car census or whether account has been taken of the increase in traffic since 2001 or forecast due to planned developments not on Dunsfold Park.

We consider that an independent report and traffic forecasts should be commissioned by Waverley of the HGV, LGV, and other vehicles and the routes which would be used. It will be essential to agree a division of the site's use

between industrial classes so that a better forecast of traffic can be made.

Inadequate road transport infrastructure:

It is stated in 2.5 (page 5) of the accompanying Transport Statement and in 4.8 (page 8) of the Framework Travel Plan that A3 can be reached via the junction at Milford and extends northeast into London and southwest to Portsmouth. The roads, namely B2130 and Markwick Lane and Salt Lane, which would be used by traffic from Dunsfold Park to the A3 junction at Milford are classified as being unsuitable for HGVs and have narrow stretches where there is only one carriageway for use by both directions so that cars have to wait in passing bays to allow traffic going in the opposite direction to proceed. There are already fairly frequent incidents of two HGVs causing a jam because of an inability of them to pass by each other.

It is stated in 2.1 (page 5) of the Transport Statement that the closest stations are Witley, Milford, Farncombe and Godalming. Milford is the closest station to the site and the same narrow roads would be used as shown above to reach the A3.

The forecast traffic shows 16% of the total using these narrow unsuitable roads. A 20% increase would be inappropriate and have a severe adverse impact.

Noise and vibration

Residents in Hascombe Parish already complain about the noise and vibration caused by HGVs and other vehicles using the roads despite them being signposted as unsuitable for HGVs. An increase of 20% or more would have a serious adverse impact.

Insufficient car parking spaces:

The proposed increase in car parking spaces of 6 from 263 to 269 is inadequate and is below the guidelines recommended by Waverley.

2. Observations

Incorrect maps:

	<p>The maps on page 24 and 63 of the Framework Travel Plan appear to show the location of the site on the south east of the existing Industrial area instead of to the north of it.</p> <p>Travel Plan: The Travel Plan shown in Appendix C proposing the use of Controllers to manage Individual Travel Plan Managers would seem to be unlikely to be able to make a significant reduction in the traffic which would result from the application.</p>
<p>Busbridge Parish Council</p>	<p>Busbridge Parish Council wishes to object to this application for the following reasons.</p> <ol style="list-style-type: none"> 1. Lack of detail about proposed use of site. <p>The application is for a mix of research & development, light industrial, general industrial and storage & warehousing uses.</p> <p>The vague “mix” needs to be quantified as it will have a major impact on the amount and type of road traffic to and from the site. For example, as well as staff travel, general industrial and warehousing uses will produce significantly more HGV traffic than research & development.</p> <ol style="list-style-type: none"> 2. Road transport infrastructure. <p>The application boasts access to the A3 at Milford to go on to London or Portsmouth. It neglects to mention that the route to Milford from Dunsfold Park includes Marwick and Salt Lanes which are in part single track and classified as “unsuitable for HGVs”.</p> <ol style="list-style-type: none"> 3. Rail Access <p>The application also mentions rail access from Farncombe, Godalming, Milford and Witley. Again it fails to mention that to get from all these stations one has to take either the same lanes mentioned above or the B2130, Brighton Road, from Godalming which is itself effectively single track in its final approach to Godalming and subject to regular peak period traffic jams.</p> <ol style="list-style-type: none"> 4. Walking and cycling.

The applicants do admit that staff walking to and from work is unlikely to happen! (p14 para 6.2). They do however continue to pretend that cycling will form a significant mode of transport.

The Motion Report for the joint Parish Councils of March 2015 explains on P15 para 4.2 why the applicants usage of a very flat area of Cambridgeshire is a completely inappropriate comparison to base this assumption on.

5 Bus service.

The bus service to Dunsfold Park is at best once an hour and geared towards a service for school children and shoppers. As such, it will not form a significant mode of transport to the site.

5. The Framework Travel Plan

The size of this document and the ever more inventive, even if equally ineffective, schemes for promoting non car use show that the applicants are well aware that they have a major problem with the location of the site in that it simply does not have an adequate road network serving it to cope with the scale of development proposed.

For example.

There is little point in providing “season ticket loans” for an inadequate bus service.

Working from home.

This would be quite valid if the application was for office use but is not really applicable to warehousing and industrial working.

“bike breakfasts” and “car share database”.... Nice ideas but have they ever been shown to work?

6. Timing of this application

Busbridge Parish Council is in complete agreement with Hascombe Parish Council that it is wholly inappropriate to decide any application such as this before the whole issue of housing

	development at Dunsfold Park has been addressed in the new Waverley Local Plan.
Alfold Parish Council	<p>The Parish Council has previously stated its support for the development of Dunsfold Park for appropriate business use, however, it is considered that B8 Storage and Distribution is not an appropriate business use and is unsustainable for this site in this location with its present access points, therefore Alfold Parish Council OBJECTS to the application as presented.</p> <p>The application represents a 20% increase on the existing floorspace currently available at Dunsfold Park, and given the flexible use applied for, potentially as much as 100% of this increase could be for B8 use. B8 use, by its nature, would increase the number of HGVs accessing the site, which would have a devastating effect on the rural roads in the area. The Transport Statement submitted with the application assumes an equal split between the use classes and attempts to estimate the impact on that basis, which the Parish Council considers is a flawed approach. It takes no account of the existing issues relating to HGV movements, let alone to the impact of additional HGV traffic on the residents.</p> <p>The unsuitability of the local rural road network to accommodate large numbers of HGVs is well documented, particularly at both of the access points at Stovolds Hill and Compasses Gate on Dunsfold Road. A feasibility study for a proposed footpath on Dunsfold Road carried out on behalf of Surrey County Council highlights the high number of HGVs causing damage to verges and crumbling edges of carriageways due to inadequacy of the carriageway width for the type of vehicles which use that stretch of road. At a Public Inquiry relating to Cranleigh Freight Services' application for 70 vehicles plus 70 trailers, the Traffic Commission imposed restrictions on the Operator's Licence, such that there would be no HGV movements via the Stovolds Hill entrance, in order to protect residents from the disturbance caused by HGVs passing at close proximity to dwellings, and that night-time movements via the Compasses Gate entrance were strictly limited. This application has made no mention of an alternative access</p>

	<p>road giving direct access to the A281 proposed in previous applications which would alleviate problems relating to access to the site but not additional traffic on the A281.</p> <p>The Transport Statement mentions the nearest access to the A3 being at Milford, however, it fails to take into account that access to that junction is via Markwick Lane, which is a single track road with passing places and designated unsuitable for HGVs. This illustrates that the practical impacts on the local road network have not been considered.</p> <p>It is noted that this application is for permanent planning permission and that the existing temporary permissions are due to expire in 2018. The Parish Council considers that it would be appropriate to deal with the permanent use of the whole site under one umbrella application and that this current application is premature.</p> <p>The application makes no reference to the overarching historic conditions regarding traffic movements and the number of people who may be employed on the site. The Planning Inspector at the Appeal hearing in 2008 [APP/R3650/A/7/2045619], when imposing the conditions to limit the number of total road vehicular movements, night-time HGV movements and the number of employees permitted to work at the site, stated that control is needed because the site lies in a rural area with nearby residential occupiers, and has a number of potentially noisy uses, thus any adverse environmental effects could quickly have a substantial impact. Further, he stated that This is necessary not only to protect residents' living conditions, but also to prevent the operations at the site increasing beyond previous levels in an unsustainable location. Waverley Borough Council has so far not demonstrated an ability to police these conditions.</p>
Council's Environmental Health Officer	<p>Contaminated Land: Agree with the conclusions of the reports that no significant contamination appears to be present in this area. The recommendation for a discovery strategy as detailed in the site investigation report are noted. No specific contaminated land conditions are required. The Environmental</p>

	<p>Health Service should be informed if any unexpected contamination is encountered.</p> <p>Waste and Recycling: Drawing No. 10768.02(PL)102 shows a number of refuse storage points throughout the site. In terms of accessibility for the collection crews, this is satisfactory.</p> <p>Specific refuse and recycling details in respect of containers required will need to be finalised with the chosen registered waste carrier and will be dependent on the nature of the businesses and the planned frequency of collections.</p>
Thames Water	<p>Waste Comments With regard to sewerage infrastructure capacity, no objection is raised to the application.</p> <p>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 application ensure that storm flows are attenuated or regulated into the received 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 will be required.</p> <p>Water Comments Informative recommended.</p> <p>Supplementary Comment Thames Water has not adopted historic private supply distribution mains on MOD sites, unless requested to do so by the MOD. A distribution system is not available on records, therefore it is assumed that Dunsfold Park is taking a metred supply from the nearest distribution mean to the water tower.</p>

Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2014” the application was advertised in the newspaper on 24/04/2015 site notices were displayed around the site and neighbour notification letters were sent on 13/04/2015.

17 letters have been, including from the Bramley Village Society, raising objection on the following grounds:

- Access via Stovolds Hill, which is an unclassified road is unsuitable for HGVs and if used would become an accident blackspot, result in increased speeding traffic and encourage further access to Dunsfold Park.
- Any increase in traffic should be subject to the construction of a new road from the A281, current access points are not suitable for current traffic load, let alone additional movements.
- Those living adjacent to Dunsfold Park in Stovolds Hills were not notified of this application.
- Increase in HGVs will damage Stovolds Hill
- Not against the creation of more jobs at Dunsfold, but a new access should be provided.
- Given that other permissions are temporary, why a permanent permission should be allowed.
- It would be premature to allow this application, leaving the remaining part to operate under the temporary consent to June 2018.
- Application should be refused as it fails to take account of the outcome from a Public Inquiry re Cranleigh Freight Service, into the review of their Goods Vehicles Operator’s Licence.
- Stovolds Hill is prone to flooding in several places, structurally it is not thought that Stovolds Hills could cope with any increase in traffic.
- Increase in traffic would be detrimental to the safety of those using Stovolds Hill.
- An environmental study has not been carried out or submitted as part of the application. The site is adjacent to woodland and increased traffic volumes will result in increased noise and air pollution on Stovolds Hill and will adversely impact on local residents, children and wildlife.
- The basic principle that any development at Dunsfold Park will result in an increase of traffic on the A281 through Bramley.
- The proposal does not make clear as to whether or not the increase in freight traffic will impact many existing restrictions on freight movements,

A petition has also been received, which includes 51 signatures, raising objection for the following reasons:

- The Dunsfold Road, will bear the brunt of all additional heavy goods and other speeding traffic leaving and entering this new expansion to the Business Park.

- Section of highway between Dunsfold and Alfold is deteriorating rapidly. Unsuitable conditions for journeys on foot with the absence of a footpath.
- Request that the Authority pressurise Dunsfold to provide an alternative means of access.
- Incremental increase in vehicular movements will have made a considerable difference to the live of those living in the vicinity.
- Concerns include:
 - Size, weight and frequency of the vehicles accessing Dunsfold Park.
 - Volume of traffic accessing Dunsfold Park
 - Speed of vehicles using Dunsfold Road
 - Potential damage to underground public services
 - Potential and actual damage to the infrastructure and environment in a rural area
 - Impact on residents of the Dunsfold Road, Alfold Crossways and the Compasses Caravan Park
 - Impact of HGVs on non-vehicular traffic
 - Access to the children's playgrounds, sports ground and village hall Bus stops for school and general service buses Increase in litter
 - Highway maintenance costs to the Dunsfold Road borne by the Taxpayer

Submissions in support

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

- It is intended to provide modern premises for a combination of existing tenants wishing to expand and businesses wishing to locate their operations on the site. This will help both to improve the overall quality of accommodation, and to retain valuable jobs and businesses, in the Borough.
- The new buildings will be built on previously developed land, on an established industrial park. They will be of a durable construction with a modern feel and provide purpose built adaptable spaces to accommodate the changing requirements of local businesses.
- Surface Water will be discharged via attenuation storage and flow controls to the existing drainage connections.
- The main flood risk is assessed to be from exceedance of the on-site sewer systems, regular maintenance of the drainage systems should result in a low residual risk of these events happening.
- No additional flood risk will be created off-site, therefore the site can be satisfactorily drainage and maintained flood free.
- Clearance of vegetation within 3m of the northern boundary is required, although it is understood that all trees and vegetation adjacent to the west of the development site (Furtherfits Wood) are to be retained. Trees and scrub have recently been coppiced or pollarded along the northern development site boundary.

- No mitigation is required in respect of habitats within the development site itself.
- Opportunities for enhancement within the development site could include:
 - Provision of areas of wildlife friendly planting within soft landscaped areas of the development. This should either include native species, or, where this is not considered appropriate, non-native species with a known benefit for biodiversity (for example species with a high nectar load, or those that berry)¹⁴; and
 - Incorporation of bird nesting features and / or bat roosting features trees within retained trees or proposed buildings (subject to design).
- The proposed development will provide 269 car parking spaces, including 18 disabled bays. The redevelopment would therefore provide a net increase of 6 car parking spaces
- The development will provide a total of 40 cycle spaces, based on the provision of four shelters, containing ten spaces each.
- A trip generation exercise has been undertaken to assess the potential impact of the expansion proposals on the local highway network.
- A percentage impact assessment and a junction model shows that the impact of the proposed expansion is minimal, and will not adversely affect the operation of the local highway network.

Determining Issues

Principle of development

Planning history

Prematurity

Employment need

Site Location and Sustainability

Highways, Access & Parking

Impact on the AONB and AGLV

Impact on visual amenity

Impact on residential amenity

Flood Risk and Drainage

Contamination

Crime and disorder

Climate change and sustainability

Biodiversity and compliance with Habitat Regulations 2010

Response to Parish Councils and Third Party comments

Water Frameworks Regulations 2011

Accessibility and Equalities Act 2010 Implications

Human Rights Implications

Environmental Impact Regulations 2011

Pre Commencement Conditions

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

Planning Considerations

Principle of development

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

The NPPF has at its heart a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision-taking. Within paragraph 14, it states that where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies within the framework as a whole.

Paragraph 17 of the NPPF identifies a number of "Core Planning Principles" which should underpin decision-taking. A number of these principles are important in the consideration of this application.

The first being that the development needs (both commercial and residential) of the Borough should be taken into account: "Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area..."

The protection of the countryside is also identified as a core land-use planning principle as well as the re-use of brownfield land. Decision takers are required to:

"take account of the different roles and character of different areas...recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities".

"encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value". This position is further advocated in paragraph 111 of the NPPF.

Para 19 of the NPPF states: "The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system."

The Government's growth agenda specifically supports the delivery of sustainable economic development and in particular paragraph 20 of the NPPF advises LPA's to "plan proactively to meet the needs of business and support an economy fit for the 21st century".

Furthermore, Paragraph 21 of the NPPF recognises that planning policies should not hinder economic development and encourages LPAs to address any potential barrier to investment such as poor environment or lack of infrastructure. It states that policies should be flexible enough to accommodate needs which were not anticipated when preparing the development plan and that the Local Plan should "identify strategic sites for local and inward investment to match the economic strategy and to meet anticipated needs over the plan period."

The NPPF encourages authorities to review their employment land regularly and also to maintain flexible policies that are 'able to react to market signals'.

Paragraph 187 of NPPF states that local planning authorities should look for solutions rather than problems and should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of an area. Overall, the NPPF places a presumption in favour of the proposals.

It has been established previously by the Secretary of State's appeal decision in respect of WA/2008/0788 that 86% of the overall airfield site comprises previously developed land (PDL). The NPPF defines PDL as:

"Previously developed land: Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time."

The proposed development would take place on land which is considered to be PDL and it forms part of the curtilage of developed land and is covered with hardstanding. It is also accommodates existing buildings.

The site currently accommodates 44,722 sq.m of floor space within the northern part of the site, which is used for a mix of Class B1, B2, B8 and D1 uses. The proposal seeks permission for 9,996 sq.m of additional B1, B2 and B8 floor space. This would result in a 22% increase in commercial floor space on-site. The fact that Dunsfold Park is the largest employment site within the Borough is also a material consideration.

Whilst the proposed development would take place on land classified as countryside in policy terms, the proposed development would be closely associated with the well established commercial activities at Dunsfold Park and would not result in a significant increase in the scale of development at

the site. The application site also comprises PDL, upon which the Government encourages the re-use of land.

In considering the scale and nature of the development, together with the fact that the site comprises PDL and the NPPF's strong support for delivering economic growth, the principle of the proposed development is, on balance, considered to be acceptable.

Planning history

The planning history is a material consideration.

The site is subject to extensive site history, the key decisions being:

- WA/2011/0520 – Lawful Development Certificate dismissed on appeal for various uses associated with the airfield.
- WA/2009/1891 - temporary permission granted for filming on site up until 1 June 2018.
- WA/2008/0788 – Permission for a mixed use redevelopment of the site. This application was dismissed on grounds of prematurity, highway capacity issues and sustainability concerns.
- WA/2002/2046, WA/2014/0880 and WA/2007/0373 / WA/2007/0372 – change of use of buildings for a mix of Classes B1, B2, and B8 uses for a temporary period, with the most recent permission being up until 1 June 2018.
- WA/1999/1925 - Removal of Condition 6 of WA/1998/1013. (Condition restricts use of site to manufacturing processes in connection with aircraft by British Aerospace plc).

The temporary permissions remain in place up until 1 June 2018. From this point, and taking account the Inspector's conclusions in respect of WA/2011/0520, the use of the site would lawfully revert to the repair, maintenance and flight testing of aircraft associated with HM/R9831. Accordingly, the Council could enforce the cessation of the temporary uses after 2018, although the expediency of such action, given the longevity of their operation on the site would need to be carefully considered by the Council in the interests of proportionality and reasonableness, particularly pending agreement of the long term strategy for the site.

The appropriate approach for the current application would in the officers' view be an assessment on its individual planning merits but taking into account the cumulative effect with existing temporary permissions.

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.

The Council does not have an up-to-date Local Plan published; however, the agreed timetable for adoption is set out below:

- October/ November 2015 - Members will endorse the Preferred Spatial Strategy and associated strategic site allocations
- November to March 2016 - The Council will identify the infrastructure required to support the preferred strategy and write the plan and its policies
- March 2016 - The Council will test the draft plan and its policies:
 - Sustainability Appraisal
 - Habitat Regulations Assessment
 - Whole Plan Viability Assessment
- April 2016 - The Council will approve the plan for publication
- July 2016 - The Council will submit the plan for examination

Given the stage of preparation of the Council's Local Plan, together with the scale of development proposed, it is considered that the proposal would not undermine the plan making process when considered against the tests set out above. Officers therefore consider that a reason for refusal on prematurity grounds could not be sustained.

Employment need

The NPPF establishes 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 include that planning should proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure

and thriving local places that the country needs. Every effort should be made objectively to identify and then meet the housing, business and other development needs of an area, and respond positively to wider opportunities for growth. Plans should take account of market signals, such as land prices and housing affordability, and set out a clear strategy for allocating sufficient land which is suitable for development in their area, taking account of the needs of the residential and business communities.

Paragraph 160 of the NPPF states that Local Planning Authorities should have a clear understanding of business needs within the economic markets operating in and across their area. Paragraph 161 requires local planning authorities to assess the needs for land or floorspace for economic development and assess the existing and future supply of land available for economic development and its sufficiency and suitability to meet the identified needs.

Waverley Borough Local Plan 2002 is consistent with the NPPF with regards to securing economic growth. The Keynote Policy of the Local Plan states:

“The Council, through the Local Plan, will seek to maintain and improve the quality of life in Waverley without compromising the ability of future generations to meet their needs and to enjoy a high quality environment. This means protecting and enhancing the Borough’s environmental quality and providing for homes, jobs, infrastructure and services without undermining the value of the built, natural and man-managed environmental resource.”

Taking account of the planning context for Waverley, the Keynote Policy can be developed into a number of aims relating to the themes of inter alia securing a healthy economy. Aim 5 of the Local Plan seeks to help to achieve a healthy economy in a way which conserves and enhances the quality of the Borough’s environment and infrastructure.

The Council’s Employment Land Review (ELR) updated in 2014 provides an analysis of the Borough’s employment land supply as well as an assessment of the likely demand for employment land and premises up until 2031. The ELR is a supporting document, which is to inform the emerging Local Plan and therefore is not an adopted Policy document, but is a material consideration in the determination of this application.

The ELR includes three different scenarios, an Experian based scenario, a Higher growth scenario and a Trend based scenario, which all suggest a different need for the Borough. The ELR recommends that a scenario that is more realistic and better aligned to the Council’s policies and aspirations lies between the Experian based scenario and the Trend based Scenario.

Taking the middle point between the Experian based scenario and Trend based scenario, the ELR found that there is a demand for some 16,000 sqm of additional B1a/b floorspace in the Borough by 2031. However, there would be limited demand for additional B2 and B8 class uses.

The ELR found that the key challenge for Waverley will be to safeguard its good quality employment sites in order to be able to meet the needs of local businesses, while releasing surplus industrial and warehousing land that is not fit for purpose in order to help relieve the strong housing pressures. However, it does recommend that opportunities for bringing forward new employment land and the redevelopment / intensification of existing allocated sites should be considered.

Having considered the conclusions of the ELR, Officers have sought additional information from the applicants to demonstrate the need for the proposed uses, which proposes flexible B1(b), B1(c), B2 and B8 uses.

The applicants have provided additional information, which states that, subject to planning permission being granted, they have pre-let 86% of the proposed floor space. The information submitted has been done so on a confidential basis, with the applicants stating commercial sensitivity.

The information provided suggests a desire within correspondence from interested companies, against a number of options, to be based at Dunsfold Park as being in the best interests of those companies and of their staff. This includes a mix of companies from hi-tech research and development companies, storage and distribution and educational uses. It is noted that an educational use would not be accommodated by the proposed application. The businesses which have expressed interest in the units includes existing businesses at Dunsfold Park, which would like to expand as well as other business within the Borough that would like to relocate to the site.

The confidential information provided has been included as an annex to this report, for Members consideration should they wish to consider the content of the applicants submission regarding need and the details of the businesses which have expressed a need for floor space at Dunsfold Park.

Whilst the information does not set out the specific space requirements for each of the companies, the applicants have stated that the floor space has been pre-let.

In considering need, officers have also reviewed the availability of commercial units at the site, in consultation with the Council's Estates Team. From the information available, there does not appear to be any units available to let within the site. Officers have also sought detail upon the occupancy rates at Dunsfold Park, which confirms that only 293 sq.m of the existing 44,722 sq.m of the business floorspace at Dunsfold Park is unoccupied (0.6%).

The proposed units could provide for approximately 200 additional jobs at the site, which is a significant benefit of the scheme, and a matter that weighs significantly in favour of approval when assessed against specific objectives set out within the NPPF.

Notwithstanding the evidence within the Council's ELR, the applicants have identified specific companies that have expressed a need for new / additional

employment space at Dunsfold Park, which includes a mix of B1, B2 and B8 uses. Whilst full details of specific floorspace for each of the companies cannot be provided, due to commercial sensitivity, the applicants have stated that subject to permission 86% of the proposed floor space has been pre-let.

Officers have considered the evidence submitted on-balance against that contained within the 2014 ELR and the NPPF's support for sustainable economic premises under paragraphs 19, 20 and 187. On this basis, Officers accept that the applicants have adequately demonstrated a need for the proposed uses and the businesses interested comprises a mix of B1, B2, and B8 uses.

Site Location and Sustainability

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.

Paragraph 29 states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

The sustainability credentials of the site were previously considered under WA/2008/0788, which proposed a new settlement covering the wider airfield site. The previous appeal was dismissed, in part, on grounds of sustainability of the location. The Secretary of States decision stated at paragraph 27 that:

"...notwithstanding the reduced reliance on the private car, the development would still generate a considerable amount of additional road traffic.

...the appeal scheme would not be compatible with the existing transportation infrastructure of the area, and would not be sustainable in transport terms."

It must be noted that there is a clear difference between the scale of development proposed, to that previously considered under WA/2008/0788. The proposed scheme seeks permission for an extension to the existing commercial uses, whereas the dismissed scheme related to the construction of a new settlement. As such, the sustainability assessment is inherently different.

It is accepted by Officers that the site is served by limited opportunities to travel to and from the site, other than by private car. However, the scheme would be constructed within part of the largest established employment site within the Borough.

Means of access to the site is available by means other than a private car; this includes a limited local bus service and journeys to and from the site can be achieved by cycle from the surrounding villages.

In considering this application, the County Highway Authority initially raised an objection to the scheme on sustainability grounds. However, following further correspondence, the County Highway Authority subsequently provided additional comments and request a number of conditions and also a contribution to deliver a new footpath between the southern Compass Bridge entrance and the village of Alfold to improve sustainable access to the site.

Members will also be aware that the existing site does offer some facilities in and around the appeal site, which include an existing nursery school, on-site café and the Jigsaw School. A public house is also located close to the Compass Bridge access and a local shop exists in Alfold.

Notwithstanding the above, the majority of trips to and from the site would be by private car and the site is located in a rural location. However, the scheme would provide a sustainable link to Alfold through the provision of a new footway. This should be considered alongside the fact that the proposal would not result in a significant increase in floorspace over and above that existing. Therefore, whilst the sustainability credentials of the site are limited, officers do consider that the sustainability concerns would not significantly and demonstrably outweigh the benefits of the scheme.

Highways, Access & Parking

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 Statement (TS) which assesses existing transport conditions in the area and assesses the impact of the proposed development. It is important to note that the basis of the assessment regarding highway impact has been in relation to the current lawful use of the site and that these current uses remain, notwithstanding the temporary uses expiring in 2018.

The existing site access is via Stovolds Hill to the north of the site or Dunsfold Road to the south of the site. Stovolds Hill and Dunsfold Road are minor access roads, providing a single carriageway in each direction, both connecting to the A281. No changes are proposed to the existing means of access to the site. The site is currently subject to a restriction on the number of vehicle movements per day. This limits the number of daily vehicle movements to and from the site to 2,723.

The restriction referred to above was imposed on permissions relating to WA/2007/0372 (Condition 18) and WA/2007/0373 (Condition 7), the latter of which was decided at appeal where the Inspector accepted that the above figure would mean that the traffic movements would not exceed past levels. The Inspector in considering WA/2007/0373 accepted the need for this condition on the grounds of residential amenity impact and to prevent the operations at the site increasing beyond previous levels in an unsustainable location.

The submitted TS and addendum statement set out the likely trip calculations associated with the proposed development and compare these with those existing based on on-site surveys which had been carried out. Officers are satisfied that the survey information was taken at a time when the site was fully occupied.

In order to assess the potential impact of additional vehicle movements associated with the overall scheme, a comparison of the trip generation of each of the potential land uses has been provided, with the Class B1b uses being likely to generate the most significant level of movement. The following table, which was included within the applicant's submission, provides this comparison and the differences in types and numbers of vehicle movements.

Land Use	AM Peak				PM Peak			
	Light Vehicles		HGVs		Light Vehicles		HGVs	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
B1b	123	15	2	1	13	107	0	0
B1c/ B2	32	4	4	3	2	23	1	1
B8	4	4	5	6	3	7	4	5

In addition, an assessment of the impact upon the surrounding highway network has been provided as part of the TS. Taking the data from the Class B1b use, the main increase in vehicle movements would be at Stovolds Hill /

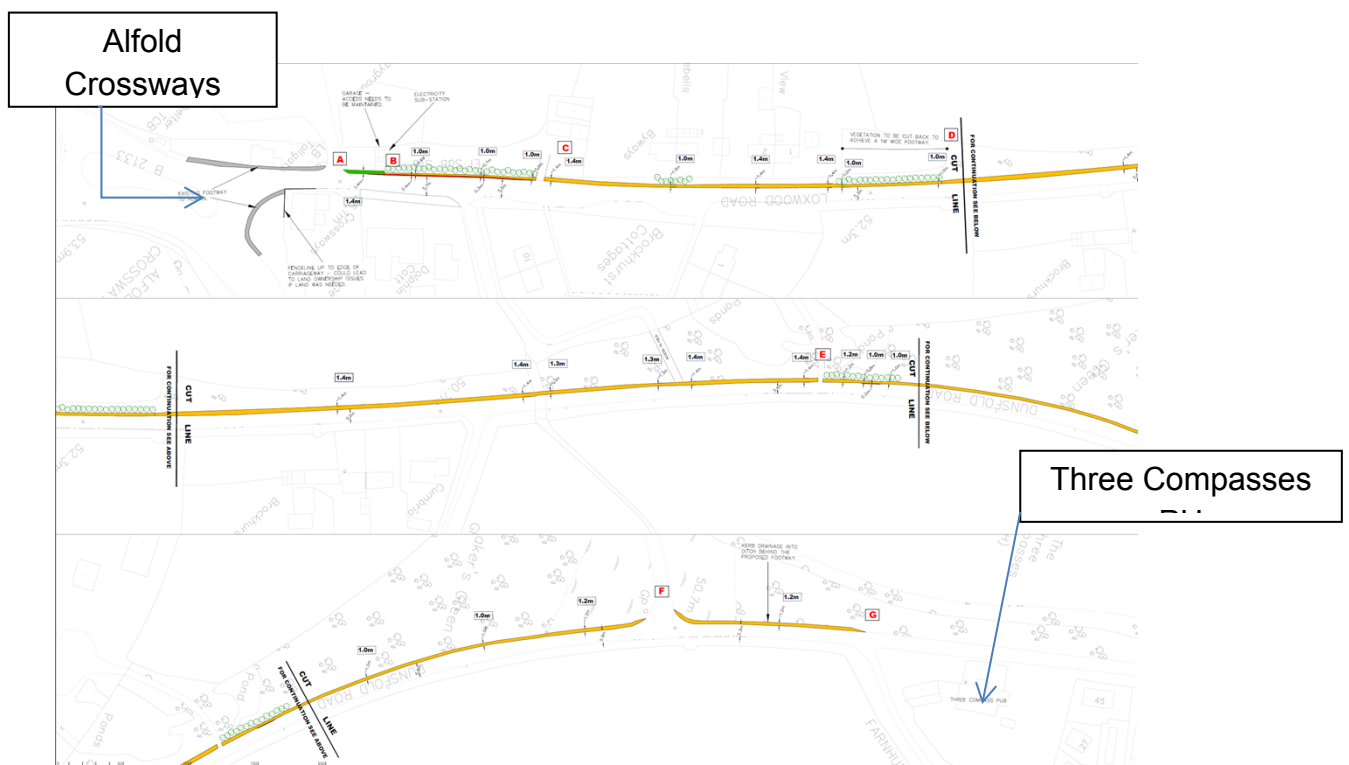
Dunsfold Road, which would see an 11% (107 vehicles) increase in vehicular movements in the AM peak and 12% (91 vehicles) increase in the PM peak period.

The County Highway Authority has considered the impact of the proposed development upon the highway network, and has not raised any objections, subject to inclusion of a condition which restricts the number of daily vehicle movements associated with the site to that currently imposed by Condition 18 of WA/2007/0372 and Condition 7 of WA/2007/0373. Negotiations regarding what the reasonable vehicle capping limit should be are continuing. The specific figure is yet to be formally agreed by officers and the applicants and an oral report will be made to the meeting on the matter. Given the increase in floor space provided, together with the fact that the increase in vehicular movements would not have a severe impact upon the highway network, the restrictive figure will comprise a proportionate increase to the 2,723 based upon the additional floor space created.

The purpose of the conditions would be to control the impact upon the capacity of the surrounding highway network as well as limiting the number of vehicle movements associated with the site on sustainability grounds. This is in acknowledgement of the rural location of the site and the limited sustainable transport modes serving the site.

In addition to the above restriction of vehicle movements, the County Highway Authority has sought a contribution to deliver a new footway on Dunsfold Road. This would run from the Farnhurst Lane priority junction with Three Compasses Lane and the Dunsfold Road priority junction with Loxwood Road.

A plan of the proposed improved pedestrian link is included below.



This would provide a safe pedestrian access leading to the Compass Bridge access gate, which would provide an alternative option of travel to the site for future users. This will also assist existing occupiers in providing a safe pedestrian access to the south which is not currently achievable.

Officers are therefore satisfied that the proposed contribution would be justified and would meet the tests set out within the CIL regulations.

In terms of parking provision, the application site currently provides 263 parking spaces, which were previously used for one-off events carried out under permitted development rights. However, it is stated that this area is now surplus to requirements. This was evident when carrying out site visits, at which time the parking area was unused.

The application proposes 269 parking spaces, which are to be allocated to the proposed buildings / units. The proposal seeks permission for a flexible B1, B2, and B8 use, which require a different level of provision per individual use. The parking provision has been proposed to reflect the combined mix of uses, rather than taking the highest requirement against the Council's Parking Guidelines for B1 and B2 uses.

A scheme that proposed only Class B1 and B2 uses would require 332 spaces, whereas a scheme which proposes a Class B8 storage use would require 99 spaces or 142 spaces for a B8 distribution use.

The provision of 269 spaces is considered to be an appropriate level of parking provision based on a mix of the proposed uses. It is accepted that the proposed parking provision would fall below the maximum that would be required if all units were occupied by Class B1 and B2 uses. However, it is clear that additional parking provision could be accommodated elsewhere within the wider airfield. A refusal on the grounds of under provision against the Council's parking guidelines would be difficult to defend in this instance, since the purpose is to protect against the impact upon highway congestion/safety and visual amenity. Neither arguably result from this technical under provision.

The scheme also proposes 40 cycle spaces which meets the Council's guidelines. It is recommended that a condition be attached to any approval providing final details of covered and secure cycle parking.

Overall, the increase in vehicular movements associated with the proposed floor space would not have a significant impact upon the capacity of the highway network or highway safety, as confirmed by the County Highway Authority. Vehicular and cycle parking provision is also considered to be acceptable. A contribution is also to be secured to provide a new footway between Alfold village and the Compass Bridge access. Therefore, subject to inclusion of a condition which restricts the number of vehicle movements to and from the site, the proposed scheme is considered to be acceptable from a

highway point of view and would comply with the requirements of paragraph 32 of the NPPF and Policies M2, M4 and M13 of the Local Plan.

Impact on the AONB and AGLV

Section 85 of the Countryside and Rights of Way Act 2000 states that in exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty. The NPPF says that great weight should be given to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty (AONB), in accordance with this, Policy C3 of the Local Plan 2002 requires development within the AONB to conserve or enhance the character and beauty of the landscape. The Surrey Hills Management Plan 2014 – 2019 sets out the vision for the future management of the Surrey Hills AONB by identifying key landscape features that are the basis for the Surrey Hills being designated a nationally important AONB.

The northern boundary of the site adjoins the boundary of an Area of Great Landscape Value wherein Policy C3 of the Local Plan 2002 states that development should serve to conserve or enhance the character of the landscape. The NPPF states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

The application site itself does not form part of a protected landscape nor does it comprise open countryside as it forms a part of the existing airfield. The proposed buildings would be positioned close to the northern boundary of the site, which is well defined at this point with security fencing and dense woodland beyond. Due to this dense screening, the only long distance views of the site are from Hascombe Hill, which forms part of the Surrey Hills AONB.

It is considered that the woodland to the north of the site, which is within the applicant's ownership, would largely screen the proposed buildings from wider views. Where glimpses of the new buildings would be available, these would be viewed in the context of the existing large commercial buildings at Dunsfold Park. As a result, the proposed buildings would not harm views out of the AONB, nor would it harm the adjacent AGLV.

Impact on visual amenity

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

The proposed buildings would comprise modern business premises and would be finished in buff brickwork at low level, with a horizontally laid silver panel over and a darker roof panel. The darker roof colour would be reproduced for the windows and doors and also a band running around the building. The buildings are designed to meet their proposed function and they would reflect the scale of existing structures on the site. In addition, the design would include the provision of photovoltaic panels within the southern facing roof slopes, which would link into the existing solar farm. The panels would be mounted over the insulated roof panels with trims/ flashings added around the perimeter to give the visual appearance of an integrated panel in a single plane roof.

It is considered the proposed design and appearance of the buildings would be of acceptable standard, and the buildings would sit comfortably in terms of their design, scale and appearance within the context which they would be viewed. It is therefore considered that the appearance of the existing buildings would be of acceptable and would therefore comply with the requirements of Local Plan Policies D1 and D4 and Section 7 of 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.

The proposed buildings would be sited adjacent to the existing buildings within the well established industrial estate at Dunsfold Park. Whilst there have been concerns with regard to noise levels at Dunsfold Park historically, and their impact upon neighbouring properties, these relate to other uses associated with the airfield and car testing / experience days. It is considered that the proposed development is not considered to result in any significant noise impacts or result in unacceptable emissions, therefore the amenity of surrounding residential properties would not be harmed as a result of the proposed development.

The proposed development would therefore be acceptable from a residential amenity point of view, by reason of its siting and its association with existing industrial uses. It should also be noted that no objection has been raised on noise grounds by the Council's Environmental Health Officers. The proposal therefore complies with the requirements of Local Plan Policies D1 and D4 and the NPPF.

Flood Risk and Drainage

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

increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:

- applying the Sequential Test;
- if necessary, applying the Exception Test;
- safeguarding land from development that is required for current and future flood management;
- using opportunities offered by new development to reduce the causes and impacts of flooding; and
- where climate change is expected to increase flood risk so that some existing development may not be sustainable in the long-term, seeking

The site lies within Flood Zone 1 and is therefore located within an area which is of the lowest flood risk. The Flood Risk Assessment identifies a potential flood risk on-site as being from exceedance of the on-site sewer systems. It is suggested that regular maintenance of the drainage systems on the site should result in a low residual risk of these events happening.

In terms of drainage, the scheme would be required to incorporate a sustainable drainage system (SuDs). In a Written Ministerial Statement on the 18th December 2014, the Secretary of State for Communities and Local Government set out the Government's expectation that sustainable drainage systems (SuDS) will be provided in new developments, wherever this is appropriate.

The Statement requires decisions on planning applications relating to major developments should ensure that SuDS for the management of surface water run-off are put in place, unless demonstrated to be inappropriate. Under these arrangements, Local Planning Authorities should consult the relevant Lead Local Flood Authority (LLFA) on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development.

The National Planning Practice Guidance states at paragraph 080 that generally, the aim should be to discharge surface water run off as high up the following hierarchy of drainage options as reasonably practicable:

1. into the ground (infiltration);
2. to a surface water body;
3. to a surface water sewer, highway drain, or another drainage system;
4. to a combined sewer.

Particular types of sustainable drainage systems may not be practicable in all locations. Any future drainage design would need to consider the above hierarchy and provide evidence to inform the final design. The SuDS should be designed to ensure that the maintenance and operation requirements are economically proportionate.

The NPPG states that whether SuDS should be considered will depend on the proposed development and its location, for example where there are concerns about flooding.

Whether a SuDS system is appropriate to a particular development proposal is a matter of judgement for the Local Planning Authority and advice should be sought from relevant flood risk management bodies, principally the LLFA.

The Department for Environment, Food and Rural Affairs (DEFRA) has published non-technical standards for SuDS (March 2015) which will be taken into account by the LLFA and local planning authorities in assessing the acceptability of SuDS schemes.

The application submissions do not include any detailed drainage designs, although the Flood Risk and Drainage Statement advises that surface water will be discharged via attenuation storage and flow controls to the existing drainage connections. It is considered that the detailed designs could be secured by condition, and any detailed design subject to consultation with the LLFA.

Given that the application site is located within Flood Zone 1, and subject to a condition securing a detailed drainage scheme and details of on-going maintenance, the proposed scheme is not considered to be at risk of flooding, nor would it result in flood risk elsewhere.

Contamination

Paragraph 120 of the NPPF states that planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.

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

Policy D1 of the Local Plan sets out that development will not be permitted where it would result in material detriment to the environment by virtue of potential pollution of air, land or water and from the storage and use of hazardous substances. The supporting text indicates that development will not be permitted unless practicable and effective measures are taken to treat, contain or control any contamination. Wherever practical, contamination should be dealt with on the site.

The Council's Environmental Health Officer has considered the submitted contamination reports and agreed with the conclusions that no significant contamination appears to be present in this area. Officers are therefore satisfied that contaminated land conditions are not required. However, an informative should be added to any approval advising the applicants to contact the Environmental Health Officers if any unexpected contamination is found on-site.

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.

Given the scale and nature of the proposal, together with its location within a secure airfield site, it is considered that the proposal would not lead to crime and disorder in the local community and would accord with the requirements of the NPPF.

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 buildings would be built to modern standards and would also include photovoltaic panels on southern facing roof slopes that will link into the existing solar farm on adjacent land. The lack of any policy backing in this regard, however, prevents conditions being added to require this.

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 property does not fall within a designated SPA, SAC, SNCI or SSSI. It is not within 200m of ancient woodland or water, and is not an agricultural building or barn. However, it is adjacent to woodland which provides a suitable habitat for foraging bats. The Ecology Report submitted in support of the application highlights potential impacts from foraging bats through additional lighting. To ensure that the scheme does not have an adverse impact upon bats, it is recommended that a suitable lighting scheme be secured condition of any approval.

An informative should also be added to remind the applicant that protected species may be present around the site and that works should stop should they be found during the course of the works.

Response to Parish Councils and Third Party comments

The report addresses the majority of the comments with the Parish Councils responses to the application, as well as those raised by third parties. However, a number of procedural matters have been raised and comments on matters which fall outside of the planning process.

The application was advertised in accordance the statutory requirements and the Council's Statement of Community Involvement, with all adjoining landowners / occupiers being notified in writing. Given properties in Stovolds Hill do not directly adjoin the application site; the Council is not required to notify these properties individually. However, the application was also advertised within the local press and displayed on the Council's website. Site notices were displayed around the site. As such, the application was suitably advertised in accordance with the statutory requirements.

Reference has been made to HGV movement restrictions on Stovolds Hill. This restriction relates to an 'O' Licence issued by the Traffic Commissioners

for Great Britain, which falls outside the planning process. This licence restricts Cranleigh Freight Services to the following conditions: Vehicle movements limited to 20 between 3pm and 11pm on Saturdays; 40 vehicle movements on Sundays and Bank Holidays; 10 vehicle movements each night between 11pm and 6am. Any increase in HGV movements associated with Cranleigh Freight Services would need to be agreed separately by varying this licence. This matter is not covered / controlled under planning legislation and is not a material consideration in the determination of this application.

Concerns have been raised regarding the suitability of the Transport Statement. This has been addressed through the additional information provided by the applicants and the County Highway Authority has confirmed that the likely increase in vehicle movements would not have a severe impact upon highway safety or capacity, which is the relevant test in terms of highway impact under paragraph 32 of the NPPF.

Concern has also been raised as to the application failing to identify the split between the proposed uses. The application seeks permission for flexible Class B1,(b), B1(c), B2 and B8 uses, therefore individual floorspace for each of the proposed uses is not specified. The County Highway Authority has considered the application on the basis of the worse case scenario in terms of traffic movements.

Overall, the above comments and those set out elsewhere within this report address the concerns raised by the Parish Councils and third parties.

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

The proposal would not conflict with these regulations.

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.

Human Rights Implications

The proposal would have no material impact on human rights.

Environmental Impact Regulations 2011

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

Pre Commencement Conditions

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

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

In the event that planning permission is granted for the current application, the justification for any pre-commencement conditions is set out within the reason for the condition.

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

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

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

Conclusion

The application seeks permission for 6no. Industrial buildings which would have flexible B1, B2 and B8 uses. The application falls to be determined against Development Plan Policies and against the National Planning Policy

Framework (NPPF). Local planning authorities should look for solutions rather than problems, and decision-takers at every level should seek to approve applications for sustainable development where possible. Local planning authorities should work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Within paragraph 14, it states that where the development plan is absent, silent or relevant policies are out-of-date, permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies within the framework as a whole. The NPPF has at its heart a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision-taking.

Officers have carefully considered the various economic, social and environmental impacts and benefits associated with the proposals together with the fact the site is within the Countryside beyond the Green Belt, although it does comprise PDL.

It is considered that the principle of development at the site would be acceptable, given that the site comprises PDL and would form part of the established industrial uses at Dunsfold Park. The applicants have also provided details as to a current need for the proposed flexible industrial uses, both through the expansion of existing businesses present at the site, and the relocation of other business from elsewhere within the Borough. The scheme would also provide for approximately 200 additional jobs.

The site has been subject to a significant number of previous applications, where it has previously been determined that the site is in an isolated location, with limited sustainable means of transport being available to serve the site. As such, future visitors to the site would largely be reliant upon visiting the site by private car.

Whilst the scheme would give rise to additional trips by private car, in accordance with paragraph 14, this must be weighed against the matters that weigh in favour of approval. This should also be considered alongside the fact that the proposal would not result in a significant increase in floorspace over and above that existing. Therefore, whilst the sustainability credentials of the site are limited, officers do not consider that the sustainability concerns would significantly and demonstrably outweigh the benefits of the scheme.

It is also noted that the increase in vehicle trips to and from the site would not result in a significant impact upon the capacity of the highway network or highway safety, as confirmed by the County Highway Authority.

The impact of the scheme upon the wider landscape would be acceptable, as the new buildings would be viewed as part of the existing buildings on the wider airfield site. The design and appearance of the buildings would be appropriate to the context in which they would be viewed and the nature of the

uses and the proximity from residential properties would mean that the use of the buildings would not adversely affect neighbouring amenity.

It is considered that the proposed development would also have an acceptable impact in terms of flood risk, ecology, noise, archaeology, and light.

The proposal will result in economic benefits to the Borough's economy, take place on land adjacent to the largest employment site within the Borough and make use of PDL. In this instance, it is considered that, on balance, the benefits associated with the development outweigh the harm caused by the development.

Recommendation

That, subject to a further report in respect of the capping of daily trip movements to the site and the completion of a S106 agreement to secure a contribution towards the delivery of a new footway between Alfold village and the Compass Bridge access, permission be GRANTED subject to the following conditions:

1. Condition

The plan numbers to which this permission relates are: 10768.2(PL)01 Revision A (Location Plan); 10768.2(PL).02 Revision A (Proposed Block Plan); 10768.2(PL)103 Revision A; 10768.2(PL).104; 10768.2(S)101; 10768.2(A)102; 10768.2(PL)105; 10768.2(PL)B1-101 Revision A; 10768.2(PL)B1-102 Revision A; 10768.2(PL)B2-101 Revision A; 10768.2(PL)B2-102 Revision A; 10768.2(PL).B3-101 Revision A; 10768.2(PL)B3-102 Revision A; 10768.2(PL)B3-103; 10768.2(PL)B4-101 Revision A; 10768.2(PL)B5-101 Revision A; 10768.2(PL)B6-101 Revision 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.

2. Condition

The gross internal area for Building 1 shall not exceed 2,799 square metres, which includes the proposed mezzanine floor. No additional floor space is to be inserted in any part of the building without the prior approval of the Local Planning Authority.

The gross internal area for Building 2 shall not exceed 2,723 square metres, which includes the proposed mezzanine floor. No additional floor space is to be inserted in any part of the building without the prior approval of the Local Planning Authority.

The gross internal area for Building 3 shall not exceed 1,681.6 square metres, which includes the proposed mezzanine floor. No additional floor space is to be inserted in any part of the building without the prior approval of the Local Planning Authority.

The gross internal area for Building 4 shall not exceed 1,527 square metres, which includes the proposed mezzanine floor. No additional floor space is to be inserted in any part of the building without the prior approval of the Local Planning Authority.

The gross internal area for Building 5 shall not exceed 1,028 square metres, which includes the proposed mezzanine floor. No additional floor space is to be inserted in any part of the building without the prior approval of the Local Planning Authority.

The gross internal area for Building 6 shall not exceed 207.5 square metres. No additional floor space is to be inserted in any part of the building without the prior approval of the Local Planning Authority.

Reason:

To prevent the establishment of additional floorspace and to ensure adequate parking provision is available, in accordance with Policies M2 and M14 of the Waverley Borough Council Local Plan 2002 and the NPPF.

3. Condition:

Prior to the occupation 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 Vectos' 'Framework Travel Plan' dated March 2015. The approved Travel Plan shall be implemented prior to first occupation of the development, and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason:

The above conditions are required in recognition of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012 and in accordance with Policy M2 of Waverley Borough Council's Local Plan 2002.

4. Condition

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) HGV deliveries and hours of operation

- (f) vehicle routing
 - (g) measures to prevent the deposit of materials on the highway
 - (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused.
 - (i) on-site turning for construction vehicles
- has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason:

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy M2 of Waverley Borough Council's Local Plan 2002. This is a pre-commencement condition as the matter relates to the construction process.

5. Condition

No development shall take place until a schedule of materials and finishes to be used in the construction of the buildings and samples of such materials and finishes, have been submitted to and approved, in writing, by the Local Planning Authority. The development shall be carried to in accordance with the approved details.

Reason:

In the interest of visual amenity and in order to protect the character and appearance of the countryside, in accordance with Policies D1, D4, C2 and C3 of the Waverley Borough Council Local Plan 2002 and the NPPF. This is a pre-commencement condition as the matter goes to the heart of the acceptability of the application.

6. Condition:

Prior to the occupation of the development, full details of the refuse and recycling details in respect of containers required to service the site together with details of a registered waster carrier will need to be submitted to and approved by the Local Planning Authority. The development shall be carried in accordance with the approved detail.

Reason:

To ensure that adequate provision for refuse and recycling is made available to serve to the permitted uses, in accordance with Policies D1, D4, C2 and C3 of the Waverley Borough Council Local Plan 2002 and the NPPF.

7. Condition

Development shall not commence until full details of the proposed surface water drainage scheme has been submitted to and approved in writing by the Local Planning Authority. This must also include details of the long-term management and maintenance of the surface water drainage scheme and those responsible for this.

No building shall be occupied until the complete surface water drainage system serving the development site has been implemented in accordance with the agreed details.

Reason:

In order to prevent the increased risk of flooding and to improve and protect water quality both on the site and elsewhere, in accordance with Policy D1 of the Waverley Borough Local Plan 2002 and paragraph 103 of the NPPF. This is a pre-commencement condition as the matter goes to the heart of the acceptability of the application.

8. Condition

Prior to the commencement of development on the site, a foul water drainage scheme for the site shall first be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details and plans.

Reason

In order to prevent the increased risk of flooding and to improve and protect water quality both on the site and elsewhere, in accordance with Policy D1 of the Waverley Borough Local Plan 2002 and paragraph 103 of the NPPF 2012. This is a pre-commencement condition as the matter goes to the heart of the acceptability of the application.

10. Condition

The development hereby approved shall not be first occupied unless and until a detailed hard and soft landscaping scheme has been submitted to and approved by the Local Planning Authority in writing. The landscaping scheme shall be carried out strictly in accordance with the agreed details and shall be carried out within a time period to be agreed in writing with the Local Planning Authority. The landscaping shall be maintained to the satisfaction of the Local Planning Authority for a period of 5 years after planting, such maintenance to include the replacement of any trees and shrubs that die or have otherwise become, in the opinion of the Local Planning Authority, seriously damaged or defective. Such replacements to be of same species and size as those originally planted.

Reason:

In the interests of the character and appearance of the area and environment for future occupiers, in accordance with Policies C2, C3, D1 and D4 of the Waverley Borough Council Local Plan 2002.

11. Condition

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

Reason:

To allow the Local Planning Authority adequate control over the proposed uses on the site and to ensure that they are retained for their intended purposes, in accordance with Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and the NPPF.

12. Condition

HGV movements to and from the site shall not exceed 10 average movements per night each calendar week at the main access point to the site at Stovolds Hill and 15 average movements per night each calendar week at the main access point to the site at Compass Gate between the hours of 2300 hours and 0600 hours. An HGV for the purpose of this condition is to mean a goods vehicle connected with any trade or business used on the road with a gross plated weight of more than 7.5 tonnes and a gross plated unladen weight of 3.5 tonnes.

Reason

In the interests of residential amenity and Policy D1 of the Waverley Borough Local Plan 2002.

13. Condition

There shall be no floodlighting or any other external lighting on the site other than:

- (a) As required in the interests of health and safety or
- (b) Security lighting controlled by movement sensor.

Reason:

To protect the character and amenities of the area and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

14. Condition

No materials including products or parts, crates, packing materials or waste shall be stacked or stored on the site except in the buildings or in the areas shown on the permitted planning.

Reason:

To protect the character and amenities of the area and to accord with Policies D1 and C2 of the Waverley Borough Local Plan 2002.

15. Condition

Prior to the occupation of the development, full details of the 40 covered and secure cycle parking spaces must be submitted to and approved by the Local Planning Authority. The development shall not thereafter be occupied until the approved cycle parking spaces have been provided and retained in perpetuity.

Reason

To ensure that adequate provision is made for cycle parking within the site, in accordance with Policies M1 and M5 of the Waverley Borough Council Local Plan 2002.

16. Condition
An appropriate Condition restricting daily vehicle movements in respect of the Dunsfold Park site.

Informatives

1. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.
2. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £97.00 or a reduced rate of £28.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.

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

3. The planning permission hereby granted followed the completion of a related Planning Obligation (either a Unilateral Undertaking or a Legal Agreement) under S.106 of the Town and Country Planning Act (as amended).
4. In respect of Condition 5 above (submission of materials), the applicant is required, at the time of submission, to specify in respect of the materials the manufacturer, product name and product number. The materials samples will not be accepted by the Council without this information and without the appropriate fee for the discharge of the condition.
5. 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.
6. The applicant is advised that should contamination be found that was not previously identified in the submitted Contamination Reports, this must be reported the Council's Environmental Health Service.

Agenda Item 8.3

B1	WA/2015/1509 Mr & Mrs Overton 03/08/2015	<u>Erection of a detached dwelling and garage together with the erection of a garage to serve existing dwelling following demolition of existing garage as amplified by email received 8/9/15 at Land At Old Cottage, Wanborough Lane, Cranleigh GU6 7DS</u>
	Committee: Meeting Date:	Eastern Area 4 th November 2015
	Public Notice Grid Reference:	Was Public Notice required and posted: Yes E: 507290 N: 139432
	Parish : Ward : Case Officer: 8 Week Expiry Date Neighbour Notification Expiry Date	Cranleigh Cranleigh East Mrs J Dawes 28/09/2015 11/09/2015
	Time extension agreed to Extended expiry date	Yes 10/11/2015
	RECOMMENDATION	That subject to conditions permission be GRANTED

Introduction

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

Location or Layout Plan



Site Description

This site, which measures 0.3 hectares, lies on the north eastern side of Wanborough Lane and lies to the rear of an existing property, Old Cottage. To the east of the site lies an area of woodland, and to the north lies the residential garden areas of properties within the former Swallow Tiles development, named Canvil Place.

Proposal

This application seeks to subdivide the site and erect a detached two storey, three bedroom barn style dwelling at the rear of the site, together with detached double garage. The proposed access to the site would be taken from the existing access drive and would require the demolition and relocation of the existing garage serving Old Cottage.

The proposed dwelling would have a maximum width of 18.2m and a depth of 11m. The proposal would have a cat slide roof with an eaves height of 2.3m and a ridge height of 7.68m, incorporating two projecting gables on the north eastern and south western elevations with an eaves height of 4.8m and a subservient ridge height of 6.8m. The proposed garage would have a height of 5.9m and a floor area of 6.5m x 6.5m.

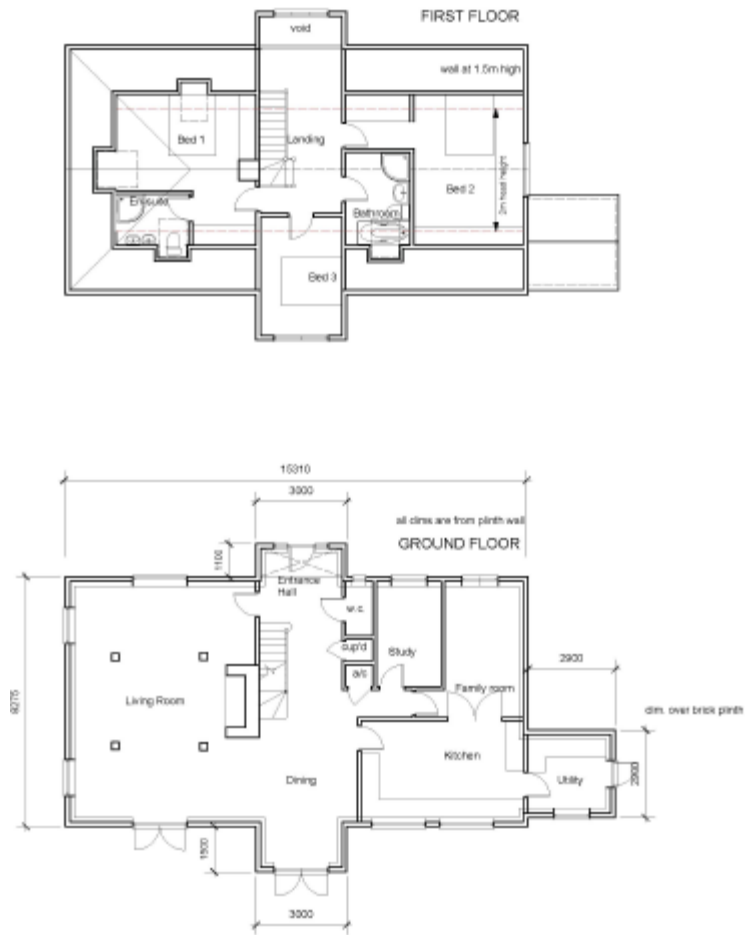
The relocated garage for Old Cottage would have a footprint of 6m x 6m and a height of 5.1m and would be moved approximately 5m to the north west, when compared to the existing position.

The proposed dwelling would be located, at its closest point, approximately 35m from the rear elevation of Old Cottage, and approximately 8m (at its closest point) from the rear boundary with Canvil Place, with a distance of approximately 10m from boundary in relation to first floor windows.

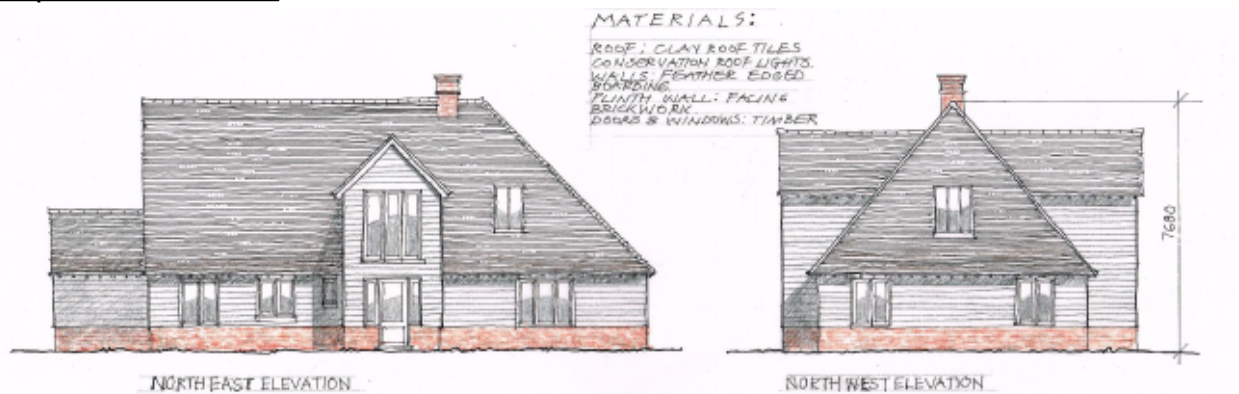
Proposed Block Plan



Proposed Floor Plans

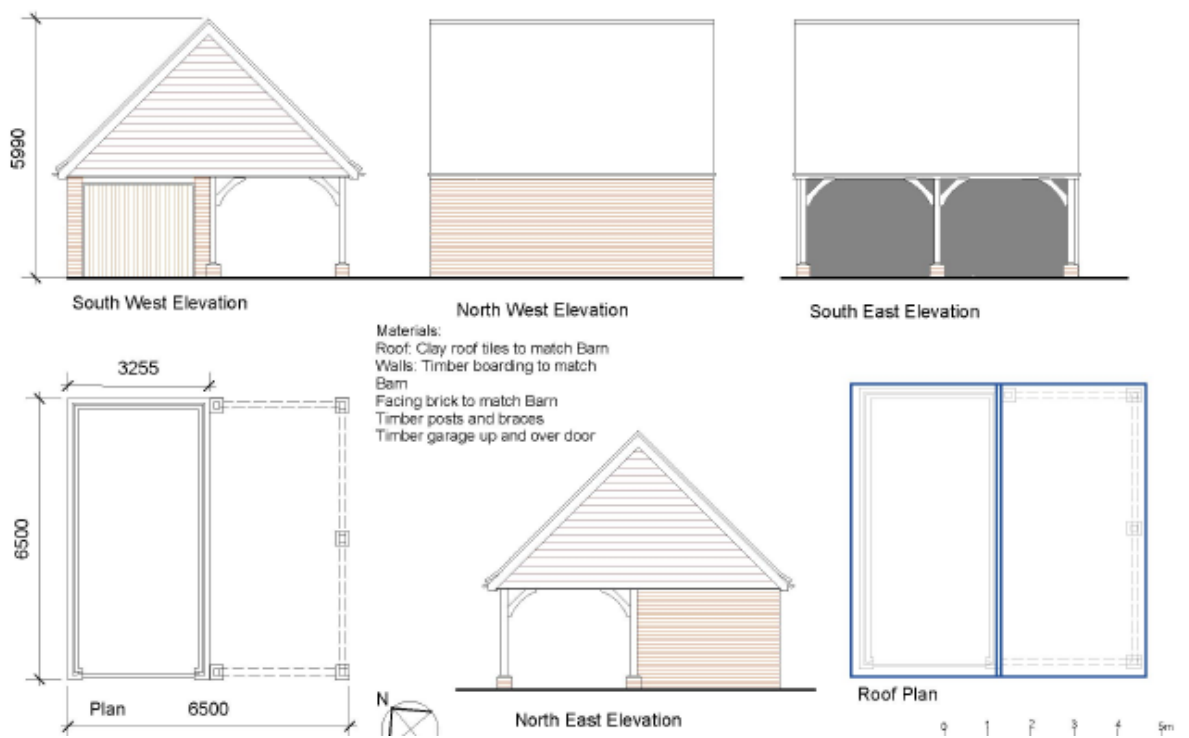


Proposed Elevations

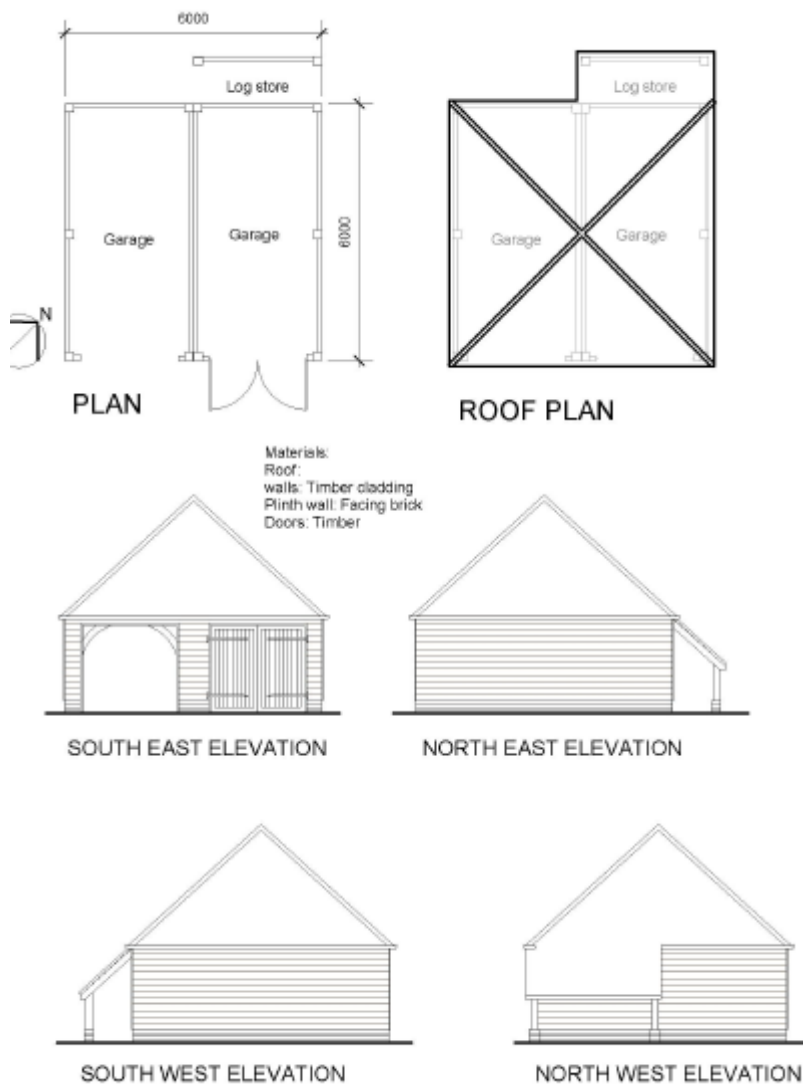




Proposed Garage (to serve new dwelling)



Relocated garage for Old Cottage



Relevant Planning History

There is a lengthy planning history to this site, much of which relates to Old Cottage:

WA/2015/1353	Erection of a detached dwelling and garage	Invalid
WA/2015/0302	Certificate of Lawfulness under Section 192 for the erection of a single storey rear extension	Certificate of Lawfulness Refused 9/04/2015
WA/2015/0194	Listed Building Consent for the erection of a single storey rear extension (as amended	Listed Building Consent Granted 24/03/2015

	by plans received 19/03/2015)	
WA/2010/2218	Certificate of Lawfulness under Section 192 for the use of The Barn for ancillary residential annex accommodation	Certificate of Lawfulness Granted 11/02/2011
WA/2010/1611	Application for a certificate of Lawfulness under section 192 of the Town and Country Planning Act 1990 for use of the Barn as ancillary residential annex suitable as guest accommodation or a 'granny annex'	Certificate of Lawfulness Refused 16/11/2010
WA/2010/1069	Internal and external alteration to barn outbuilding	Full Permission 10/08/2010
WA/2010/1001	Application for Listed Building Consent for internal and external alterations to barn outbuilding	Listed Building Consent Granted 10/08/2010
WA/2009/1794	Application for Listed Building consent for the erection of extension and alterations to the barn outbuilding.	Listed Building Consent Granted 30/03/2010
WA/2009/1793	Erection of extension and alterations to the barn outbuilding	Refused 30/03/2010
WA/2008/0391	Erection of a detached double garage / log store with driveway / turning area and associated works	Full Permission 30/04/2008
WA/2006/2962	Erection of a detached garage / store	Refused 16/02/2007
WA/2006/0585	Erection of a detached double garage and garden wall	Refused 28/04/2006

WA/2005/1596	Erection of a detached double garage and garden wall	Refused 20/09/2005
WA/2004/2680	Erection of a single storey extension	Refused 27/01/2005 Appeal allowed 29/08/2006
WA/2004/2029	Application for Listed Building Consent for the erection of a single storey extension	Listed Building Consent Granted 5/11/2004
WA/2004/2028	Erection of a single storey extension	Refused 5/11/2004
WA/2004/1188	Application for Listed Building Consent for the erection of a two storey extension	Listed Building Consent Refused 26/07/2004 Appeal Allowed 28/06/2004
WA/2004/1187	Erection of two storey extension	Refused 26/07/2004
WA/2003/0641	Erection of a new detached dwelling	Refused 19/05/2003 Appeal dismissed 20/11/2003
WA/2002/2330	Erection of a new dwelling	Refused 27/01/2003
WA/2001/1765	Application for Listed Building Consent for the erection of a two storey extension following demolition of existing extension	Listed Building Consent Granted 29/10/2001
WA/2001/1764	Erection of a two storey extension following demolition of existing extension	Full Permission 29/10/2001
HM/R 21455	Erection of a double garage	Withdrawn 30/05/1973
DW/2013/0008	The erection of a single storey rear extension which would extend beyond the rear wall of the original house by 6m, for which the height would be 3.6m and for	Prior Approval is not required 5/08/2013

	which the height of the eaves would be 2m	
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Planning Policy Constraints

Countryside beyond Green Belt – outside any defined settlement area
 Gas Pipe Line
 Listed Building Grade II
 Neighbourhood Plan Designation

Development Plan Policies and Proposals

Saved Policies C2, D1, D4, D5, D6, D7, D8, D9, H10, HE1, HE3, HE5, M2 and M14 of the Waverley Borough Local Plan 2002.

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) and the South East Plan 2009 (solely in relation to policy NRM6) therefore remain the starting point for the assessment of this proposal.

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

The Council is in the process of replacing the adopted 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. In the latest provisional timetable for the preparation of the Local Plan (Part 1), the Council is scheduled approve the plan for publication in April 2016.

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance (2014)
- Strategic Housing Land Availability Assessment (2014 update)
- Strategic Housing Market Assessment (2015)
- Planning Infrastructure Contributions SPD (2008)
- Council's Parking Guidelines (2013)
- Density and Size of Dwellings SPG (2003)
- Residential Extensions SPD (2010)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Transport Assessment (Surrey County Council, September 2014)
- Surrey Design Guide (2002)
- Cranleigh Design Statement (2008)

Consultations and Parish Council Comments

County Highway Authority	No objection - recommends conditions
Cranleigh Parish Council	Objection – The application contravenes WBC policy for development beyond the Green Belt (C2). The Committee expressed concerns about the access point and possible parking on the access road.

Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2014” the application was advertised in the newspaper on 21/08/ 2015 and 18/09/2015, site notices were displayed around the site and neighbour notification letters were sent on 10th August 2015.

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

- The site is a Listed Building, a modern house and garage would adversely affect this existing old building, the site and the ancient wood;
- A new dwelling has been developed from an existing old barn in the garden, occupied by a tenant, with parking at the kerb side;
- Extended driveway would be close to a busy junction and close to the new cycle path for Swallowhurst – increase traffic and accidents;
- Loss of trees;

- Site was one listed cottage, would now have three houses and 2 garage blocks and a builders' yard;
- Overdevelopment of the site

1 letter has been received making the following general observations:

- Planning conditions should be imposed to restrict working hours for developers Mon – Fri 8.00 – 17.00; no Saturday / Sunday working, and noise kept to a minimum in terms of music from trades etc.

Submissions in support

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

- The proposed dwelling is just outside the defined settlement of Cranleigh;
- Property would be within walking distance of Cranleigh Town Centre and is connected via a regular bus route;
- There are special circumstances that allow the policy of restraint to be set aside;
- Proposal would be in keeping with organic nature of the immediate area and in harmony with the character and appearance of the area;
- The dwelling would be located on land forming part of a large domestic curtilage of Old Cottage and does not form ancient woodland;
- Site is surrounded by approved development which has materially altered the character and appearance of the area and effective settlement boundary of Cranleigh;
- Proposed dwelling would positively contribute to the Council's 5 year housing supply in a sustainable location;
- Proposed development is of a form, scale and layout commensurate with surrounding residential development and would not result in harm to the character of the area or visual amenity;
- Proposed dwelling provides parking in accordance with Waverley's Parking Guidance;
- The design would be in keeping with the surrounding area and would provide a satisfactory relationship between existing properties, including the Grade II Old Cottage;
- The character, appearance and setting of the area have been significantly altered by virtue of Swallow Tiles development.

Determining Issues

Principle of development

Planning history and differences with previous proposal

Lawful use of the land
Location of development
Housing land supply
Domestic outbuildings in the countryside
Impact on Designated Heritage Assets
Impact on visual amenity and trees
Impact on residential amenity
Provision of amenity space and technical space standards
Highways including impact on traffic and parking
Financial considerations
Biodiversity and compliance with Habitat Regulations 2010
Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights
Implications
Environmental Impact Regulations 2011
Pre Commencement Conditions
Third Party Representations
Working in a positive/proactive manner

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

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 site lies within the grounds of a Grade II Listed Building. The NPPF states that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposed development. Great weight should be given to the asset's conservation, the more important the asset, the greater the weight should be.

Planning history and differences with previous proposal

The planning history is a material consideration.

It is noted that planning permission was previously refused for the subdivision of the existing curtilage of Old Cottage to create a new plot and the erection of a detached cottage (WA/2003/0641).

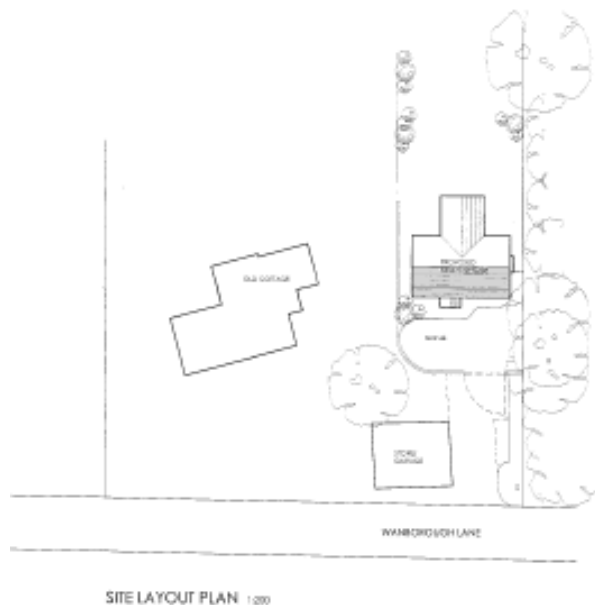
The subsequent appeal was dismissed and the Inspector considered that a narrow plot, with a cramped dwelling, would be out of keeping with the character of the area. As there was an existing large garage on the road frontage, the Inspector concluded that the loss of this land would be harmful to the setting of the local rural character and to the special character and setting of Old Cottage.

In 2006, a detached garage / store was refused (WA/2006/2962) on land within the curtilage of Old Cottage along the southern boundary, on the basis

of the proposal being contrary to Local Plan Policy C2. It was also considered that the siting, size and form of the building, in combination with the existing barn outbuilding were contrary to Policy RD3 of the Local Plan, disproportionate in size and would detract from the semi rural character of the area.

The current proposal is considered to be materially different to the two previous refusals, mainly in terms of the proposed siting. The current proposal now intends to erect a detached dwelling in the rear garden of Old Cottage, set back approximately 57m from the road frontage. The 2003 proposal was for a detached dwelling on a narrow frontage at the side of Old Cottage. The current proposal would create a more spacious layout with a greater degree of separation.

Block Plan of refused scheme for new dwelling, reference WA/2003/0641



Furthermore, the previous applications were refused in 2003 and 2006 and since then a major residential development has been permitted and implemented on the former Swallow Tiles site to the north of the site. The application site is now enclosed on 3 sides by residential development, and therefore the contribution of the site to the spacious character of the surrounding area is considered to be significantly less than previously.

In addition, since the previous refusals there has been a material change in planning position with the publication of the NPPF, NPPG and Cranleigh Design Statement. In particular, the NPPF means that much less weight can be given to policy C2 of the Local Plan. There is no objection to development

within the countryside beyond the Green Belt in principle. The test following the NPPF is whether the development would be sustainably located and whether it would harm the intrinsic character of the countryside.

The test for Members is whether, having regard to the changes in policy and site circumstances and the nature of the proposed development, the current proposal has overcome the objections to the previously refused schemes and is acceptable in its own right.

Lawful Use of the land

The land is part of the residential curtilage of the property Old Cottage and is therefore has a lawful use as garden land.

Paragraph 17 of the National Planning Policy Framework 2012 outlines the overarching roles that the planning system ought to play. A set of 12 core planning principles are set out which should underpin both plan-making and decision-taking, which, inter alia, encourages the effective use of land by re-using land that has been previously developed. The Framework defines previously developed land (PDL) as ‘...land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed and any associated fixed surface infrastructure.’ However, there are a number of exclusions to this definition, including land in built-up areas such as private residential gardens, parks, recreation grounds and allotments.

This national policy guidance does not mean that development on garden land within settlements in Waverley is unacceptable in principle. The focus remains on assessing the proposal against the criteria in the relevant development plan policies, as well as other relevant considerations such as the national guidance in other parts of the NPPF. Where a proposed housing development is contrary to development plan policies, the fact that the land is garden land and, therefore, not a priority location for development according to NPPF, may reinforce the case against allowing the scheme.

Location of Development

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

The Keynote Policy and Policy C2 of the Waverley Borough Local Plan 2002 are regarded as housing and land supply policies for the purposes of paragraph 49 of the NPPF. Following the recent High Court judgments of Mark Wenman -v- (1) The Secretary of State for Communities and Local Government (2) Waverley Borough Council, and Ivan Crane -v- (1) The Secretary of State for Communities and Local Government (2) Harborough District Council, the Court has commented on the weight to be given to a policy that is out of date. This judgement clarifies that the Council can still apply Policy C2 with regard to its environmental protection, but must accept that the policy is out of date for purposes of being a housing land supply policy. Therefore in accordance with the NPPF, the weight to be given to out of date policies will often be considerably less than the weight given to policies which provide fully for identified housing need.

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 of Cranleigh and beyond any defined rural settlement boundary, wholly within the Countryside beyond the Green Belt, Officers acknowledge that the application site is on the opposite side of the road from the developed area of Cranleigh. The site is considered to be substantially surrounded by existing development, which has primarily occurred since the development of the former Swallow Tiles site, and is within walking distance of the village centre providing good accessibility to shops, schools and GP / health facilities. Officers also note that the proposed dwelling would be close to existing bus routes and would therefore be in a relatively sustainable location. 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 an isolated dwelling in the countryside in this instance 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. Furthermore, a supply of specific, developable sites or broad locations for growth should be identified for years 6-11 and, where possible, 11-15. LPAs should also set their own approach to housing density to reflect local circumstances and to boost significantly the supply of housing.

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

The provision of new market and affordable housing will assist in addressing the Council's housing land supply requirements. 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 Strategic Housing Market Assessment points to a higher level of housing need

in Waverley than that outlined within the South East Plan. Specifically, the Strategic Housing Market Assessment September 2015 indicates an unvarnished figure of at least 519 dwellings per annum.

The latest 5 year housing land supply assessment shows a supply of 3.9 years, based on the unvarnished housing supply figure above. This falls short of the 5 year housing land supply as required by the NPPF.

The proposal would provide for one new market home which would in a very small way contribute to the housing needs of the Council. This is a material consideration to be weighed against the other considerations for this application.

Domestic outbuildings in the countryside

The site is located within the Countryside beyond the Green Belt outside any defined settlement area. The NPPF states that, as a core planning principle the intrinsic character and beauty of the countryside shall be recognised. Policy C2 of the Local Plan states that building in the countryside, away from existing settlements will be strictly controlled. The Government's White Paper "The Natural Choice: securing the value of nature" published June 2011 states that as a core objective, the planning system should take a strategic approach to guide development to the best location, to protect and improve the natural environment including our landscapes.

Policy RD3 of the Local Plan states that proposals for the erection and extension of ancillary domestic outbuildings will be permitted provided they:-

- a) Are not disproportionate in size having regard to the size of the dwelling they are to serve;
- b) Will not detract from the character, appearance and setting of the existing dwelling;
- c) Will not appear intrusive in the landscape or otherwise detract from the rural character of the area; and
- d) Are of an appropriate design and location for their intended use.

The proposal includes the provision of two detached double garages, one to serve the new dwelling, and one which is essentially an existing garage serving the current property relocated slightly to facilitate the provision of the access driveway to the proposed new dwelling. The proposed out buildings are considered to be of a size and scale which are proportionate to the dwellings that they are designed to serve and would not appear overly intrusive in the landscape or detrimental to the setting of either the existing or

proposed dwellings. The proposals are therefore considered to comply with Local Plan Policy RD3.

Impact on Designated Heritage Asset

The NPPF states that Local Planning Authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposed development. Great weight should be given to the asset's conservation, the more important the asset, the greater the weight should be.

Substantial harm to, or loss of significance of, a heritage asset should be exceptional and consent should be refused unless the harm is necessary to achieve substantial public benefits that would outweigh the harm. In considering development that may have substantial or less than substantial harm on a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including the possibility of securing its optimal viable use. Only where the benefits are found to outweigh the harm to the designated heritage asset should the development be approved.

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 Policies HE1, HE3 and HE5 of the Local Plan 2002 state that development should preserve or enhance the character and setting of Listed Buildings.

The significance of the designated heritage asset, the Grade II listed Cottage, lie in the Old Cottage and its barn's survival and illustration of 17th century settlement type and farming practice. As the garden land to the listed building, the site forms part of the curtilage and therefore part of the setting and significance.

The Council's Historic Buildings Officer has been consulted on the application and has advised that the existing listed cottage is set within a very large plot. The sense of remoteness of the existing property has already been slightly diminished by the development of the former Swallow Tiles site. Therefore, it is considered that the setting of the building would not be significantly further diminished by the proposed development, provided that the proposed barn style dwelling is executed in the plausible style of a Surrey agricultural building.

Therefore, officers are of the view that the proposed development would preserve the setting of the Listed Building and would not lead to the

significance of the designated heritage asset being harmed or lost. Accordingly, given that there would be no harm to the significance of the heritage asset, paragraphs 133 and 134 of the NPPF do not apply in this instance.

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 proposal seeks to erect a detached one and a half storey property, designed to have low eaves and a barn style appearance. The proposed roof would be clay tile with feather edged boarding above a brick plinth. The character of the area is of reasonably large, detached two storey properties and it is considered that the proposal would respect this predominant character. Whilst it is appreciated that the site is essentially a backland site, the proposed access drive would be set sufficiently far from Old Cottage not to appear cramped. Furthermore, the proposed property is considered to retain a good sense of spaciousness around the building, with separation distances to boundaries and between properties commensurate with the surrounding area. In view of the above it is considered that the proposal would be of an acceptable scale, form and design which would not adversely affect the visual amenities of the area and would accord with the general criteria of Local Plan Policies D1 and D4.

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

The Council's Tree and Landscape Officer has acknowledged that the site has been the subject of some recent pre-emptive felling, with the mature oaks having been cut back. The remaining plot retains two oak trees and there is a further tree just beyond the boundary to the east. However, the house position has been designed to take up the majority of the space between the recognised industry standard root protection areas that constrain the footprint on either side. Therefore it is anticipated that the proposal would result in

future pressure for removal due to the limited amenity space proposed. However, the trees, within their surrounding landscape context, are considered to be of limited public amenity value.

Whilst no buffer is proposed to the woodland to the east, the current usage would be effectively unchanged, although an increase in the intensity of use of the site would bring some additional pressures to the woodland as evidenced by recent lopping of overhanging boughs. Notwithstanding these concerns, officers are of the view that any harm to the woodland would be minimal and recommend the imposition of conditions in the event that permission is granted in order to minimise any impact.

Impact on residential amenity

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

The proposed property would be positioned approximately 34m from the rear of the existing property Old Cottage and as such would be of sufficient distance not to adversely affect the residential amenities of that property. In relation to the proximity to the new dwellings on the Swallow Tiles development, it is noted that the proposal would, at its closest point, be approximately 8m from the boundary. However, the distance would be approximately 10m from the closest first floor window. The boundary along this part of the site is a close boarded fence with a few trees along the boundary to soften the impact. It is further noted that the properties on Canvil Close have garden depths of between 25 and 30m and so the distance between windows would be in excess of the 21m guidelines set out in the Residential Extensions SPD. The proposed separation distances are therefore considered to be acceptable and the proposal would not cause harm to the residential amenities of adjoining occupiers by reason of loss of light, loss of outlook, visual intrusion or loss of privacy.

Provision of amenity space and technical space standards

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.

Whilst it is appreciated that a number of trees border the site and potentially overhang the proposed garden area it is nevertheless considered that both the proposed and existing dwellings would have private amenity areas of a sufficient size to provide an appropriate level of amenity area for future and existing residents.

The Government's technical housing standards – (nationally described space standard (2015)) require dwellings to meet certain internal space standards in order to ensure that an appropriate internal standard of accommodation has been provided for future occupiers. Until the Council has a Local Plan Policy in respect of these standards, they should only be given limited weight but used as guidance to inform the decision on this proposal. Notwithstanding this, the proposed dwelling would comply with the space standards.

Highways, including impact on traffic and parking

The NPPF 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 limits the significant impact of the development. Paragraph 32 of the NPPF advises that 'development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.'

The NPPF supports the adoption of local parking standards for both residential and non-residential development. The Council has adopted a Parking Guidelines Document which was prepared after the Surrey County Council Vehicular and Cycle Parking Guidance in January 2012. Development proposals should comply with the appropriate guidance as set out within these documents.

The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway, subject to securing additional information with regards to a Construction Transport Management Plan. It is therefore considered that the provision of one new dwelling would not result in a severe impact on the transport network. If planning permission is granted full details in relation to the Construction Management Plan would need to be secured by condition. A condition should also be attached to ensure the parking and turning areas are provided as specified, if permission is granted.

The application has proposed a double garage for each property together with additional parking spaces on areas of hardstanding. It is clear therefore, that an acceptable level of parking spaces can be provided on the site for the proposed and existing property, in accordance with the 2013 Parking Guidelines.

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 Committee/decision maker.

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 £8,700) per annum for six years.

Biodiversity and compliance with Habitat Regulations 2010

The NPPF requires that 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 application property does not fall within a designated SPA, SAC, SNCI or SSSI. Whilst an area of Ancient Woodland lies to the east of the site, it is acknowledged that the site is currently in use for purposes of domestic curtilage and that the proposal seeks to erect a new building. The only structure to be removed and re-located is a relatively modern domestic garage. Having regard to this, and the completed biodiversity checklist, it is considered that a biodiversity survey is not required in this instance. However, an informative should be added to remind the applicant that protected species may be present at the property and that works should stop should they be found during the course of the works.

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

There are no implications for this application.

Environmental Impact Regulations 2011

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

Pre Commencement Conditions

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

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

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

Third Party Representations and Parish Council

The issues raised by the Parish Council and third parties have been carefully considered and assessed within the body of the report. Those which have not been addressed are as follows:

Access point and parking on the road

The proposal would provide parking in accordance with the Council's car parking guidelines and furthermore seeks to re-use an existing access. It would therefore not be reasonable to raise any highway safety objections to the proposed development. It is noted that no objections have been received from the County Highway Authority.

The existing barn is occupied by a tenant with parking at the kerb side.

The proposal is for a new dwelling to the rear of the site. The applicant's agent has confirmed that the existing barn is not occupied by a tenant, it is an ancillary building to the host property. Whilst a Certificate of Lawfulness has been issued for the use of the barn as ancillary accommodation, no separate consent exists for occupation as a separate and independent planning unit. This issue falls outside of the remit of this application and could be investigated separately if necessary.

Applicant uses the site as a builders' yard

Whilst it is noted that the applicant is a builder and may park his vehicles on the site, the applicant's agent has confirmed that there is no builders yard at the site.

Development should be subject to hours of operation restriction during construction

An hours of work condition is recommended.

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

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

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

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

Conclusion/ planning judgement

Whilst the proposal would result in a new development in the Countryside beyond the Green Belt, the site is substantially surrounded by existing residential development on three sides of the site. The proposal would have an acceptable impact on the visual amenities of the area and on adjoining occupiers and the surrounding highway network. The proposal would preserve the setting of the Listed Building and would not adversely affect the biodiversity value of the site. The proposal would provide a new house that would contribute in a small way towards Waverley's housing need.

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

Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition
The plan numbers to which this permission relates are Location Plan WL-E01 Rev A; WL-E03; WL-E05; WL-P01; WL-P02 Proposed elevations; WL-P02 Proposed section; WL-P04; WL-P05 Rev B; WL-P06 . The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

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

2. Condition
Before any work on site begins, cross sections/details indicating the proposed finished ground levels surrounding the buildings shall be approved in writing

by the Local Planning Authority. The works shall be carried out in strict accordance with the approved details.

Reason

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

3. Before any work begins, the following details must be approved in writing by the local planning authority. The works must not be executed other than in complete accordance with these approved details:
 - a) Drawings to a scale not smaller than 1:5 fully describing:
 - i. windows, external doors, rooflights. These drawings must show:
 - materials
 - cross section of frame, transom, mullions, glazing bars, etc
 - formation of openings including reveals, heads, sills, arches, - lintels, etc
 - method of opening
 - method of glazing
 - ii. Roof details including sections through: roof ridge, hips, valleys, eaves and verges
 - iii. Chimneys
 - b) Specification of brickwork including material, colour, texture, face bond, components of the mortar, and jointing/pointing profile.
 - c) Samples or specifications of external materials and surface finishes.

Reason

In the interests of the visual amenities of the area and having regard to the need to preserve the setting of the adjacent Listed Building in accordance with Policies D1, D4 and HE3 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the acceptability of the application.

4. Condition

Rainwater goods (including gutters, down pipes and hopperheads) and external soil pipes shall be of cast metal or in uPVC formed to a traditional cast iron pattern

Reason

In the interests of the visual amenities of the area, in accordance with Policies D1, D4 and HE3 of the Waverley Borough Local Plan 2002.

5. Condition

Walls shall be externally clad in 200 mm featheredge boarding of painted softwood or natural oak.

Reason

In the interests of the amenities of the area, in accordance with Policies D1, D4 and HE3 of the Waverley Borough Local Plan 2002.

6. Condition

For a period of 10 years from the first occupation of the development:

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

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

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Waverley Borough Local Plan Policies D1, D4, D6 and D7.

7. Condition

No development shall commence, including any groundwork preparation, until a detailed, scaled Tree Protection Plan 'TPP' and related Arboricultural Method Statement has been submitted to and approved in writing by the Local Planning Authority. These shall include details of the specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Area of trees shown to scale on the TPP including installation of service routings. All works shall be carried out in strict accordance with the approved details.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Waverley Borough Local Plan Policies D1, D4, D6 and D7. This is a pre-commencement condition as the matter relates to the construction process.

8. Condition

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

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Waverley Borough Local Plan Policies D1, D4, D6 and D7. This is a pre-commencement condition as the matter relates to the construction process.

9. Condition

Prior to commencement of any works on site, details of any services to be provided or repaired including drains and soakaways, on or to the site, shall be submitted to and approved by the Local Planning Authority in writing and shall be carried out as shown. This requirement is in addition to any submission under the Building Regulations. Any amendments to be agreed with the Local Planning Authority in writing.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Waverley Borough Local Plan Policies D1, D4, D6 and D7. This is a pre-commencement condition as the matter relates to the construction process.

10. Condition

Within one month of commencement of development a detailed landscaping scheme shall be submitted to and approved by the Local Planning Authority in writing. The landscaping scheme shall be carried out strictly in accordance with the agreed details and shall be carried out within the first planting season

after commencement of the development or as otherwise agreed in writing with the Local Planning Authority. The landscaping shall be maintained to the satisfaction of the Local Planning Authority for a period of 5 years after planting, such maintenance to include the replacement of any trees and shrubs that die or have otherwise become, in the opinion of the Local Planning Authority, seriously damaged or defective. Such replacements to be of same species and size as those originally planted.

Reason

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

11. Condition

(a) The development hereby approved shall not be first occupied until space has been laid out within the site in accordance with the approved plans for cars to be parked and for vehicles to turn so that they may enter and leave the site in a forward gear. The parking / turning area shall be maintained exclusively for its designated use.

(b) The existing vehicle parking (and turning) area at the premises (as shown on the application drawings) shall be permanently retained and maintained for their designated purpose(s).

Reason

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

12. Condition

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

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

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

Reason

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Waverley Borough Local Plan Policies M2 and M14. This is a pre-commencement condition as the matter relates to the construction process.

13. Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any other Order revoking or re-enacting that Order with or without modification), no extensions, alterations or buildings as defined within Part 1 of Schedule 2, Classes A -E inclusive of that order, shall be erected / undertaken on the site without the written permission of the Local Planning Authority.

Reason

Having regard to the need to protect the visual and residential amenities of the area and the setting of the adjacent Listed Building and to accord with Policies C2, D1, D4 and HE3 of the Waverley Borough Local Plan 2002.

14. Condition

The garages hereby approved shall be used for purposes incidental to the residential occupation and enjoyment of the dwellings as such and not for any trade or business.

Reason

In the interests of the visual and residential amenities of the area in accordance with Policies C2, D1 and D4 of the Waverley Borough Local Plan 2002.

15. Condition

Within one month of the commencement of development hereby approved a detailed plan specifying the demarcation of the boundary between the new dwelling hereby permitted and the existing property Old Cottage shall be submitted to and approved in writing by the Local Planning Authority. The details as approved shall be installed prior to the completion or first occupation of the dwelling hereby approved, which ever is the earlier.

Reason

In the interest of the amenities of the area, in accordance with Policies D1, D4 and HE3 of the Waverley Borough Local Plan 2002.

16. Condition

The hours of construction for the development hereby permitted shall not take place outside the hours of 8.00 - 6.00 pm Mondays to Fridays and 9.00 - 13.00 on Saturdays. No development shall take place on Saturday afternoons, Sundays, Bank Holidays or recognised Public Holidays.

Reason

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

Informatives

1. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.
2. The applicant is reminded that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.
3. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £97.00 or a reduced rate of £28.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.

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

4. In condition 6 above, 'retained tree' means an existing tree, which is shown to be retained in accordance with the approved plans and particulars referred to in condition 1.
5. 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.