

A1 WA/2016/0417  
Crest Nicholson South  
22/02/2016

Erection of 149 dwellings with access from the Horsham Road (details pursuant to outline approval granted under WA/2014/1754) This application affects footpath 378 (as amplified and amended by Addendum to Design and Access Statement; Refuse Vehicle Swept Path analysis plans; amended plans received 4/7/16; 12/07/16; 4/8/16; 9/8/16; 7/9/16; 8/9/16; 9/9/16; 15/9/16; Revised Parking schedule 13202/SCH003 Rev F; Surface and Foul Water Drainage Statement 161380 – 001B; Drainage Strategy Report 161380-003B; Arboricultural Impact Assessment and Method Statement and plan CREST20232-03C rec'd 9/8/16) at land at 106 and The Chantry's Bungalow and land to Southwest of Horsham Road, Horsham Road, Cranleigh

Committee: Joint Planning Committee  
Meeting Date: 03/10/2016

Public Notice: Was Public Notice required and posted: Y  
Grid Reference: E: 506313 N: 138087

Parish: Cranleigh  
Ward: Cranleigh West  
Case Officer: Mrs J Dawes  
16 Week Expiry Date: 23/05/2016  
Neighbour Notification Expiry Date: 15/04/2016  
Neighbour Notification  
Amended/Additional Expiry Date: 23/09/2016

Time extension agreed to: YES  
Extended expiry date : 26/08/2016 (further extension requested)

RECOMMENDATION A That Reserved Matters be AGREED subject to conditions.

RECOMMENDATION B That the details pursuant to Condition 10 (in relation to surface water and pre-commencement part of condition) and condition 12 upon WA/2014/1754 be AGREED.

## Introduction

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

This application was deferred at the Joint Planning Committee on 24<sup>th</sup> August following design concerns raised on the following matters:

- The provision of the parking courts on the outer edges of the site and options for breaking these up further (adjacent to the northern boundary);
- Improved distribution of parking provision across the site, having regard to the fact that some of the 3 and 4 bedroom units have only 2 spaces, whereas some of the larger unit have 4 spaces;
- Improved design and amenity space for the flats;
- A request for a greater number of 1 bedroom units and for all dwellings to meet the minimal internal space guidelines;
- The juxtaposition of properties, creating unusual private garden spaces;
- Clarification regarding the affordable housing locations, and the degree of pepper-potting further across the site.

Revised plans have now been received which have sought to address some of those matters raised by Members.

In relation to the northern boundary parking areas, a revised layout plan has been submitted which has sought to reduce the number of parking spaces located on the northern boundary, whilst at the same time avoiding the use of rear parking courts. The revised plans have sought to reposition plots 18 – 21 to an east / west axis, increasing the separation between plots 12 and 13 to allow for parking to be broken up and set further away from the northern boundary, or screened by the houses themselves. The parking spaces to plots 15 to 17 have also been broken up into three separate areas with parking space for plots 15 and 16 set further away from the northern boundary. This has reduced the number of properties with their front elevation facing the northern boundary in north eastern part of the site from 8 units to 4.

In relation to the parking space provision, the revised layout has introduced 3 additional visitor spaces on the primary thoroughfare next to the central green and relocated 2 visitor spaces from the northern boundary to the edge of the southern green.

In relation to the 1 bedroom maisonettes, the size of the properties all now exceed 50 sq m and the Nationally Described Space Standards.

## Location Plan



## Site Description

The application site measures 9.3 hectares and is generally rectangular in shape.

The site comprises two fields on land to the west of dwellings on Horsham Road. The site is located on the south eastern edge of Cranleigh, to the west of Horsham Road and to the south of the existing residential area, Nightingales. To the west, the site is bounded by an elevated section of the Downs Link, a long distance footpath, with open countryside and fields to the south.

The land is currently used for agricultural purposes and the topography of the site is generally flat, falling to its lowest point in the north western corner. The land rises gently to the south.

Access to the site is from land abutting 106 Horsham Road, an access which currently serves a property Chantrys Bungalow, set back behind the existing ribbon of development along the road frontage.

## Background

Section 92 of the Town and Country Planning Act 1990 defines “Outline Planning Permission” as planning permission granted with the reservation for subsequent approval by the local planning authority of matters not particularised in the application (“reserved matters”).

Part 1 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 defines “Reserved Matters” as access, appearance, landscaping, layout and scale. Outline permission was granted under Ref WA/2014/1754 for up to 149 dwellings and associated works with access onto Horsham Road, the access therefore having been determined at the outline stage. The current application seeks the “reserved matters” (appearance, landscaping, layout and scale) for approval.

A definition for each of the reserved matters is contained within the Town and Country Planning (Development Management Procedure) (England) Order 2015 where it states:

“scale” means the height, width and length of each building proposed within the development in relation to its surroundings;

“appearance” means the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture;

“landscaping”, in relation to a site or any part of a site for which outline planning permission has been granted or, as the case may be, in respect of which an application for such permission has been made, means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes—

- (a) screening by fences, walls or other means;
- (b) the planting of trees, hedges, shrubs or grass;
- (c) the formation of banks, terraces or other earthworks;
- (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and
- (e) the provision of other amenity features;

“layout” means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

Whilst the above matters were “reserved” for further approval under the outline permission, access was the single matter that was included, considered and approved subject to the inclusion of relevant conditions. As such, the principle of the development and means of access have been approved and established. These matters are not, therefore, before the Committee for consideration under the current application.

In determining this application, it is relevant to consider whether there have been any material changes in planning circumstances since the outline planning permission reference WA/2014/1754 was granted. Since the granting of the outline planning permission on 28<sup>th</sup> January 2016, the Development Plan remains as the Local Plan 2002 and the NPPF 2012 remains in force. On 19<sup>th</sup> July 2016 the Council approved the publication of the draft Local Plan Part 1 for its Pre-submission consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The consultation period will commence in early August. In accordance with paragraph 216 of the NPPF, some weight can be given to the draft Plan, but the degree to which it can is determined by the stage the Plan has reached and the extent to which there are any unresolved objections to it. At present, therefore, only limited weight can be given to the Pre-submission Plan. However, this will increase as the Plan progresses through Examination and onto its adoption in 2017. It is considered that there have not been any material changes in planning policy circumstances since the outline permission.

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

#### Proposal / the reserved matters

This application comprises the information which was reserved for future consideration (reserved matters) by way of planning Condition 1 imposed on outline permission Ref WA/2014/1754. The reserved matters were layout, scale, appearance and landscaping. It is these matters which are now before the Committee for consideration.

The outline planning permission established the principle of the development and conditionally approved details of access, off site highway improvements including works to the adjacent Downs Link and adjacent footpath, details of drainage and surface water run-off. These matters are the subject of planning conditions imposed upon the outline planning permission.

The outline application proposed the erection of up to 149 dwellings, following the demolition of two units, which included 40% affordable dwellings (within the meaning of the NPPF). Whilst an indicative mix was proposed at the outline stage, this reserved matters application confirms that the following mix of dwellings is proposed:

#### Market homes

Bedrooms	Number of units proposed	SHMA recommended mix
1	0 (0%)	10 %
2	10 (11%)	30%
3	35 (40%)	40%
4+	44 (49%) (38 x 4 bed / 6 x 5 bed)	20%
Total	89	100%

#### Affordable homes

Bedrooms	Number of units proposed	SHMA recommended mix
1	18 (30%)	40%
2	26 (43.3%)	30%
3	14 (23.3%)	25%
4+	2 (3.3%)	5%
Total	60	100%

#### Total mix

Unit type	1 Bed	2 Bed	3 Bed	4+ Bed	Total
Total number of units	18	36	49	46	149
% of overall amount	12%	24%	32.8%	30.8%	100%

The level and mix of affordable housing (40%), together with the total numbers of dwellings remain the same as within the outline permission. The mix of dwellings now proposed would differ slightly to that indicated at outline stage, and would now include a slightly lower level of one bed units (18 instead of 24), a higher level of 2 bed units (36 instead of 24), a slightly higher number of 3-bedroom dwellings (49 instead of 45) and a lower level of 4+ dwellings (46 instead of 56).

However, it is considered that this mix would remain broadly consistent with the requirements of the SHMA and Policy H4 by providing the greatest number of 2 and 3 bedroom dwellings.

### 1. Layout

The submitted plans show 149 dwellings spread within the site within five main areas of development accessed via a central road which curves through the site from west to east. The access point from Horsham Road has already been identified and accepted by the Council under the outline permission.

The proposed dwellings would be laid out in a perimeter block approach, with a central tree lined avenue with secondary roads leading into the main housing areas. Within the perimeter blocks, mews style streets are proposed with gardens backing onto each other.

In a change from the indicative layout submitted at outline stage, the proposal has reduced the extent of roads within the site, creating cul-de-sac developments with pedestrian and cycle links to provide permeability through the site.

The affordable housing would be provided within four clusters within the development, two on the northern boundary and two on the southern boundary.

Parking would be provided consisting of 350 allocated spaces, and 30 visitor spaces, comprising a mix of on site parking, parking bays, garaging and parking courts. Visitor parking is proposed with a number of bays provided in close proximity to public open spaces.

The proposed development would incorporate 3.25 ha of open space, including informal amenity areas, greens, a children's play area in the southern part of the site and SuDS features.

## 2.Scale

The submitted plans indicate that the proposed dwellings would be principally two storeys in height, with single storey elements such as garaging and porches. The heights of the proposed dwellings would vary between 8.5 and 10.1m. A variety of design and scale of dwellings are proposed throughout the site, consisting of detached, semi detached and small terraces of houses, along with a number of 2.5 storey properties located at corner locations within the central avenue. Two storey apartments blocks are proposed along part of the southern boundary and on the northern boundary.

The dwellings along the northern boundary of the site are all proposed to be two storey in height and are primarily semi detached and small terraced properties, with two small apartment blocks along the northern boundary.

## 3.Appearance

The proposal provides for several design types of dwellings which would incorporate traditional materials including tile hanging, red brick and areas of render and black weather boarding and traditional styled UPVC windows. The proposed pallet of materials includes a combination of mellow brown multi stock bricks; red multi bricks; light red multi stock bricks; off-white roughcast render; black stained timber boarding; and hanging tiles.

The proposed development would utilise pitched roofs, canopies and bay windows, together with brick chimneys and plinth detailing. Whilst there are a number of hipped roofs the proposed scheme is characterised by strong gable roofs and details.

The submitted Design and Access Statement identifies a series of character areas:

- The Horsham Gateway which provides the arrival to the site, with new buildings fronting onto the space;
- The Northern Edge, where a linear green space allows access to the existing drainage ditch, with properties fronting onto this space whilst retaining a sense of space to existing properties. Pedestrian and cycle paths link other green spaces;
- A linear tree lined main route with a 5.5m wide carriageway with footpaths and grass verges; a series of green spaces enabling the retention of existing trees and hedges, the provision of a Local Equipped Area of Play (LEAP) and contributing to the wider SuDS scheme; the provision of a step free access to the Downs Link and the provision of minor street and mews with a lower hierarchy of streets with smaller dwellings and terraced properties.



#### 4.Landscaping

The application plans show that the existing trees within the centre of the site would be retained and the creation a green corridor through the centre of the site, and would include a LEAP in the southern part of the site. The north western corner of the site includes an area of landscaping incorporating the SuDS infrastructure, which would also link into the green space / drainage ditch along the northern part of the site.

The Design and Access Statement states that the following principles have been applied to the landscaping:

- the aspiration to retain and enhance existing trees and hedges where possible and to locate new areas of open space within the context of these features.;
- The open space strategy informs the location of a play space, areas of open space and flood attenuation features within the context of the established landscape features;
- Key areas of open space along the northern boundary and include flood attenuation features within this location, setting development further back from the boundary and adjacent residential development to the north;
- The proposed play space towards the southern boundary and adjacent to existing hedgerow running north – south centrally within the site.

## Proposed Site Plan



## Proposed Street Scenes





Northern Edge



Green Fore-edge



Southern Edge

## Elevations

2 bed affordable apartments (Plots 77 - 84):



2 bed affordable apartments (plots 73 – 75)



1 bed affordable apartments (plots 121 – 124)



Orchard House Type



Gosfield House Type



Whimberry House Type



Brookfield House Type



Wordsworth House Type



Laurel House Type



Relevant Planning History

WA/2014/1754	Outline application for the erection of up to 149 dwellings and associated works with access onto Horsham Road. Application affects footpath 378, as amended by additional plans rec'd 25/2/15; additional Agricultural Land Classification Report rec'd 17/3/15 and 8/4/15 and as clarified by emails dated 22/5/15, 12/5/15, 12/6/15, 15/6/15 and 17/6/15.	Outline Consent Granted 28/1/2016
SO/2014/0001	Request for screening opinion for the proposed residential development of 149 dwellings	Screening opinion given – EIA required 18/2/2014 Screening Direction from Secretary of State issued : EIA

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

### Planning Policy Constraints

Countryside beyond Green Belt – outside of any defined settlement

Section 106 agreement (WA/2014/1754)

River bank within 20m

Footpath

Neighbourhood Plan Designation

TPO

### Development Plan Policies and Proposals

Saved Policies of the Waverley Borough Local Plan 2002

D1	Environmental Implications of Development
D2	Compatibility of Uses
D3	Resources
D4	Design and Layout
D5	Nature Conservation
D6	Tree Controls
D7	Trees, Hedgerows and Development
D8	Crime Prevention
D9	Accessibility
D13	Essential Infrastructure
D14	Planning Benefits
C2	Countryside beyond the Green Belt
C7	Trees, Woodlands and Hedgerows

HE15	Unidentified Archaeological Sites
H4	Density and Size of Dwellings
H10	Amenity and Play Space
RD9	Agricultural Land
M1	The Location of Development
M2	The Movement Implications of Development
M4	Provision for Pedestrians
M5	Provision for Cyclists
M14	Car Parking Standards

#### Pre-Submission Local Plan Part 1 : Strategic Policies and Sites

Policy SP1	Presumption in Favour of Sustainable Development
Policy SP2	Spatial Strategy
Policy ALH1	The Amount and Location of Housing
Policy ST1	Sustainable Transport
Policy ICS1	Infrastructure and Community Facilities
Policy AHN1	Affordable Housing on Development Sites
Policy AHN3	Housing Types and Size
Policy LRC1	Leisure, Recreation and Cultural Facilities
Policy RE1	Countryside beyond the Green Belt
Policy TD1	Townscape and Design
Policy NE1	Biodiversity and Geological Conservation
Policy NE2	Green and Blue Infrastructure
Policy CC1	Climate Change
Policy CC2	Sustainable Construction
Policy CC3	Renewable Energy Development
Policy CC4	Flood Risk Management
Policy SS4	Strategic Housing Site at Horsham Road

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

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

The Council is 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. On 19<sup>th</sup> July 2016 the Council approved the publication of the draft Local Plan Part 1 for its Pre-submission consultation under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The consultation period will commence in early August. In accordance with paragraph 216 of the NPPF, some weight can be given to the draft Plan, but the degree to which it can is determined by the stage the Plan has reached and the extent to which there are any unresolved objections to it. At present, therefore, only limited weight can be given to the Pre-submission Plan. However, this will increase as the Plan progresses through Examination and onto its adoption in 2017.

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance (2014)
- Strategic Housing Land Availability Assessment (2014 update)
- West Surrey Strategic Housing Market Assessment (2015)
- Infrastructure Delivery Plan (2012)
- Settlement Hierarchy (Draft 2010 and factual update 2012)
- Climate Change Background Paper (2011)
- Open Space, Sport and Recreation (PPG17) Study 2012
- Statement of Community Involvement (2014 Revision)
- Strategic Flood Risk Assessment (2015)
- Affordable Housing Viability Assessment (Addendum 2010 and update 2012)
- Planning Infrastructure Contributions SPD (2008)
- Cycling Plan SPD (April 2005)
- Council's Parking Guidelines (2013)
- Density and Size of Dwellings SPG (2003)
- Residential Extensions SPD (2010)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Transport Assessment (Surrey County Council, September 2014)
- Surrey Design Guide (2002)
- Cranleigh Design Statement
- National Space Standards 2015

Consultations and Parish Council Comments

County Highway Authority	No objections - Recommends conditions and informatives
Cranleigh Parish Council	<p>Objection –</p> <p>Extreme concerns regarding flooding potential of site and surroundings;</p> <p>1 metre increase in height to dwellings on north west side appeared to acknowledge flooding – height out of keeping with existing properties, more than two storeys contravenes the Cranleigh Design Statement;</p> <p>Condition on the outline requires an additional report from Thames Water – not submitted; foul drainage and storage needs more attention, as it is only for a maximum of 19 hours – any storage over 12 hours leads to septicity is unacceptable;</p> <p>Cranleigh’s sewerage system is already at capacity – impact on Cranleigh Waters;</p> <p>Ongoing ownership dispute of the ditch on north western side of the site on grounds of adverse possession;</p> <p>Flood assessment indicates widening of the Holdhurst Brook within the site – lack of consideration of increased water velocity effect downstream – Holdhurst Brook is a designated main river by the EA;</p> <p>The tertiary river at the centre of the site has not been taken into account in the proposed drainage strategy;</p> <p>Concerns and questions over lack of detail to efficiency and maintenance of flood surface water and storage facilities put in place – area relies on pumping station;</p> <p>Site is currently unable to cope with water run off rates, application offers no betterment;</p>

	<p>Design and layout compared to the outline differ significantly on the boundary with Nightingales – negative impact on local residents – outline showed trees and landscaping with gardens with detached and semi detached houses, creating a natural sound barrier and prevent overlooking. Now shows hard standing for car parking and terraced housing – impact on visual amenity and increased surface water run off;</p> <p>Increased vehicle movements caused by car parking on the northern edge – increase car noise;</p> <p>Questioned the amount of hardstanding shown to accommodate drainage ditch – would adequate buffer be provided;</p> <p>Refuse vehicles will turn in this area – disruption to residents;</p> <p>Single main road is insufficient for volume of housing and lack of parking provision, less than two spaces per unit- resulting in on road parking – implications for emergency / large vehicles;</p> <p>Arrangement of housing units was questioned – terraced housing appear clustered and not mixed throughout the site;</p> <p>Cumulative effect for the surrounding area and the village as a whole – implications for traffic congestion;</p> <p>Independent professional should assess the site and the risk of the proposed SuDs failing;</p> <p>40 affordable homes should be secured for those who truly need it</p> <p>In response to amendments: The increase in onsite storage of potentially septic sewerage raises concerns as it is a</p>
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	<p>proposed residential site with known flooding.</p> <p>Committee object to any re-shaping of the land as the proposals indicate the land would be lower in the north west of the site increasing the flooding potential to the properties on the boundary at Nightingales, Fortune Drive and Ellery Close.</p> <p>Amended Plans – Any additional comments will be reported orally.</p>
Council's Environmental Health Officer (noise)	<p>Noise needs to be considered as proposal is in close proximity to existing residential accommodation.</p> <p>Recommends conditions</p>
Council's Environmental Health Officer (waste)	<p>Each of the 137 houses will need to incorporate storage on the property for the following:</p> <ul style="list-style-type: none"> <li>1 x 140 black refuse bin;</li> <li>1 x 240 litre blue recycling bin;</li> <li>1 x 240 litre brown garden waste bin;</li> </ul> <p>With regard to the apartments, bins should be labelled with flat number.</p> <p>Bin stores for plots 73 – 84 is located satisfactorily, and should accommodate 1 x 1100 flat lidded wheeled black bin; 5 x 240 litre blue recycling bins and individual food caddies.</p> <p>The roads need to be capable of accommodating a collection vehicles 2530mm wide and 9840mm overall length with a maximum gross weight of 26 tonnes, suitable turning to be included.</p>
Surrey County Council Rights of Way Officer	<p>No objection – welcome the allocation of funding for improvement through the s.106 agreement and conditions on the outline. Applicants have confirmed the intention of the freeholder to dedicate a part of the Footpath 378 as a bridleway thus allowing residents and the general public to access the proposed site to the Downs Link and vice versa on a bike.</p> <p>Request a condition regarding no gates being</p>

	erected on public rights of way.
Natural England	<p>The proposal is unlikely to affect any statutorily protected sites or landscapes; Should apply standing advice to protected species.</p> <p>Development includes areas of priority habitat and as such the LPA should aim to conserve and enhance biodiversity. Proposal may provide opportunities for biodiversity and landscape enhancements.</p>
Surrey Police	<p>No further comments in relation to the application</p> <p>Amended Plans – Any additional comments will be reported orally.</p>
Surrey Wildlife Trust	<p>With respect to the landscaping proposals, the Trust advises that the landscaping proposals could employ more of the biodiversity advice previously given in relation to the outline consent – in particular the use of locally sourced native trees and shrubs, to complement existing species on site and retain and enhance existing native species boundary and hedge habitat with a conservation management regime. Therefore would request that more of the previous biodiversity enhancement recommendations should be incorporated into landscaping plans.</p> <p>The provision of a Landscape and Ecological Management Plan (LEMP) for the site, providing details of planting and seeding proposals with species lists, and clear details of biodiversity enhancements such as bat boxes and bird boxes et and on going monitoring would also assist.</p>
Thames Water	<p>Surface Water Drainage – applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on – off site storage.</p> <p>Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of the application. If</p>

	<p>permitted, a Grampian style condition should be imposed requiring a drainage strategy detailing on / off site drainage works.</p> <p>Waste – developer is required to deliver 88m<sup>3</sup> of foul storage as part of s104 (of the Water Industry Act 1991) drainage design.</p> <p>Water – study recommends the extra demand created by new development will not have a detrimental effect on Lambswood Water Service Reservoir.</p> <p>Extra demand has an impact on pressures within the DMA, (Drainage Management Area) where the reinforcement proposals do elevate pressures at the development site, the remainder of the DMA, and where the reinforcement proposals elevate pressures at the development site, the remainder of the DMA will experience lower pressures by approximately 1-2m due to the additional losses created throughout the network. It is assumed that this additional loss should not cause too much issue to the customers but pressures in the DMA would be around 29 – 20 m at peak demand.</p> <p>Recommend that reinforcement is installed but only to install approximately 100m length of 180 mm diameter PE main, (a standard Thames water pipe), connected from the 6” main at the junction of Horsham Road and Avenue Road to the point of the new development.</p> <p>Amended Plans – Any additional comments will be reported orally.</p>
Southern Water	Development is not located within the Southern Water’s statutory area for water supply and waste water services
Environmental Health Officer (Air Quality)	Some concerns relating to potential emission during deconstruction and construction phases of the project, affecting existing receptors in the area through potential fugitive dust emissions

	<p>and by increased traffic to the site during development. The introduction of residential properties may expose the future occupants to air pollution associated with road traffic and increase road usage in the area.</p> <p>Recommends conditions.</p>
Environment Agency	<p>Unable to provide comments on the application – not a statutory consultee for reserved matters application. Applicant should contact the EA to establish if consent is required or an environmental permit or exemption required for works within 8 metres of the top of a bank of designated main river.</p>
County Council Lead Local Flood Authority (LLFA)	<p>The Government has strengthened planning policy on the provision of sustainable drainage systems (SuDS) for major planning applications (paragraph 103 of NPPF and Ministerial Statement on SuDS). All major planning applications must consider sustainable drainage systems. Developers are advised to assess the suitability of sustainable drainage systems in accordance with paragraphs 051, 079 and 080 of the revised NPPF Planning Practice Guidance (PPG) for Flood Risk and Coastal Change. Sustainable drainage systems should be designed in line with national Non-Statutory Technical Standards for SuDS. Hydraulic calculations and drawings to support the design need to be provided along with proposed standards of operation and maintenance in accordance with paragraphs 081 of the NPPF (PPG).</p> <p>The LLFA are satisfied that the proposed drainage scheme meets the requirements set out in the aforementioned documents and can recommend that condition 12 is fully discharged.</p> <p>In relation to condition 10, whilst the details in relation to surface water flooding and the pre-commencement element of the condition are</p>

	<p>satisfactory, the local sewerage undertaker have not confirmed whether they are satisfied with the foul elements of condition 10.</p> <p>Amended Plans – Any additional comments will be reported orally.</p>
Auto Cycle Union Ltd	No comment received
British Horse Society	No comment received
Byways and Bridleway Trust	No comment received
Cycle Touring Club	No comment received
Ramblers Association	No comment received
The Open Spaces Society	No comment received
British Driving Society	No comment received
NHS England	No comment received
Director of Public Health	No comment received
Guildford and Waverley Clinical Commissioning Group	No comment received
Health Watch	No comment received
Scottish and southern Energy Plc	No comment received
Scotia Gas Networks	Provides an indication of the location of main gas pipes owned by SGN – there should be no mechanical excavations taking place above or within 0.5m of a low / medium pressure system or within 3.0m of an intermediate pressure system. Position should be confirmed by digging hand dug trial holes. Safe digging practices in accordance with HSE publication HSG47 – Avoiding Danger from Underground Services must be used to verify and establish exact position of mains, pipes and services.
Surrey County Council Health Division	No comment received
Surrey County Council Emergency Planning	No comment received

### 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 25/03/2016 site notices were displayed around the site and neighbour notification letters were sent on 15<sup>th</sup> March 2016. Further re-consultations were sent out on 9<sup>th</sup> June 2016.

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

Amenity, design, character and scale:

- The proposed 2.5 storey properties are not sympathetic to their context of surroundings and Cranleigh Design Statement
- Roof design not in keeping with Cranleigh Design Statement
- Design materially different from the outline design
- Distribution of housing changed from outline proposal, smaller units now proposed along boundaries, upstairs living areas will reduce adjoining property privacy
- New layout compromises existing properties along the northern boundary and not in keeping with character of the area
- Raised ground level will result in loss of privacy
- Number of parking spaces are insufficient for the proposed development (approx. less than 2 spaces per house)
- Proposed internal shared access areas will cause noise and disturbance from delivery vehicles, service vehicles and domestic vehicles
- Jenkins Farm residents will look out onto low cost housing and car parking
- Site unsuitable for the proposed development
- Development will destroy the rural nature of Cranleigh
- Combined with other development in Cranleigh and Dunsfold, this development will destroy the character of the area
- Cranleigh is a village and this character will not be maintained by this development
- Light pollution as a result of proposed development on Nightingales
- Removal of mature oak trees and hedge rows from the site will impact on visual amenity
- Loss of sunlight and daylight to existing properties
- No provision of screening or landscaping fronting Horsham Road houses
- Loss of habitats for local wildlife
- Brownfield sites should be developed prior to greenfield sites such as this one
- Development will result in loss of farm land
- Previous plan provided screening between the development and north eastern boundary, new proposal relies on deciduous landscaping

provided by Horsham Road properties, during winter there will be no screening for privacy.

#### Infrastructure & Pollution:

- Foul water pumping station will lead to noise pollution as it would be located adjacent to existing properties
- Proposal will create unpleasant odours during pump out of foul waters
- 88 cubic metres considered inadequate for site and will result on sewerage flooding during heavy rainfalls
- Existing infrastructure for removing waste water and rain water run-off will not cope with additional strain
- Storage tanks proposed for storm water and sewerage considered inappropriate and inadequate
- Pumps for sewerage may fail
- Extra homes and cars will mean more pollution
- Development could potentially contaminate groundwater as the Cranleigh water table is high
- The proposed SuDs along the northwest boundaries will look like stagnant ponds.
- Developer needs to provide more details of the proposed design for foul sewerage system before WBC approves the planning application

#### Access & Highways:

- One road in and out of the development potentially hazardous
- Horsham Road does not have the design or capacity to absorb the proposed development
- Result in increased traffic and gridlock on Horsham Road, in particular at peak times
- Existing roads are inadequate and badly maintained
- Pedestrians looking to cross to the bus stop across the road from the development will be at risk
- Pull out too close to blind bend, safety concern implications
- Road layout will result in headlights, increase car traffic on Horsham Road (in particular houses adjacent to the proposed access road), reducing amenity of the properties
- Pedestrian access proposed via Downs Link considered inappropriate as it is muddy and wet in winter and rainy periods of summer
- Development will result in Horsham Road having heavy trucks using it during construction resulting in damage to roads and properties
- Previous outlines had alternative routes out of the proposal, should an incident occur on this road, traffic will be unable to move

- Development will result in a slower commute to Guildford due to increase in traffic
- No train station in Cranleigh, this will result in commuters going through Cranleigh to go to Guildford or Farncombe stations that are already over capacity in parking and space on the carriages

Flooding:

- Site already prone to flooding
- The site has a bedrock of Weald Clay, that is highly impermeable, development of the site will exacerbate overland flow and the proposal will significantly increase risk of local flooding
- Raising of the ground levels on the northern boundary will increase risk of flood to Hitherwood Estate, in particular given properties on Nightingales experienced flooding in Dec 2013 and near misses in 2015 and twice in 2016
- Proposal channels all surface water flow towards existing properties
- Object to discharge of development surface water into Holdhurst Brook
- EA has agreed to widening of Holdhurst Brook
- Local watercourses flood very quickly, development will result in flooding elsewhere
- The main river running through the Hitherwood Estate is an underground culvert, due to being under existing housing, upgrade of size cannot be undertaken, this infrastructure is already at capacity and overflows
- Tank flooding options 1 and 2 are not appropriate, in particular where there is power failure or poor telephone signal;
- Whilst County Council note that permission needs to be granted before surface water drainage can be transferred into the proposed watercourse, the capacity of these water courses needs to be measured before that is done;
- Who will maintain the water courses as not on developers land;
- Non-technical summary of drainage strategy contains flaws and shortcuts, raising concerns as to the ability of the system to cope with extreme events; Flood risk assessment provided for the outline planning permission was inadequate and such details as SuDS and other methods of flood control are deemed non viable due to geology and gradient;
- Proposal includes an increase in gradient of 1m to improve gravity flow – lead to overshadowing and exacerbate flood risk by increasing speed of run off;
- Modelling programme utilised is not fit for purpose;

- Holdhurst Brook is partially culverted, and are fixed in diameter, and do not have increased capacity;
- Ownership of ditch at the northern boundary is in dispute and cannot be used to channel water off the site;
- Area is underlain by clay and therefore unsuitable for SuDS – micro drainage and storage tanks are at greater risk of failing in terms of maintenance, and sufficient size; only allow partial infiltration – should be capable of handling the 100 year, 6 hour storm burst;
- Proposal to use roads as conduits, will exacerbate flooding as roads run north / south;
- Concern that private management companies have a poor history in maintaining storage facilities;
- There is no capacity to improve the drainage currently installed on the Hitherwood Estate;
- Reference is made to meetings with Thames Water, Environmental Agency and Surrey County Council in relation to flooding – when it was noted that water table is unusually high in southern Cranleigh and that the sewage works are at full capacity and therefore developers cannot rely on current infrastructure;
- Concern that if there is any overflow from the proposed development into the Main River 2 catchment, then flooding of Hitherwood Estate would occur;
- Critical for infiltration measurements, gradients and sub surface water flow to accommodate drainage for an extreme 100 year event;
- The existing residential properties in Hitherwood Estate are below the datum of proposed dwellings and therefore at risk of flooding;

Other:

- Inadequate school places and medical resources for this development
- Lack of local employment in Cranleigh renders site unsustainable
- New plan substantially different and inferior to the plans sought for outline under WA/2014/1754
- Request developers to 'go back to the drawing board' and take consideration of the community and character of the area
- Cranleigh does not require this development as others have already been approved
- Similar design was rejected in 1984 due to foul drainage being inadequate, surface water drainage unsatisfactory and any development would exacerbate the inadequacies.
- Lack of democracy – 189 objections ignored by Parish Council and WBC during the first application

In response to the amended plans and re-consultations on 9<sup>th</sup> September, 13 additional letters have been received raising objection on the following grounds:

- Development is not wanted, site should be left as a greenfield with development using brownfield land;
- Amended plans do not address the concerns of the JPC – ie the proposed houses do not back onto the existing ones, are not detached, affordable housing is not pepper potted throughout the site, and concerns are raised with respect to surface and foul water;
- The draft minutes do not bear a true and accurate representation of the meeting – therefore the revised plans ignore most of the recommendations that the JPC highlighted at the meeting – developers should be sent back to the drawing board to consider a revised plan that truly reflects the views of Councillors;
- Objectors re-iterate previous concerns re foul and surface water drainage issues and the deviation from the outline layout, infrastructure and transportation issues;
- Concern re long term maintenance of SuDS and ditches;
- Reduction in light levels and implications for tree works;
- No boundary details along the northern boundary to protect existing amenities;
- Strict control of construction hours, will a temporary fence be erected during construction;
- Revised layout does not allay concerns and does not take account of existing development, proposal needs to be reconsidered;
- Developer claims ownership of the ditch, which is understood to be partially owned by other party – proposal may therefore be invalid;
- Existing sewerage should be upgraded before development commences;
- Condition should be imposed to prevent further extensions and increase of hard standings;
- Questions future accountability;
- Sewerage pumps and traffic will increase noise;
- Maintain concerns that the scheme for managing water is inadequate, the capacity does not exist on site, and no confidence in Management Company's ability to manage risk.

#### Submissions in support

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

- the Planning Statement concludes that the principle of the development has been established through the outline planning permission, which was determined in accordance with the National Planning Policy's presumption in favour of sustainable development;

- the scheme will provide a range of new housing within an attractive landscaped setting in a sustainable location at the edge of Cranleigh and will contribute positively towards the housing needs of the area;
- the layout of the scheme reflects the indicative details agreed through the outline permission;
- the dwellings have been designed to respond to the character and appearance of the area in terms of building scale, heights and use of traditional materials.

Following on from the deferral of this application at the Committee meeting, the applicant's agents have submitted a covering letter addressing some of the issues for deferral which indicates:

- In relation to the northern boundary parking areas, a revised layout plan has sought to re-orientate some houses on the northern boundary to break up the level of forecourt parking, and the number of properties facing the northern boundary;
- In relation to parking provision the Council's guidance seeks an average of 2.5 spaces per dwelling with 3 or more bedrooms, with the provision of a 0.5 space considered cumulatively across the development. The proposed development provides an allocated provision of 350 spaces compared to the requirement of 327.5, in addition a further 30 visitor spaces are provided within the development, thereby complying with the standard and providing ample parking on the site;
- In relation to Nationally Described Minimum Space Standards, whilst the Council cannot apply the standards where there is no Local Plan Policy, all the 1 bed affordable properties now exceed the 50 sq m standard.
- In relation to housing mix, it was acknowledged at the outline that the proposed mix deviated from the then emerging SHMA, but that on balance it was considered that the delivery of open market and affordable housing was of greater benefit. This reserved matters application is pursuant to this outline application. The mix emanated from the Community Consultation event which indicated that a significant majority of people considered that they wanted to see a scale and form of development that reflected the character of the surrounding area, rather than a high proportion of flats. However, since the outline approval, the reserved matters application has incorporated additional 2 bedroom open market units, increased the percentage of 3 bed open market properties and reduced the number of 4 and 5 bed open market properties. The affordable housing mix has been led by consultations with the Council's Affordable Housing Officer and the

Registered Social Landlord, providing a mix that reflects both need and a demand across both affordable rent and shared ownership properties.

- In relation to the location of affordable housing, and pepper-potting throughout the site. Affordable housing units are located within 4 out of the 5 perimeter block areas, and this has the support of the Registered Social Landlord.
- In relation to the concerns regarding the orientation of houses and the spaces created for private amenity space, Cranleigh as a village does not follow a regimented pattern of development. The proposals and particularly the public areas and street scene would not be improved by creating a more formal street pattern.
- The parameter block approach, which is consistent with the Outline Application Stage provides an active street frontage throughout the development, which creates varying shapes of private amenity spaces, however this is not to the detriment of the scheme and private and public amenity spaces have been satisfactorily provided for.

### Determining Issues

#### Principle of development

##### Layout

- Design/Impact on visual amenity
- Impact on residential amenity
- Parking Provision

##### Scale

- Design/Impact on visual amenity
- Impact on residential amenity

##### Landscaping/appearance

- Design/Impact on visual amenity
- Impact on residential amenity

#### Provision of amenity space and play space

#### Flooding and drainage

#### Highway safety

#### Climate change and sustainability

#### Health and wellbeing

#### Crime and disorder

#### Financial considerations

#### Biodiversity and compliance with Habitat Regulations

#### Accessibility and Equalities Act 2010

#### Human Rights Implications

#### Environmental Impact Assessment Regulations

#### Third Party and Parish Council Comments

Conditions on WA/2014/1754  
Pre commencement conditions  
Development Management Procedure order 2015

### Principle of development

This application is for reserved matters following an outline planning permission reference WA/2014/1754. Therefore, the principle of development has already been established and only the reserved matters are to be considered in the assessment of this application. The matters which have been reserved for consideration are the layout, scale appearance and landscaping. The report will consider the reserved matters in turn, in addition to any other relevant considerations.

As indicated the principle of development has already been established through the outline permission, however it is considered that the approach is nevertheless consistent with the emerging Local Plan. Policy SP1 of the Draft Local Plan Part 1 sets out that in considering development proposals, the Council will take a positive approach in favour of sustainable development contained within the NPPF. Planning applications which accord with Local Plan Policies will be approved without delay unless material considerations indicate otherwise. The Council will work proactively with applicants to find solutions so proposals can be approved where possible, and to secure development which improves the economic, social and environmental conditions of the area.

Policy SP2 of the Draft Local Plan Part 1 refers to the Council's Spatial Strategy to 2032 and the need to maintain Waverley's character whilst ensuring development needs are met in a sustainable manner. Policy SP2 sets out the following:-

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



Furthermore, the Pre-submission Local Plan identifies Horsham Road as a Strategic Housing Site. Policy SS4 allocates a 15 acre site for the development of approximately 250 homes subject to the following:

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

Phase 2 of the development, (approximately 101 homes), must not commence until Phase 1 has been substantially completed.

The proposed development, which is within part of the wider strategic site, is considered to accord with this policy objective.

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 a high quality design and to be well related in size, scale and character to its surroundings.

Policy TD1 of the Draft Local Plan, Part 1, echoes that of Policies D1 and D4. New development is required to be of a high quality and inclusive in design to respond to the distinctive local character of the area. Development should be designed so it creates safe and attractive environments, whilst maximising opportunities to improve the quality of life, health and well-being of current and future residents.

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 future occupants of land and buildings.

The principles are supported by Policies D1 and D4 of the Local Plan and guidance contained within the Council's SPD for Residential Extensions. Policy D4 of the Local Plan outlines the Council's overarching guidance regarding the design and layout of development, and states under criterion c) that development should not significantly harm the amenities of occupiers of

neighbouring properties by way of overlooking, loss of daylight or sunlight, overbearing appearance or other adverse environmental impacts. Similarly, Local Plan Policy D1, which outlines the considerations the Council will have to the environmental implications of development, states that development will not be permitted where it would result in material loss of general amenity, including material loss of natural light and privacy enjoyed by neighbours and disturbance resulting from the emission of noise, light or vibration.

Paragraphs 56 to 68 of the NPPF refer to requiring good design. These principles are taken forward from guidance previously contained in PPS1 on 'Delivering Sustainable Development'.

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

Paragraph 58 sets out that planning policies and decisions should aim to ensure that development:

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

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

Paragraph 65 states that local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape.

Policies D1 and D4 of the Local Plan state that the Council will ensure that

development is of a high quality design which integrates well with the site and complements its surroundings.

### Reserved matters

#### Layout

##### a) Design/Impact on visual amenity

At the outline stage the submitted indicative plan proposed a scheme where there was a greater degree of vehicle permeability throughout the site. The reserved matters application, however, proposes a cul-de-sac form of development with areas of housing accessed off of a single spine road. Nevertheless, permeability is provided for pedestrians and cycle routes connecting all areas of the site, which is encouraged.

It is considered that the proposal would create a residential development with buildings fronting onto areas of open space, which would contribute to the quality of the proposed development at this sensitive edge of settlement location. The proposals would face the internal spine road, which is acknowledged to be a wide tree lined boulevard with extensive areas of grass verges. Properties would have private rear garden areas.

The proposed development has been designed to retain areas of open space between the existing rear gardens of existing properties, setting those properties facing existing neighbours at least 23m from the site boundary. It is noted that a small number of properties are orientated with side elevation facing existing properties but even these areas are set at least 18m from the boundaries, with the exception of plot 42 / 43 in the south eastern corner which would be 11m from the rear garden of properties fronting onto the Horsham Road, (although more than 70m from the existing dwelling).

The proposed development incorporates a range of dwelling designs which would be sited throughout the scheme, thereby providing variety to the street scenes.

The scheme, in accordance with the outline, provides 40% affordable housing, equating to 60 residential units. This provision has been spread across the site and is located in four areas, two along the northern boundary and two along the southern boundary of the site. There is a reservation that the affordable homes have been located at the edge of the site, rather than fully integrated within the market housing. Furthermore, whilst the preference would be for affordable residential units in small clusters of no more than 10 units, the proposal proposes clusters of 15. The affordable tenures within

three of the four affordable clusters provide a balance between rent and shared ownership. Overall therefore, it is considered that the proposed affordable housing is considered to be satisfactorily dispersed and integrated within the site.

The proposed properties have been located to face onto large areas of open space with a central green through the middle of the site, a wide retained tree belt to the south and an area of retained green space along side the existing ditch along the north of the site. The proposed LEAP is in a prominent position to the south of the site, and is linked to the proposed residential areas, including the affordable properties with footpaths around the site. The position of adjacent properties would ensure that there is a level of natural surveillance. The north western corner of the site, which is partially wooded is retained as a green area and would incorporate the proposed SuDs area. Furthermore, when viewed from the adjacent Downs Link the properties have been laid out such that views are across the rear gardens of properties located back to back, thereby reducing any feeling of a hard developed edge backing onto the Downs Link.

In relation to bins and recycling, all detached and semi detached properties would have direct access to the rear gardens for the storage of bins. Whilst the Council's Urban Design Officer has been expressed a concern that without designated bin storage there may be a tendency for bins to be left on the road frontage, officers consider that it is reasonable for bins to be stored in the back gardens and the applicants have indicated that they may introduce a clause within the lease / transfer of properties stating the requirements of location of bins, to be enforceable by the Management Company. The Management Company will be established through the s.106 on the outline consent to manage, for example, the communal areas.

A proposed pumping station has been located in the north of the site, close to the proposed SuDS. The facility which would be mainly underground would be set adjacent to a parking area to enable vehicular access. The proposed location would be approximately 33m from the nearest existing property and would be to the side of a proposed private property and a row of affordable flats. Screening of the proposed pumping station, which would include small trees would help to soften the impact of this structure in this location.

Following concerns of Members and the application being deferred at the August meeting, a revised layout has been provided indicating a reduction in the forecourt parking areas in the north eastern corner of the site. Four of the properties have been re-oriented such that they now face east and west rather than towards the northern boundary. This has resulted in the provision of the

car parking to be broken up and positioned to the side of properties rather than in the previously proposed larger forecourt area of parking.

For clarity and Members' information an extract of the previously proposed layout and that now proposed is set out below.

Previous layout in north eastern corner of site:



Revised layout with parking forecourt broken up and re-orientated dwellings:



No objections are raised by officers to this revised layout which reduces the amount of forecourt parking with greater parking to the side of proposed houses, whilst retaining an element of natural surveillance over the parking areas.

In view of the above, officers consider that the layout would be appropriate having regard to the character of the area and would represent an appropriate transition with the surrounding countryside. The provision of open space within the site would provide a visual enhancement to the character of the area for the amenities of future occupiers of the dwellings.

The proposed layout of the development is considered to comply with Policies D1 and D4 of the Local Plan and the NPPF 2012.

b) Impact on residential amenity

The extensive areas of public open space, together with the provision of individual secure gardens would ensure that there would be adequate amenity space for the future occupiers of the units. Whilst there has been a concern from officers that some of the affordable units, in particular units 42-49 and 73-84, and in particular the flats have areas of amenity space that are small, amendments have sought to introduce balconies to some of these units to provide private areas. These balconies, with an area of 1.4m x 3m, would provide an area for sitting out. The proposed balconies are located on the southern side, facing out towards the existing tree screen and whilst there is a footpath passing close to the buildings, the designation as a patio and the provision of planting and the subdivision of the space would provide a defensible space more likely to be utilised.

It is acknowledged that the proposed dwellings retain a good distance to the existing surrounding development and retains a good gap to the existing private amenity areas. Whilst it is acknowledged that the development along the northern boundary is of smaller semi detached properties and two storey apartment blocks they nevertheless are positioned sufficient distance from existing properties not to result in any adverse overlooking or loss of privacy. Whilst within the development itself some of the properties are located at angles to each other, resulting in unusual shaped gardens, it is nevertheless considered that the proposed garden depths of at least 10m would ensure that sufficient amenity space and privacy is provided.

The proposed position of plots 1, 17, 18, 34 and 132 on the northern boundary are located with side elevations facing the existing properties beyond the site. Whilst a first floor window is proposed to serve a bedroom in plot 1 and 132 there would be a distance of approximately 17.5m and 18.5m respectively to the boundary with existing properties and therefore there would not be any overbearing impact or loss of privacy. No windows are proposed in the side elevations of plots 17, 18 and 34. It is noted that the Council's Residential Extension Guidelines indicate a separation distance of 21m between new windows and existing neighbouring windows, and this would be far exceeded in all cases.

Those plots which would have their front elevations facing the northern boundary, plots no 11 – 14 would have windows in excess of 35m from windows in any existing properties. The two storey flats in plots 112 – 121 and the houses at 118 – 120 would have distances in excess of 40m to existing windows. The proposals would therefore be compliant with the Council's guideline separation distance of 21m.

Officers are therefore satisfied that no material overlooking would result from the position of the dwellings along the northern boundary of the site. Whilst it is acknowledged that the existing rear outlook from these neighbouring properties would be affected, the loss of a view is not a material planning consideration.

In relation to the properties along the eastern boundary of the site, these are set back a minimum distance of 20m from the site boundary, and those plots facing the boundary, plots 50 – 56 would be positioned between 30 and 37m from the boundary thereby also complying with the recommended separation distance. The proposed side elevation of the 1 bed affordable apartments would have a small kitchen window facing the rear gardens of properties on Horsham Road. However, the window would be set 11m from the boundary and more than 75m from the rear windows of the existing property. Given the existing tree screening, the deep depths of existing gardens and the overall separation distances, Officers are satisfied that the layout would not cause planning harm by way of overlooking or loss of daylight or sunlight to the existing neighbouring properties.

Overall, the distances between the proposed dwellings and neighbouring dwellings, and the orientation of the dwellings, would not lead to materially harmful relationships, including overlooking or dominance both to new and existing dwellings. Whilst it is accepted that distances between the proposed properties may be closer within the proposed development, it is material that properties would have a garden depths of approximately 10m, and those that would be back to back would comply with the 21m distance between windows.

It is recognised that the proposal includes small car parking forecourts, although the revised plans have sought to reduce one of these area by re-orientating four of the proposed dwellings and positioning the proposed car parking adjacent to the proposed properties. Whilst officers understanding the concerns of neighbours in relation to disturbance from traffic, officers are of the view that there is unlikely to be any material loss of amenity such that permission could be refused, as a result of the proposed parking and as a result of vehicles movements to this part of the site. In addition, these are sited adjacent to soft landscaped areas which extend along the site boundary.

The layout would therefore comply with Policies D1 and D4 of the Local Plan and the NPPF 2012 with respect to residential amenity.

#### c) Parking Provisions

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 2013. Development proposals should comply with the appropriate guidance as set out within these documents.

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

Dwelling size	Guideline no. of spaces per unit	No of spaces required for development
1-bedroom	1	18
2-bedroom	2	72
3-bedroom +	2.5	237.5

Parking provision is indicated across the site, comprising a mix of on plot parking, parking bays, garages and parking courts. An amended parking schedule clarifies that the proposal would provide 350 parking spaces and the provision of 30 visitor parking spaces, with three additional spaces being provided on the central boulevard and two spaces provided close to the LEAP, relocated from the revised forecourt parking in the north east of the site.

Given the proposed mix of dwellings, the development would equate to a parking requirement of 327.5 spaces, to accordance with the Council's Guidelines. Whilst it is noted that the proposal would cumulatively exceed the 327.5 spaces, it is nevertheless noted that the provision is not evenly distributed across the site. In particular it is noted that whilst the 1 and 2 bed units have appropriate levels of parking, all of the 3 bed units have 2 full spaces allocated to them and small additional hard standing. Furthermore, 8 of the 4 bed units are also allocated just 2 spaces.

In total 60 of the proposed units would have less than the adopted parking requirement. Whilst this is, in part, offset by the remaining 4+ bed units (35 units in number) having an over provision of parking with 4 spaces allocated, it would be impractical for any of those properties with an under provision to utilise these additional spaces. It is noted that 30 visitor spaces are allocated throughout the development, however these are not necessarily close to the houses requiring the additional space and in any event would then not be free and available for use by visitors.

Notwithstanding the concerns expressed, given that the proposal cumulatively exceeds the parking guideline requirement of 327.5 spaces, and having



regard to the fact that the adopted requirement, given the 0.5 standard has to be considered cumulatively, whilst noting the under provision in some parts of the site, it is considered that it would be difficult to refuse planning permission on parking provision in this instance. In addition, no highway safety concerns have been raised by the County Highway Authority.

Whilst it is acknowledged that the proposal would incorporate courtyard areas of parking, particularly in relation to the affordable housing areas and close to the apartment blocks, these are generally small in number and would be well screened by boundary treatments and the proposed built form. Whilst the area of parking along the northern boundary would be visible from existing properties, these parking spaces are well related to the properties that they would serve, and have been in part amended to reduce the degree of forecourt parking. The visitor parking spaces would be spread throughout the site with a number of them in a lay-by format. A suitably worded condition ensuring the integral garages could not be converted to habitable accommodation is recommended by officers to ensure that the level of vehicle parking within the development remains compliant with Council guidelines, in the event that reserved matters approval is given.

With regard to cycle parking provision, this would be provided within garages or within covered lockable storage within residential curtilages. Dedicated communal cycle stores are provided for the flats within the proposed development.

In view of the above, the proposal would comply with Policies M1 and M14 of the Waverley Borough Local Plan 2002 and the Council's Parking Guidelines 2013.

### Scale

#### a) Design/Impact on visual amenity

The proposed development would be two storey in height, with a small number of 2.5 storey dwellings located more centrally within the site, positioned at corner locations on the main spine road at plots 26, 27, 28, 65 and 136.

The widths and lengths of the buildings are considered to be in proportion to their height and proportionate to their plot size. Furthermore the single storey garaging between the dwellings would reduce any terracing effect and help to reflect the spacious character of the development.

It is acknowledged that the development to the north of the site is characteristically two storey detached dwellings, whilst properties fronting Horsham Road are more varied in height although predominantly two storey. Officers are of the view that the buildings heights would not be out of keeping within the surrounding areas.

With respect to the specific size of the buildings, the Government's policy on the setting of technical standards for new dwellings is set out in the Ministerial Statement of 25<sup>th</sup> March 2015. This statement should be taken into account in applying the NPPF and in particular, the policies on local standards or requirements at paragraphs 95, 174 and 177. New homes need to be high quality, accessible and sustainable. The Building Regulations cover new additional optional standards on water and access. A new national space standard has been introduced to be assessed through the planning system, these take effect from 1<sup>st</sup> October 2015. The optional new national standards should only be required through any new Local Plan policies, if they address a clearly evidenced need and where their impact on viability has been considered. The Council does not have a current Local Plan Policy that allows it to require compliance with these standards. Nevertheless, the standards provide useful guidance which assists in the assessment of new development.

The applicants have clarified that the proposed dwellings are broadly consistent with the requirements of the National Space Standards. Whilst some of the larger dwellings considerably exceed the requirements, it is noted that some of the units are slightly smaller than the national standards by between 2 and 4 sq m. The applicants' agents have, however, submitted amended plans to indicate that all of the 1 bedroom maisonettes would now exceed the national minimum standard of 50 sq m, with the smallest being 51 sq m and the largest 61 sq m. In the absence of a Local Plan Policy to require compliance with this standard it would not be reasonable to refuse planning permission based on national minimum space standards as these have been met.

The scale of the proposed residential development demonstrates that sufficient space would be maintained between the proposed new dwellings and the existing properties and between properties within the development itself. Officers therefore conclude that the proposed development would be commensurate with the local surrounding area and would not result in visual harm.

b) Impact on residential amenity

The scale of the proposed residential development demonstrates that sufficient spacing would be achieved between new dwellings and existing

neighbouring properties. Therefore, officers are satisfied that the proposed scale of the development can be accommodated on site without causing material harm to surrounding residential occupiers amenities, in accordance with Policies D1 and D4 of the Local Plan.

#### Landscaping and appearance

##### a) design/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 existing site is broadly level, however it is clear from the submitted details that a portion of the site in the north eastern part of the site includes an area where the ground level would be raised by approximately 1m from existing ground levels to allow for water to drain towards the proposed SuDs features. The area which would be subject to the increased ground level includes plots 1 – 25 and 29 – 34. Whilst this raised ground level would increase the relative height of the proposed dwellings, given the distances to existing properties, it is considered that the regrading of the ground would not result in an overly intrusive form of development out of character with the surrounding form of development.

The proposed development incorporates a range of dwelling designs which would be sited throughout the scheme, thereby providing variety to the street scenes. The Council's Urban Design Officer has acknowledged that the architectural response is reasonable although there are reservations that the development does not consolidate itself within the wider context of Cranleigh. The applicants have submitted an addendum to the Design and Access Statement which has sought to address the architectural character and its relevance within the wider village context.

In particular, the proposed development seek to incorporate within the scheme elements of pulled brick quoins, tile hanging to facing gables with decorative sculpted features, functional brick chimneys, projecting oriel window features, hipped bay windows. The scheme also incorporates elements of weather boarding, tile hanging and render. The use of dropped eaves within the strong gable features also reflect wider characteristics found within Cranleigh.

The Cranleigh Design Statement recognises that the more modern residential estates are of a mixed but modern design using some traditional materials. It is also noted that the Design Statement recognises that residents enjoy the lay out of those estates which leaves some open space and trees. Officers consider that the open spaces proposed in this scheme recognise the importance of open spaces within developments. Furthermore, in accordance with the Design Statement, the great majority of buildings are two storey and roofs are pitched.

It is acknowledged that the use of appropriate materials would be critical to the success of the scheme and the steeply pitched roofs and strong gable features would reflect distinctive characteristics within the wider Cranleigh Village.

Whilst the applicants have submitted details of the proposed materials, no pallet of materials have been submitted. Whilst the use of red brick, tile hanging and render would all, subject to the specific details, be acceptable officers are concerned at the reference to the use of concrete roof tiles. Cranleigh is characterised by the use of plain clay tiles and this should be used in the proposed development. Furthermore, whilst no objection would be raised to the use of timber weatherboarding, concern is raised at the proposal to use timber grain, fibre cement boarding which would not weather in the same way. In view of the above and notwithstanding the submitted details, in the event that planning permission is granted a condition requiring the submission of a full pallet of materials would be imposed.

The main public views into the site would be from the Down Link, which is on elevated land adjacent to the site. Whilst it is understood that concerns have been expressed that the south eastern portion of the site proposes larger detached properties and the absence of any affordable units, this does result in this part of the site having a less dense appearance, which would soften the impact of the development when viewed from the open countryside, creating a transition from the more densely built up settlement area to the open countryside. The views from fields to the south would be protected from an established tree belt and the proposed areas of green space which break up any lengthy run of built form.

The proposed development indicates key areas of open space along the northern boundary and in the north western corner of the site which includes flood attenuation features, resulting in the proposed development being set further back from adjacent residential development to the north. A central green corridor is also retained which would also incorporate the provision of a LEAP.

In relation to the proposed landscaping, the direct impact on trees from the proposed development would be limited to the loss of trees to facilitate the access from the main road and the breaching of the hedgerow to enable roads to access the two fields. It is clear that the majority of housing and amenity areas are kept away from the surrounding tree belts. Furthermore the proposal to provide an avenue of tree planting along the verges of the main thoroughfare, outside of private ownership would enable softer boundaries to be maintained without close boarded fencing and thus a better integration into the landscape setting.

During the course of the application, the Council's Tree and Landscape Officer raised issues with respect to any potential conflict between the proposed SUDS scheme and the tree protection measures for trees along the northern boundary of the site. The applicants have submitted a revised Arboricultural Impact Assessment and Method Statement which has satisfied officers that the proposed 3 SuDS ponds would not have any ground modelling that would be of significant concern in relation to the adjacent TPO trees and woodland. Whilst the connection to the perimeter ditch and watercourse have not been shown, the positioning and construction method could be picked up within the Arboricultural Method Statement requested to be imposed as a condition in the event that permission is granted.

Landscaping plans have been submitted as part of this submission and in the view of the Council's Tree and Landscape Officer provide a good choice of indigenous planting which would blend in with the surrounding boundary vegetation.

In considering the proposed landscaping scheme, the Surrey Wildlife Trust has commented that more could be done to retain and enhance the biodiversity value of the site, for example the use of locally sourced native trees and shrubs to complement existing species on site, and retain and enhance existing native species boundary and hedge habitat with a conservation management regime. The provision of a Landscape and Ecological Management Plan (LEMP) would also provide details of planting and seeding proposals, with species lists and clear details of biodiversity enhancements. The provision of a LEMP has been detailed as a condition on the outline consent.

The main trees on site are present around the site boundaries. The trees along the north boundary would remain and would not be affected by the proposed residential development. As indicated above the Council's Tree and Landscape Officer is satisfied that the proposed housing, roadways and SuDS features would not have any adverse impact on the surrounding trees, and that

subject to suitable protection measures, officers are satisfied that the proposed layout and landscaping would respect the key trees on and off site.

Overall, officers are satisfied that the proposed landscaping and appearance details are compliant with Policies D1 and D4 of the Local Plan and would harmonise with the local surroundings and proposed residential development.

#### b) 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.

It is noted that existing occupiers are concerned at the proposal to raise the ground levels, both in terms of the potential impact of the increased heights and the potential for surface water to flow towards the existing residential areas. However, officers are of the view that given the distances involved between properties and the levels of screening which would be provided by fencing and existing trees that there would be no adverse impact on residential amenity. It is noted that some of the existing properties to the north of the site, have removed any boundary fencing or sought to provide only soft boundary treatment to take advantage of open views across the existing field. The provision of fencing or planting along these boundaries would help to screen and further reduce the impact of the development. This is clearly an issue for existing residential occupiers. In relation to the proposed drainage concerns as a result of the increased height, this is considered at a later section of the report.

It is considered that as far as the landscaping is concerned, the proposal would not include landscaping aspects which would cause material harm to neighbouring residential occupiers. The landscaping would therefore comply with Policies D1 and D4 with respect to impact upon residential amenity.

#### Provision of amenity and play space

On promoting healthy communities, the NPPF sets out that planning policies and decisions should aim to achieve places which promote safe and accessible developments, with high quality public space which encourage the active and continual use of public areas. These should include high quality

open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities.

Policy H10 of the Local Plan addresses amenity and play space in housing developments. Although there are no set standards for garden sizes, the policy requires that a usable 'outdoor area' should be provided in association with residential development and that 'appropriate provision for children's play' is required.

The proposed layout shows that all of the proposed houses would have an area of private outdoor amenity space. The one bed affordable apartments to the north west of the site would have a shared garden. The proposed one bed units in the south eastern part of the site would have a small shared garden area, but also small areas immediately adjacent to the buildings.

In relation to the block of 2 bed affordable apartments, private terrace areas have been provided for the ground floor units with small balconies above. This would provide a small level of private amenity space, sufficient to sit out or hang washing. Given the access to areas of open green space within the immediate vicinity it is considered that there would be no objection to the level of amenity space provided for future occupants.

The proposal includes the provision of a locally equipped area of play (LEAP). This would be located to the south of the central spine road. Officers are satisfied that the location of the LEAP would be suitable and well linked via informal recreational footpaths within the site. The LEAP would also be naturally overlooked by plots 70, 71, 72 and 103.

The proposal also includes the provision of a large areas of communal open space throughout the scheme which are considered to provide a significant benefit to the future occupiers of the dwellings, and could be used for informal recreation.

Overall, officers are satisfied the proposal provides good amenity space for future occupiers and is compliant with Policy H10 and the NPPF.

#### Flooding and drainage

The application is a 'reserved matters' application where landscaping, scale, design and appearance are for determination. The matter of flood risk and drainage was considered under the outline permission WA/2014/1754. The principle of the acceptability of the proposal in terms of drainage and flood risk was accepted in the outline permission. A number of conditions were included

in the permission in this respect, following consultation with relevant statutory bodies.

The applicants have provided the information pursuant to those conditions under this current application to assist the Council's detailed consideration of the landscaping and layout details.

The proposed development seeks to attenuate surface water run-off by channelling surface water into attenuation basins to discharge at a controlled rate into either the Holdhurst Brook or the ditch to the north of the proposed development. The proposals for the management of the surface and foul water generated by the proposed development include:

- Surface water storage within three attenuation basins as well as attenuation tanks and permeable paving placed throughout the development site;
- The surface water run off would be restricted to a discharge rate equal to the equivalent greenfield run off rate for the Qbar event for all return periods up to and including the 1 in 100 year, including climate change, event;
- The sewers would be adopted by Thames Water and SuDS features maintained by a private Management Company set up by the developer;
- Foul sewage from the development will be drained to a pumping station and pumped to the existing Thames Water sewer network beneath Horsham Road, with 88m<sup>3</sup> of foul storage provided at the pumping station to manage peak flows and prevent a detrimental impact on the existing drainage network.

The following detail has been taken from the applicant's Surface and Foul Water Drainage Statement and details the rates of discharge between the existing green field run off and the proposed development.



**Table 2 - Comparison of pre and post development discharge rates**

	Return Period				
	Qbar Discharge Rate	1 in 1 year Discharge Rate	1 in 30 Year Discharge Rate	1 in 100 year Discharge Rate	1 in 100 year + CC Discharge Rate
Pre Development (l/s)	37.45	31.83	86.13	119.46	-
Post Development (l/s)	37.45	31.83	37.45	37.45	37.45
Reduction in the Post Development Scenario compared with Pre-Dev (%)	-	-	57	69	-
Storage volume provided on-site (exclusive of permeable paving) (m <sup>3</sup> )	2,778m <sup>3</sup>				

Considerable concern has been raised by local residents and the Parish Council in relation to flooding concerns at the site and in particular the potential impact on adjacent residential area. Whilst officers acknowledge this concern and particularly in the light of flooding events in recent years, as confirmed above the issue of flooding and drainage was considered and agreed in principle at the outline stage and is not a matter for this reserved matters application.

As part of the outline consent, Condition 10 states:

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

Condition 11 states:

‘Development shall not be commenced until: impact studies of existing water supply infrastructure have been submitted to, and approved in writing by the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.’

Condition 12 states:

'Development shall not begin until a surface water drainage scheme for the site, based on the agreed Flood Risk Assessment Land to the West of Horsham Road, Cranleigh, GU6 8DQ reference CS Cranleigh, 10th August 2014 produced by Mayer Brown Ltd has been submitted to and approved in writing by the Local Planning Authority. If the development is to be carried out in phases, then an overarching Master Surface Water Management Plan should be submitted with each phase detailed within it and it should be demonstrated that these works will work independently of another phase. This is so that should one phase not be carried out, there will be no impact on the development as a whole. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme shall include:

- Attenuation ponds / attenuation basins and permeable paving as outlined in the FRA
- An outfall into the main river
- A retention of the existing Greenfield run off rate
- A maintenance plan for the SUDS
- Infiltration testing results'

Given the concerns expressed by local residents and the Parish Council in relation to flooding implications, and in particular surface water flooding, the applicants have sought to submit and address flooding concerns and in particular have submitted detailed information in relation to Conditions 10 and 12, seeking their discharge as part of this application.

As statutory consultee, the Lead Local Flood Authority has assessed the submitted surface water drainage information and expressed initial concerns. Consequently, additional information has been requested, including:

- Confirmation that there is Flood Defence Consent from the Environmental Agency to discharge into the main river
- Confirmation of which party is responsible for maintaining attenuation Tanks, and a full maintenance plan detailing maintenance regimes and who will be responsible for maintaining each SuDS element;
- Construction drawings for each SuDS element;
- Construction phase details ensuring the drainage system will be protected during construction;

Additional information relating to the proposals to manage surface water run-off have been submitted and the views of the Local Lead Flood Authority sought. The agents have advised that the attenuation basins, permeable paving and attenuation tanks would be maintained by a Management Company set up by the developer, the contract for which is still ongoing given

that construction has not started. However, an indicative maintenance requirements has been submitted.

Additional construction drawings have been submitted in relation to the proposed SuDS features and confirmation has been received that the Environment Agency has no objection to the principle of discharging into the Holdhurst Brook.

The LLFA has been consulted on the above information and has confirmed in its view that the submitted details are sufficient to discharge Condition 12 in relation to surface water drainage.

In relation to Condition 10, whilst the condition cannot be fully discharged at this stage as there is a post commencement element to it, the details in relation to surface water drainage appear satisfactory, although the condition would also require the agreement of the sewerage undertaker in relation to foul drainage, which is outside of the remit of the LLFA.

Members are reminded that the Local Planning Authority cannot insist upon the discharge of condition on an outline permission being done through a reserved matters application. Nevertheless, the applicant will still be required to discharge any outstanding conditions on the outline permission, as well as any further conditions appended to a reserved matters permission.

Overall, the LLFA has confirmed that it has no objections to the submitted surface water drainage details and therefore recommends that Condition 12 should be discharged. It is therefore considered that there is no reason to resist the development on surface water flooding issues. The receipt and consideration of the condition discharge information is however helpful to Members assessment of the acceptability of the development. In taking account of changes to the proposed layout, officers are of the view that there would be only minor changes to the drainage layout. Further comment from the LLFA will be reported orally to the Committee meeting.

#### Highway safety

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

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

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

Local Plan Policy M4 states that the Council will seek to improve conditions for pedestrians by providing or securing safe and attractive pedestrian routes and facilities in both urban and rural areas. Developments should include safe, convenient and attractively designed pedestrian routes linking to existing or proposed pedestrian networks, to public open space, to local facilities and amenities, or to public transport.

Details of access to the application site, both in relation to vehicular access from the Horsham Road and in relation to pedestrian and cycle access to the Downs Link long distance footpath, were considered and granted under the outline planning permission.

This detailed application has, however been considered by the County Highway Authority that has raised no highway objections or concerns in relation to the detail. The design standards for the layout and construction of access roads and junctions, including the provision of visibility zones are required to be in accordance with the requirements of the County Highways Authority. Furthermore, Members are advised that if it is the applicant’s intention to offer any of the roadworks included in the application for adoption as maintainable highways, then the applicant would need to submit highway engineering details for inclusion in an Agreement under Section 38 of the Highways Act 1980.

The applicants have demonstrated through a swept path analysis plan that a refuse truck could enter and leave the site safely in a forward gear to serve all residential properties.

In relation to the pedestrian and cycle access to the Downs Link, the County Council's Rights of Way Officer has raised no objection to the details of the reserved matters. This reflects the fact that the funding to improve and provide access to both the Downs Link and the Footpath 378 have been secured through the s.106 agreement linked to the outline permission under WA/2014/1754. The Rights of Way Officer has requested that if permission is granted a condition is included to ensure that the gates being erected on the public rights of way, be as set out on drawing 13202/5000E (pad) and SK 221325- 23 (SK Transport Planning), and that no further gates be erected on a public right of way.

Subject to compliance with the recommended conditions from the County Highway Authority, officers are satisfied that the proposed layout, vehicle and pedestrian road access and driveways access to the dwellings would be safe in terms of highway safety. The proposal is considered to be compliant with Policies M2 and M4 of the Local Plan and the NPPF.

#### Climate change and sustainability

The Local Plan does not require this type of development to include renewable energy technologies. The lack of any policy backing in this regard, therefore, prevents conditions being added to require this.

#### Health and Wellbeing

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

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

- development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital;

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

The Council sought the views of NHS England, Health Watch, Guildford and Waverley Clinical Commissioning Group and the Director of Public Health for Surrey during the consideration of the outline planning application and officers have repeated that in respect of this reserved matters application. These bodies have not raised comment on the proposal and therefore no infrastructure is considered to be required in respect of health and well-being.

The provision of open space in the scheme, provision of a LEAP and private outdoor amenity space for the dwellings are considered to be positive in terms of the health and well being of future residents.

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

#### Crime and disorder

S17(1) of the Crime and Disorder Act 1998 places a duty to consider crime and disorder implications on local authorities. In exercising its various functions, each authority should have due regard to the likely effect of those functions on, and the need to do all that it can to prevent, crime and disorder in its area. This requirement is reflected in the National Planning Policy Framework, which states that planning policies and decisions should promote

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

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

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

The proposal has been designed to have an active internal road frontage, with the fronts of dwellings facing the road. Further, the open space and LEAP to the north of the site would be sufficiently overlooked, providing a natural surveillance across these communal areas. The Crime Prevention Design Officer has not raised any comments, although the developer has been encouraged to apply for Secured by Design Award. Overall, officers are satisfied the proposal would create a sense of community and place within the site and is of an appropriate layout which would not lead to crime and disorder in the wider community.

#### 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 £213,150) per annum for six years. A supplement of £350 over a 6 year period is payable for all affordable homes provided for in the proposal (£21,000 per annum).

#### 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, although there is an area of ancient woodland to the south of the site and a Regionally Important Geological / Geomorphical site lies on the Downs Link to the south of the site.

The outline permission was accompanied by a Phase 1 Survey which identified the site as being short improved grassland which is common, widespread and of relatively low ecological value, although the mature trees and hedgerows and semi improved grassland has intrinsic value for the protected species.

In response to the outline application Surrey Wildlife Trust advised that the applicant should be required to undertake the recommended actions set out in Section 6 of that report and advised that the 'advised enhancements' in Section 7 be considered as essential mitigation. Conditions were imposed at the outline stage in this respect.

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

There are no implications for this application.

#### Environmental Impact Regulations 2011 (as amended)

The proposal is considered not to be EIA development under either Schedule 1 or 2 of the EIA Impact Regulations 2011 (as amended) 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.

#### Third Party and Parish Council comments



The comments raised by third parties in relation to residential and visual amenity considerations have been addressed in the relevant sections of assessment upon this reserved matters application.

It is clear that concerns regarding the principle of developing on this site and with respect to the flooding and drainage implications of the development remain of concern locally. Whilst these matters were considered at the outline stage and conditions attached to the outline would ensure that no additional flood risk would arise to local residents as a result of the proposal, given the concerns, officers have encouraged the developers to address the matter of surface water drainage at this stage. Consequently the applicants have sought to provide a detailed drainage strategy for dealing with surface water run-off which has been agreed by the Local Lead Flood Authority.

Furthermore, concerns regarding to highway safety and the singular access were also considered under the outline permission and it is material that no objection has been raised from the Highway Authority.

#### Conditions on WA/2014/1754

Members are reminded that the conditions on the outline permission are still relevant and must be complied with by the applicant, and therefore do not need to be repeated for the current reserved matters application, should it be granted.

#### 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.

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

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

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

Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;

Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

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

#### Conclusion/ planning judgement

The principle of development for 149 dwellings together with the associated access works to Horsham Road has been established and approved by the outline permission WA/2014/1754. The current application is in connection with the reserved matters: layout, scale, appearance and landscaping.

Following deferral of the application by the Joint Planning Committee on 19 August 2016, changes have been made to the scheme to overcome the reasons for deferral.

In relation to the impact on visual and residential amenities, officers consider that the appearance, layout, scale and landscaping would not cause material harm upon neighbouring residential occupiers and would provide a level of amenity and play space in accordance with Local Plan requirements and would result in a form of development which would be visually acceptable in terms of the local character of the area.

The proposal would result in a significant change to the immediate area, given that the existing site is an undeveloped field. It would therefore also have a visual impact upon existing residential occupiers. The site is, nevertheless, considered to be visually, relatively contained. Whilst the proposal would be visible from the adjacent Downs Link, the proposed development would not have a significant effect on the landscape and visual amenities of the area. Furthermore the proposed landscaping, and in particular the provision of large

areas of open space and tree planting / landscaping would provide a spacious and verdant character to the proposed development.

The conditions imposed upon the outline permission remain in force and would be required to be discharged prior to any commencement of development, in addition to any pre-commencement conditions imposed via this application. However, the detailed information submitted at this stage in relation to Conditions 10, in part where it relates to surface water drainage and 12 of WA/2014/1754 indicate that those Conditions should be discharged alongside the current application.

In view of the above and having regard to all other material consideration set out in the report and the changes made since the deferral of the application, officers conclude that the proposed development would be in accordance with the aims and objectives of the Local Plan and the NPPF and address the concerns raised by the Committee on 19 August 2016. Officers therefore consider that the proposal should be supported.

#### Recommendation A

That Reserved Matters be AGREED subject to the following conditions:

1. Condition  
Notwithstanding the submitted drawings 13202/3170 B and 13202/2131B and the submitted schedule of materials, no residential development shall take place until a full pallet of samples to be used in the construction of the external surfaces and hard surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority.

#### Reason

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

2. 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 extension or alteration to the roof of any dwelling house as defined within Part 1 of Schedule 2, Classes B and C inclusive of that order, shall be implemented on the site without the written permission of the Local Planning Authority.

Reason

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

3. Condition

The garaging for each residential dwelling hereby approved shall be retained in a form capable for the parking of vehicles incidental to the residential occupation and enjoyment of the dwelling as such and not for any trade or business or habitable accommodation.

Reason

In the interests of the amenities of the area and to ensure appropriate levels of parking are maintained on the site, in accordance with Policies D1, D4 and M14 of the Waverley Borough Local Plan

4. Condition

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

Reason

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

5. Condition

No gates shall be erected on a public right of way without the prior written approval of the County Council's Countryside Access Officer.

Reason

To ensure that gates are installed in line with the relevant statutory legislation and in the interests of the amenity and safety of the public, in accordance with Local Plan Policies D1 and D4.

6. Condition

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

Root Protection Area of trees shown to scale on the TPP including installation of service routings and site access and addressing the heads of terms in ACD Environmental tree report CREST20323aia\_amsB. 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 goes to the heart of the permission.

**7. 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 Policies D1, D4, D6 and D7 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

**8. Condition**

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

**Reason**

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

Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

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 Policies D1, D4, D6 and D7 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

10. Condition

Prior to commencement of any works on site, demolition or other development activities, space shall be provided and clearly identified within the site or on other land controlled by the applicant to accommodate:

1. Parking of vehicles of site personnel, operatives and visitors.
2. Loading and unloading plant and materials.
3. Storage of plant and materials including demolition arisings.
4. Cement mixing.

The space referred to above and access routes to them (if not existing metalled ones) to be minimally 8 metres away from mature trees and 4 metres from hedgerows, or as may otherwise be agreed in writing by the Local Planning Authority.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter in accordance with Policies D1, D4, D6 and D7 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

11. Condition

The development hereby approved shall not be first occupied until space has been laid out within the site in accordance with the approved plans for:

a) vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear.

b) secure bicycle storage for every dwelling.

and thereafter the parking / turning areas shall be retained and maintained for their designated purpose.

**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 Policies M2 and M4 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

**12. Condition**

The development hereby approved shall not be first occupied until the pedestrian and cycle links within the site and between the site and the surrounding area have been laid out in accordance with the approved plans and thereafter they shall be retained and maintained for their designated purpose.

**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 Policies M2 and M4 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

**13. Condition**

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

i) The arrangements for public consultation and liaison during the construction works;

ii) Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination;

iii) Wheel washing facilities;

iv) Measures to control the emission of dust and dirt during construction.

The development shall be carried out in strict accordance with the approved details.

Reason

In the interests of the amenities of the area, in accordance with Policies 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 permission.

14. Condition

i) No retained trees 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 the British Standard 3998 (tree work) and in accordance with any supplied arboricultural method statement.

ii) If any tree is removed, uprooted or 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.

In this condition 'retained tree' means an existing tree, which is shown to be retained in accordance with the approved plans and particulars referred to in the approved plan numbers Condition 21 (including ACD TPP); and shall have effect until the expiry of 5 years from the first occupation of the development.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter in accordance with Policies D1, D4, D6 and D7 of the Waverley Borough Local Plan 2002.

15. Condition

Prior to the commencement of the construction of the pumping station, full details including the means of enclosure shall be submitted to and agreed in writing with the Local Planning Authority.

Reason

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

16. Condition

Within three months of the commencement of development details of all proposed street lighting shall be submitted to and approved in



writing by the Local Planning Authority. The development should be carried out in strict accordance with the approved details.

Reason

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

17. Condition

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

Reason

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

18. Condition

The first floor windows in the side, northern elevations of plots 1 and 132 and in the eastern elevation of plots 42 and 43 shall be glazed with obscure glazing to the extent that intervisibility is excluded and shall be retained.

Reason

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

19. Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no windows/dormer windows or other openings other than those expressly authorised by this permission shall be constructed in the first floor or above in the northern elevations of plots 1, 17, 34 or 132 without the written permission of the Local Planning Authority.

Reason

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

20. Condition

The proposed development shall be carried out in full accordance with the submitted Surface and Foul Water Drainage Statement 161380 – 001B and Drainage Strategy Report 161380-003B and Ground Investigation Report.

#### Reason

To ensure that the site is adequately drained and to prevent additional flood risk on and off the site in accordance with Section 10 of the NPPF and NPPG guidance.

#### 21. Condition

The plan numbers to which this permission relates are:

- 13202 / 1000A Location Plan PAD Design
- 13202 / 5000G Cranleigh Layout Plan RM PAD Design
- 13202 / 3176A Strategy Cycle Storage PAD Design
- 13202 / 3600A Street Elevations PAD Design
- 13232 / 3172D Strategy Affordable PAD Design
- 13202 / 3173B Strategy Movement PAD Design
- 13202 / 3175A Strategy Storey Heights PAD Design
- 13202 / 6015.C 1 Bed AH Apartment
- 13202 / 6015.2 1Bed AH Apartments PAD Design
- 13202 / 6015.3 1 Bed AH Apartments
- 13202 / 6016.1D 2Bed AH Apartments Type I PAD Design
- 13202 / 6016.2C 2Bed AH Apartments Type I PAD Design
- 13202 / 6016.3D 2Bed AH Apartments Type I PAD Design
- 13202 / 6016.4E 2Bed AH Apartments Type I PAD Design
- 13202 / 6016.5 2Bed AH Apartments Type I PAD Design
- 13202 / 6016.6 2Bed AH Apartments Type I PAD Design
- 13202 / 6016.7 2Bed AH Apartments Type I PAD Design
- 13202 / 6016.8 2Bed AH Apartments Type I PAD Design
- 13202 / 6017.1B 2Bed AH Apartments Type II PAD Design
- 13202 / 6017.2C 2Bed AH Apartments Type II PAD Design
- 13202 / 6001.1D House Type - York PAD Design
- 13202 / 6002.1B House Type - Sherwood PAD Design
- 13202 / 6002.2C House Type - Sherwood PAD Design
- 13202 / 6003.1A House Type - Brookfield PAD Design
- 13202 / 6003.2C House Type - Brookfield PAD Design
- 13202 / 6003.3B House Type - Brookfield V2 PAD Design
- 13202 / 6003.4 House Type - Brookfield (Handed) PAD Design
- 13202 / 6003.5 House Type - Brookfield (Handed) PAD Design
- 13202 / 6003.6 House Type - Brookfield V2 (Handed) PAD Design
- 13202 / 6004.1A House Type - Whimberry PAD Design
- 13202 / 6004.2B House Type - Whimberry PAD Design

13202 / 6004.3B House Type - Whimberry V2 PAD Design  
13202 / 6004.4 House Type - Whimberry (Handed) PAD Design  
13202 / 6004.5 House Type - Whimberry (Handed) PAD Design  
13202 / 6004.6 House Type - Whimberry V2 (Handed) PAD Design  
13202 / 6005.1A House Type - Gosfield PAD Design  
13202 / 6005.2C House Type - Gosfield PAD Design  
13202 / 6005.3C House Type - Gosfield V2 PAD Design  
13202 / 6005.4 House Type - Gosfield (Handed) PAD Design  
13202 / 6005.5 House Type - Gosfield (Handed) PAD Design  
13202 / 6005.6 House Type - Gosfield V2 (Handed) PAD Design  
13202 / 6006.1A House Type - Orchard PAD Design  
13202 / 6006.2B House Type - Orchard PAD Design  
13202 / 6006.3C House Type - Orchard V2 PAD Design  
13202 / 6006.4 House Type - Orchard (Handed) PAD Design  
13202 / 6006.5 House Type - Orchard (Handed) PAD Design  
13202 / 6006.6 House Type - Orchard V2 (Handed) PAD Design  
13202 / 6007.1A House Type - Laurel PAD Design  
13202 / 6007.2C House Type - Laurel PAD Design  
13202 / 6007.3 House Type - Laurel (Handed) PAD Design  
13202 / 6007.4 House Type - Laurel (Handed) PAD Design  
13202 / 6008.1B House Type - Wordsworth PAD Design  
13202 / 6008.2B House Type - Wordsworth PAD Design  
13202 / 6008.3 House Type - Wordsworth (Handed) PAD Design  
13202 / 6008.4 House Type - Wordsworth (Handed) PAD Design  
13202 / 6009B House Type - 2 Bed AH PAD Design  
13202 / 6010B House Type - 3 Bed AH PAD Design  
13202 / 6011B House Type - 4 Bed AH PAD Design  
13202 / 6030 Terrace Arrangement PAD Design  
13202 /6032 Terrace Arrangement PAD Design  
13202 /6034 Terrace Arrangement PAD Design  
13202 / 6021 Garages PAD Design  
13202 /6020 Bin and Cycle Stores PAD Design  
13202/3174C Strategy refuse

2425\_5000/P7 Landscape Materplan David Jarvis Associates  
2425\_5001/P4/ Softwork Proposals David Jarvis Associates  
2425\_5002/P2/ Softwork Proposals David Jarvis Associates  
2425\_5003/P2/ Softwork Proposals David Jarvis Associates  
2425\_5004/P3/ Softwork Proposals David Jarvis Associates  
2425\_5005/P2/ Softwork Proposals David Jarvis Associates  
2425\_5006/P2/ Softwork Proposals David Jarvis Associates  
2425\_5007/P2/ Softwork Proposals David Jarvis Associates  
2425\_5008/P3/ Softwork Proposals David Jarvis Associates  
2425\_5009/P2/ Softwork Proposals David Jarvis Associates

2425\_5010/P2/ Softwork Proposals David Jarvis Associates  
2425\_5011/P2/ Softwork Proposals David Jarvis Associates  
2425\_5012/P3/ Softwork Proposals David Jarvis Associates  
2425\_5100/P5/ Softwork Proposals David Jarvis Associates  
2425\_5500/P4/ LEAP Play area P2 David Jarvis Associates  
2425\_5503/P2/ LEAP Indicative Materials David Jarvis Associates  
2425\_5507/PO/ Typical Tree Pit Details David Jarvis Associates  
2425\_5501/P2/ LEAP Play equipment David Jarvis Associates  
2425\_5502/P2/ LEAP Planting Palette David Jarvis Associates  
2425\_5503/P2 Play Area Indicative materials David Jarvis Associates  
2425\_5504/P2/ Planting Trees Hedging David Jarvis Associates  
2425\_5505/P2/ Planting Palette - Shrubs David Jarvis Associates  
2425\_5506/P2/ Planting Grasses Bulbs David Jarvis Associates

SK21325-40A Swept Path Analysis SK Transport Planning  
SK21325-41A Swept Path Analysis SK Transport Planning

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.

#### Informatives

1. An agreement in principle from the Environment Agency has been submitted allowing works to a main river. This does not allow works to a main river. This does not give permission to discharge into the Main River. Prior to construction an Environmental Permit allowing discharge to main river needs to be obtained.
2. Vehicle Cross Overs (VCO) and ordinary watercourse culverts are proposed on site. Prior to construction an ordinary watercourse consent and any required VCO permissions need to be obtained from the County Council. VCO application forms are available on line and Ordinary Watercourse Consents application forms are available on request from [SuDS@surreycc.gov.uk](mailto:SuDS@surreycc.gov.uk)
3. The drainage assets should be maintained in accordance with Section 3 Maintenance of 161380-003B Drainage Strategy Additional

Information.

4. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
5. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
6. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
7. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.
8. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

9. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
10. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
11. The developer is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
12. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
13. The applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy:  
<http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-commuted-sums-protocol>
14. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.
15. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on

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

16. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £97.00 or a reduced rate of £28.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.

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.

17. This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at Waverley Borough Council, The Burys, Godalming, Surrey GU7 1HR, telephone 01483 523029 or e-mail [waverley.snn@waverley.gov.uk](mailto:waverley.snn@waverley.gov.uk)  
For further information please see the Guide to Street and Property Naming on Waverley's website.

18. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres / minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.

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

20. 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.

## Recommendation B

That the details pursuant to Condition 10 (in relation to surface water and pre-commencement part of condition) and condition 12 upon WA/2014/1754 be AGREED.