



## Location



## Site Description

The full application site measures 20.82 hectares and is located to the south of Cranleigh High Street. This Reserved Matters application relates only to the eastern section of the site, with a total site area of 3.94 ha.

The site currently comprises agricultural land, subdivided by hedgerows into fields. The eastern part of the site is woodland and was previously used for allotments. The peripheries of the site are well treed with a few mature trees within the central parts of the site also.

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

A bridleway runs along the northern boundary of the site (part of the Downs Link) and an unclassified track runs along the southern boundary of the site.

The site encompasses agricultural land between Knowle Lane to the east and Alfold Road to the west. The southern boundary of the site is bounded by a woodland belt, which extends into the site towards the south-western part of the site (this part of the woodland belt is classified as Ancient Woodland). To the south of the site is agricultural land.

The northern boundary of the site adjoins the rear of the car parks serving the High Street, existing residential houses, a Builders' yard (Jewsons) and

Hewitt's Industrial Estate (which also adjoins the majority of the western boundary of the site).

The site is relatively flat.

There are a number of field access points; an access is located on Knowle Lane and also on Alfold Road (although there is not currently vehicular access from one side of the site to the other).

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

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

- Delivery of off-site highway improvement works
- Provision of 128 on-site affordable units
  
- The submission of the following documents:
  - o Ancient Woodland Off-site Works Management Plan
  - o Ancient Woodland on-site management plan
  - o Travel Plan
  - o Affordable housing plan
  - o Community Orchard specification and management plan
  
- Submission of the following with any Reserved Matters application:
  - o Open space management plan per phase
  - o Open space specification per phase
  - o Play space management plan
  - o Play space specification
  - o Water Attenuation Management Plan
  
- The following contributions:
  - o £380,000 for Ancient Woodland off site works

- £125,000 for bus service enhancements
- £77,000 for sustainable transport infrastructure improvements (bus stops)
- £106,115 for community facilities
- £173,000 for provision of a synthetic pitch at Cranleigh School
- £120,000 for Cranleigh Skate Park improvements
- £100,000 for surfacing and lighting improvements to the Downs Link
- £286,046 for provision of early years facilities
- £185,000 for Elmbridge Road improvements
- £106,115 for environmental improvements.
- £30,000 towards improvements of Lashmere Playground
- £10,000 towards on street parking restrictions on Alfold Road and the High Street
- £1,458,600 for improvements to Cranleigh Primary School
- £23,345 for improvements to capacity of recycling bins within Cranleigh
- £100 per dwelling for Sustainable Transport Vouchers
- £20,000 towards provision of traffic signals at Elmbridge Road
- £350,000 for highway and transport schemes
- £6150 contribution towards the future auditing and monitoring of the Travel Plan
- £15,400 towards a wayfinding signage strategy for pedestrians and cyclists between application site and key destinations

The current application seeks the following “reserved matters” for approval: appearance, landscaping, layout and scale.

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, the principle of the development has been approved and established. This matter is not, therefore, before the Committee for consideration under the current application.

In determining this application, it is relevant to consider whether there have been any material changes in planning circumstances since the outline planning permission reference WA/2014/0912 was granted. Since the granting of the outline planning permission on 06 January 2015, the Development Plan remains as the Local Plan 2002 and the NPPF 2012 remains in force.

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 (Non-Strategic Policies and Site Allocations) will follow the adoption of Part 1. The new Local Plan builds upon the foundations of the Core Strategy, particularly in those areas where the policy/approach is not likely to change significantly. 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 on 19 July 2016. The consultation period commenced in August 2016 and closed on 3 October 2016. On the 21st December 2016 the Council submitted the draft Local Plan Part 1 for Examination. In accordance with paragraph 216 of the NPPF, 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. It is considered that significant weight can be given to the Draft Plan following its publication on Friday 19 August, given its history of preparation thus far, the iterations of it and the extent of consultation and consideration on it to date. The weight afforded to the Draft

Local Plan will increase as the Plan progresses through Examination and onto its adoption in 2017.

Since the outline permission, an application, ref. WA/2016/1625, has been approved that sought to vary conditions on the outline permission. The application sought to vary the wording of the conditions 18, 21 and 22 in order for the discharge of the details relevant to each condition to be required either prior to approval of the relevant phase of the reserved matters or prior to commencement of the relevant phase. This aligned the conditions with the phased nature of the development.

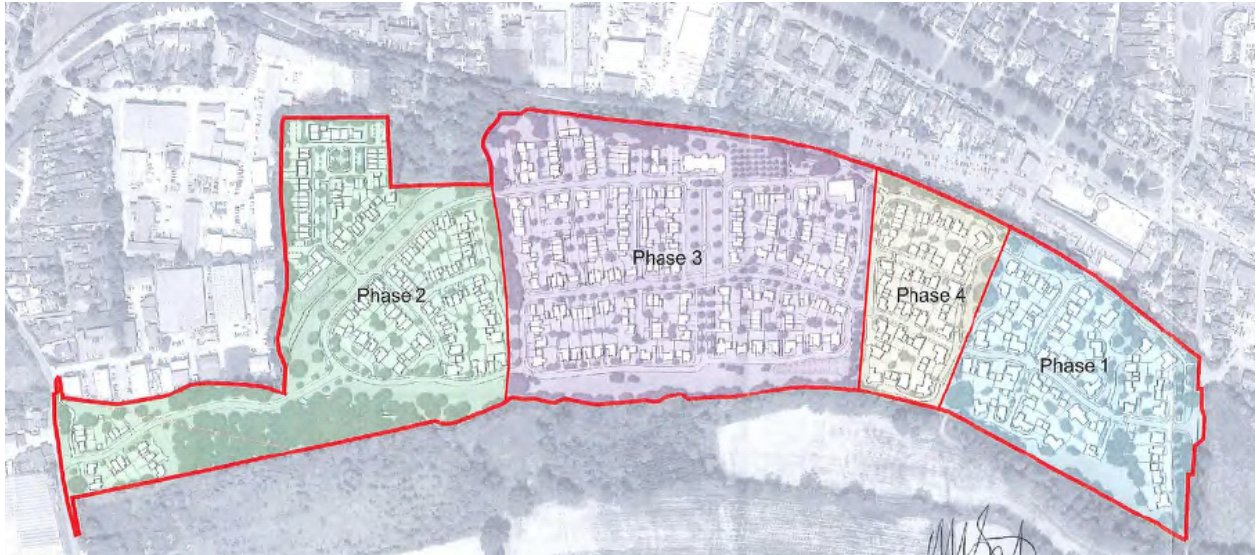
Members should note that, if the reserved matters are approved, such an approval is not a planning permission in its own right but has to be read in conjunction with the outline planning permission, including the attached Section 106 agreement to that permission. Planning conditions imposed on the outline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

**The decision notice for the revised outline permission, WA/2016/1625, is attached at Annexe 1.**

### Proposal

This application comprises the information for Phase 1 of the development, as defined within the Section 106 agreement signed at outline stage, which was reserved for future consideration (reserved matters) by way of planning Condition 1 imposed on outline permission WA/2016/1625. The reserved matters were layout, scale, appearance and landscaping. Phase 1 includes 55 dwellings in total. It is these matters which are now before the Committee for consideration.

The following plan shows the phases of development, as agreed within the Section 106 agreement:



The outline planning permission established the principle of the development and the means of access. Two vehicular accesses were agreed, one from Knowle Lane and the second from Alfold Road. Details of drainage and surface water run-off were also agreed and conditioned at outline stage.

The outline application proposed the erection of up to 425 dwellings which included 30% affordable dwellings (within the meaning of the NPPF). The Section 106 agreement included the total number of affordable dwellings to be provided within each phase. It was agreed at outline stage that there would be no provision of affordable housing within Phase 1 of the scheme, and as such the following table shows the proposed mix of market housing for this phase:

Bedrooms	Number of units proposed
3	11
4	30
5	14
Total	55

The proposal would also include two Local Area's of Play (LAPs) and footpath links to the Downs Link to the north and the countryside to the south. There would be an emergency access link to future phases of the development, which would otherwise be a pedestrian or cycle link between the phases.

### 1. Layout

The submitted plans show 55 dwellings spread across the site with a central spine road and designed to generally follow a perimeter block approach with

dwellings positioned back to back with front elevations facing onto the street network. The site would be accessed from Knowle Lane with pedestrian connections to the footpaths and land to the north and south of the application site.

The site would include two perimeter blocks, with some small cul de sacs serving no more than 4 dwellings located at the front of the site and extending off the northern block. The dwellings located within the cul de sacs at the front of the site, adjacent to the access point, would face towards Knowle Lane.

Parking within the site would be on-plot, and all dwellings would be served by a garage. There would be additional visitor spaces, of no more than 2 spaces at any one point, positioned parallel to the internal road network.

The proposal would include areas of public open space, including two Local Area's of Play (LAPs), one at the westernmost edge of the site and one located centrally towards the south of the site.

## 2. Scale

The submitted plans show that the majority of proposed dwellings would be 2 storeys in height, with single storey elements such as garaging, porches and rear projections. Three buildings fronting Knowle Lane, incorporating four dwellings (plots 4, 51, 52 and 53), would be 2.5 storeys in height. This was agreed on the parameter plan at outline stage, in order to provide a feature entrance to the development.

All dwellings would be either detached or semi-detached and there would be no apartment buildings within this phase of the development.

The heights of the proposed 2 storey dwellings range from 8.8m to 10m, with two dwellings measuring 10.4m in height, and the 2.5 storey dwellings fronting Knowle Lane would have a height of between 10.5m and 10.9m.

## 3. Appearance

The proposal includes a variety of building styles with different roof forms, footprints and materials, as shown within the elevation drawings included within the report below. The proposed materials would include a mix of traditional materials such as tile hanging, render, red brick and clay tile roofs. The garaging would include some oak detailing and there would also be a small proportion of slate roof tiles for variety.



The proposed development would utilise pitched roofs, canopies, bay windows, brick chimneys, porches and some detailing around fenestration. The scheme is characterised by a mix of gable as well as hipped roofs.

The overall design of the proposed dwellings would be traditional Surrey Vernacular.

Prominent boundaries to plots within the development would be demarcated by detailed brick walls. There would be timber post and rail fencing to the front of the cul de sac development fronting Knowle Lane.

#### 4. Landscaping

The layout plan shows that the trees surrounding the site would be retained, as well as four trees located within the development at the western edge and south western edge of the site.

Landscaping plans have been submitted which show that the public space would generally be grassed, with some amenity hedging along the internal road network adjacent to dwellings. There would be amenity planting around the proposed LAPs, to the front of dwellings, around the edge of the public open spaces and adjacent to the site access. The southern boundary of the site, opposite plots 39 to 47, and the grass area adjacent to Knowle Lane around the retained trees would be landscaped with a meadow seed mixture.

The hardstanding areas would include tarmac road and footpaths for the main spine road, with the majority of the hardstanding being constructed of permeable paved in a variety of red colours (e.g. burnt ochre and brindle) and laid in a herringbone pattern.

The paving fronting Knowle Lane would be constructed from resin bound gravel with granite sett edgings.

Proposed site plan



Proposed streetscenes



View A - A



View B - B



View C - C

Elevations (selection; not all dwelling types)

Plot 4 (2.5 storey, 5 bedroom dwelling)



Front Elevation

Side Elevation



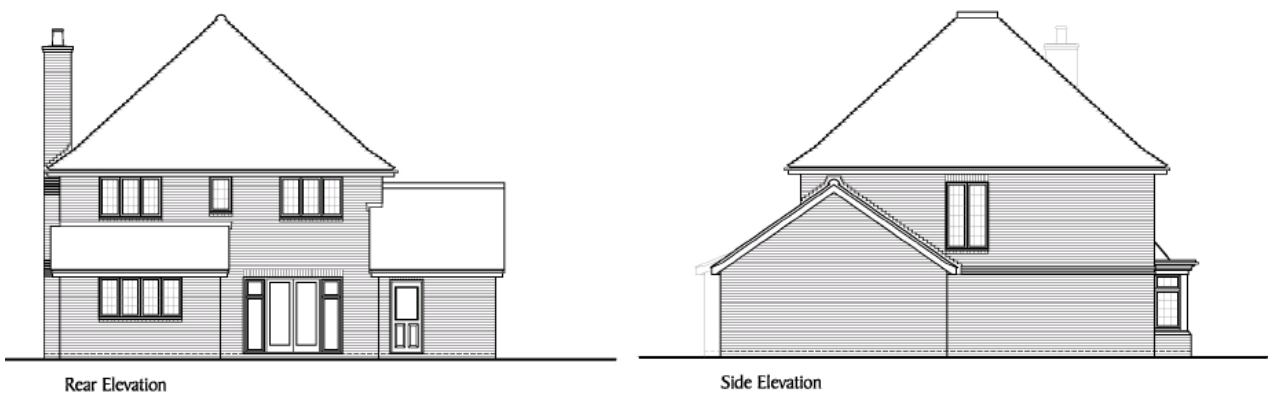
Rear Elevation

Side Elevation

Plot 33 (2 storey, 5 bedroom dwelling)



Plot 14 (2 storey, 4 bedroom dwelling)



Plots 9 and 10 (2 storey semi detached 3 bedroom dwellings)



Relevant Planning History

WA/2016/1625	Application under Section 73 to vary Condition 18, 21 and 22 of WA/2014/0912 (pre-commencement conditions) to allow alternative wording to include a phased proposal of the development. This application is accompanied by an Environmental Statement.	Full Permission	16/02/2017
WA/2014/0912	Outline Planning Application with the reservation for subsequent approval of appearance, landscaping, layout and scale (reserved matters) for the erection of up to 425 dwellings including affordable homes and associated works, and new access points onto Alfold Road and Knowle Lane.	Refused	06/01/2015 Appeal Allowed 31/03/2016

SO/2013/0008	Request for Scoping opinion for proposed residential development comprising of approximately 400 units.	Scoping Opinion Given	24/09/2013
WA/1986/0426	Outline application for the construction of bypass to link Elmbridge Road with Ewhurst Road/Horsham Road; retail store ( 21,500 sq ft ) ,together with car park for 300 cars; and mixed residential development for 110 dwellings	Refused	30/06/1986

### Planning Policy Constraints

Countryside beyond the Green Belt (outside any defined settlement area)

Long Distance Footpath

Guildford/Cranleigh corridor

Tree Protection Orders

Bridleway (not relevant for Phase 1)

Flood Zone 2 (not relevant for Phase 1)

Flood Zone 3 (not relevant for Phase 1)

Gas Pipe Line (not relevant for Phase 1)

Ancient Woodland (not relevant for Phase 1)

River bank within 20m (not relevant for Phase 1)

### 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
C5	Areas of Strategic Visual Importance
C7	Trees, Woodlands and Hedgerows
C12	Canals and River Corridors
HE15	Unidentified Archaeological Sites
H4	Density and Size of Dwellings

H10	Amenity and Play Space
CF2	Provision of New Community Facilities
RD9	Agricultural Land
M1	The Location of Development
M2	The Movement Implications of Development
M4	Provision for Pedestrians
M5	Provision for Cyclists
M8	Guildford-Cranleigh Movement Corridor
M14	Car parking Standards

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

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

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 (Non-Strategic

Policies and Site Allocations) will follow the adoption of Part 1. The new Local Plan builds 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 commenced in August 2016 and closed on 3 October 2016. In accordance with paragraph 216 of the NPPF, 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. It is considered that significant weight can be given to the Pre-submission Plan following its publication on Friday 19 August, given its history of preparation thus far, the iterations of it and the extent of consultation and consideration on it to date. The weight afforded to the Draft Local Plan 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)
- Land Availability Assessment (2016)
- West Surrey Strategic Housing Market Assessment (2015)
- Infrastructure Delivery Plan (2012)
- Settlement Hierarchy (Update 2012)
- Climate Change Background Paper (2011)
- Open Space, Sport and Recreation (PPG17) Study 2012
- Statement of Community Involvement (2014 Revision)
- Strategic Flood Risk Assessment (2015/2016)
- Viability Assessment (2016)
- 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 Highway Assessment (Surrey County Council, 2016)
- Surrey Design Guide (2002)
- Cranleigh Village Design Statement 2008



## Consultations and Parish Council Comments

Parish Council	<p>Objects:</p> <ul style="list-style-type: none"><li>• Strong concerns over the movement of construction traffic on Knowle Lane.</li><li>• The dwellings are higher than those planned for Amlets Lane and the pitched roofs are considered to be too steep and should be reduced.</li><li>• The proposed footpath is inadequate for pedestrians as there is only adequate space for one person.</li><li>• This is a wetspot, highlighting flash flooding in the area at the carnival in 2016.</li><li>• The roads are too narrow and should be made wider to support passing traffic.</li><li>• The proposed garages would obstruct the highway, causing a lack of space for access.</li><li>• Object to the ornamental entrance gate as the site must be inclusive, not exclusive. This also includes the brick wall which would create a separation and social exclusion from Cranleigh.</li><li>• The SuDS scheme is not yet agreed and would need to be heavily relied upon.</li><li>• Members would like a CEMP to be made a condition of this application.</li></ul> <p>Additional response:</p> <ul style="list-style-type: none"><li>- Gate should be removed from the entrance</li><li>- Estate roads are too narrow, and cars will park along them restricting access for emergency vehicles and refuse collection lorries.</li><li>- Plots 4, 51, 52 and 53 are 45% higher than neighbouring properties. The two storey houses have been increased to make the three storey houses look less intrusive.</li><li>- Plots 4 and 51 are within a metre of the pavement, making them appear as gateways which would cause harm to the character and appearance of the lane as appears urban.</li><li>- Plots 4, 51, 52 and 53 are located opposite Snoxhall Fields ASVI and would be harmful as too bulky and large.</li></ul>
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	<ul style="list-style-type: none"> <li>- Contrary to the Cranleigh Design Statement 2008.</li> <li>- The Transport Statement refers to a roundabout being built to service Cranleigh Village Hospital Trust, but their permission is now extant so the developer should not be relying on this roundabout.</li> </ul>
County Highways Authority	<p>The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied that the application would not have a severe impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no objection subject to the imposition of conditions on any permission granted.</p> <p>Additional response:</p> <p>The amendments to the application do not alter the Highway Authority's response.</p>
Thames Water	<p>No objection with regard to sewerage infrastructure capacity.</p> <p>In order to protect public sewers, approval should be sought from Thames Water where the erection of a building would be over the line of or within 3m of a public sewer.</p> <p>Expect the developer to demonstrate what measures would be undertaken to minimise groundwater discharges into the public sewer. Any discharge without a permit is deemed illegal.</p> <p>The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water recommend a condition be imposed regarding impact studies to determine the magnitude of any new additional capacity and a suitable connection point.</p>
Lead Local Flood Authority	<p>No objection, subject to discharge of outline conditions prior to commencement of development.</p>

Environment Agency		No comment to make on this application.
Southern Network	Gas	<p>There is a low/medium/intermediate pressure gas main near the site. No mechanical excavations should take place above or within 0.5m of a low/medium pressure system, or above or within 3m of an intermediate pressure system.</p> <p>The position of the systems should be confirmed using hand dug trial holes.</p> <p>Safe digging practices in accordance with HSE publication HSG47 "Avoiding Danger from Underground Services" must be used to verify and establish the actual position of mains, pipes, services and other apparatus on site.</p>
Natural England		No comment to make on this application or the proposed amendments.
Council's Environmental Health Officer - noise		No objection, subject to conditions.
Council's Waste and Recycling Officer		<p>Each house would require the appropriate waste and recycling containers, to be presented for collection on the appropriate day.</p> <p>The roads accessing the development would need to be capable of accommodating a collection vehicle 2530mm wide and 9840mm length. Suitable turning provision should be included.</p> <p>Additional response: The amendments do not affect the comments previously made.</p>
County Archaeologist		<p>The outline approval included a condition requiring a programme of archaeological works. The RM scheme is accompanied by a Written Scheme of Investigation that proposes the excavation of 123 trial trenches across the entire development site.</p> <p>The proposed scheme of works is appropriate and proportionate and should be enacted at the earliest</p>

	<p>opportunity so that should significant archaeological remains be discovered, an appropriate mitigation strategy can be drawn up.</p> <p>Additional response: The amendments do not affect the comments previously made.</p>
Surrey Police	<p>Concern with regard to car parking layouts as some garages are remote from the properties and do not allow natural surveillance of the vehicle/garage from the property.</p> <p>Request a condition to require the development to achieve the full Secured by Design (SbD) award, for the retail and residential aspects.</p>
Forestry Commission	Refer to Standing Advice.
Surrey Wildlife Trust	<p>Condition 24 on the outline permission requires the development to be carried out in accordance with recommendations set out in the Ecological surveys submitted at outline stage.</p> <p>The documentation of said surveys include detailed actions to be undertaken in order to mitigate and compensate for adverse ecological impacts.</p> <p>The management and landscaping design of formal and informal open space is required to have regard to the documentation referenced in Condition 24.</p> <p>The landscaping documentation submitted with the Reserved Matters scheme relate primarily to the amenity planting and do not meet the requirements of the Knowle Wood Mitigation Strategy.</p> <p>The applicant has not submitted documentation to demonstrate that the design and management of formal and informal open space and landscaping within Phase 1 complies with Condition 24.</p>
County Rights of Way	No response received.
Auto-cycle Union	No response received.

Ltd	
British Horse Society	No response received.
Byways and Bridleways Trust	No response received.
Cyclists Touring Club	No response received.
Ramblers Association - London	No response received.
Ramblers Association - Local	No response received.
The Open Spaces Society	No response received.
Director of Public Health	No response received.
NHS England	No response received.
Guildford and Waverley CCG	No response received.
Health Watch	No response received.
Scottish and Southern Energy	No response received.
Emergency Planning and Resilience Officer	No response received.
Countryside Projects Assistant	No response 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 11/11/2016 site notices were displayed around the site 15/11/2017 and neighbour notification letters were sent on 02/11/2016.

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

Phasing	<ul style="list-style-type: none"> <li>• The Inspector allowed the appeal for the whole site, not phased development.</li> <li>• Without a condition and timescale for delivery of remainder of site contravenes the appeal decision.</li> <li>• Entire site should be considered as a whole.</li> </ul>
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Need for housing	<ul style="list-style-type: none"> <li>• Does not meet specific demand for housing in Cranleigh. Until an overall plan for what is to be imposed on Cranleigh to meet national requirements is finalised, none should be imposed.</li> <li>• Approvals should only be granted following realistic assessment of current and future needs in respect of services, infrastructure, transport and jobs</li> <li>• Cranleigh does not need any more large houses.</li> <li>• Too many houses</li> <li>• Does not meet the housing need as outlined in the SHMA 2015</li> </ul>
Affordable housing	<ul style="list-style-type: none"> <li>• This phase does not address the requirements for affordable housing. Developer can abandon the rest of the site by not completing the remaining phases where affordable housing is required.</li> <li>• No provision of starter homes or affordable housing</li> <li>• Contrary to appeal decision which stated requirement for affordable housing</li> </ul>
Design	<ul style="list-style-type: none"> <li>• Excessive height not in keeping with Cranleigh Design Statement, especially those fronting Knowle Lane and will not blend with rural location of the site. Will dominate streetscene from Knowle Lane and have harmful and urbanising effect on visual amenity.</li> <li>• Gated development is inappropriate and would create separation with negative effect on inclusivity and relationship with Cranleigh community.</li> </ul>
Countryside and landscape beauty	<ul style="list-style-type: none"> <li>• Adjacent to brownfield land which is derelict and could be used without devastating trees and land of outstanding beauty</li> <li>• Damage to rural countryside</li> </ul>
Infrastructure	<ul style="list-style-type: none"> <li>• Infrastructure not in place</li> <li>• Impact on water/electricity supply</li> <li>• Impact on the high street</li> </ul>
Flooding	<ul style="list-style-type: none"> <li>• Danger of flooding</li> <li>• The proposed amendment to surface water drainage would affect Alfold Road which is part of the lowest lying land of the site. Phase 1 is higher</li> </ul>

	<p>than the land to the west and would therefore drain to Alfold Road.</p> <ul style="list-style-type: none"> <li>• Excess runoff into Littlemead Brook.</li> <li>• SuDS information is incomplete and therefore impossible to ascertain whether the development would increase flooding elsewhere.</li> <li>• Revised climate change allowances must be considered.</li> <li>• Emergency access and egress from the site must be maintained in the event of a flood.</li> </ul>
Foul drainage	<ul style="list-style-type: none"> <li>• Existing sewerage issues will be exacerbated.</li> </ul>
Pollution	<ul style="list-style-type: none"> <li>• Pollution of waterways due to lack of investment</li> </ul>
Traffic, Highways and Access	<ul style="list-style-type: none"> <li>• Congestion and overcrowding of the village.</li> <li>• Unsustainable.</li> <li>• Poor access from Knowle Lane onto High Street</li> <li>• Access dangerous as next to crossing point for playing fields</li> </ul>
Biodiversity and habitat	<ul style="list-style-type: none"> <li>• Destruction of ancient woodland and wildlife habitats by this and subsequent phases completely ignores the overall consequences other housing plans and hides the true final damage over the construction period.</li> </ul>
Other	<ul style="list-style-type: none"> <li>• This application is to increase the developer's profit margin.</li> <li>• The bridges are part of the wider scheme effecting all development in the area, not just this scheme. These works should not be allocated to other phases as they may not occur and the land may be sold off.</li> </ul>

A re-notification of neighbours was undertaken following the submission of amended plans, and the following additional comments were made:

- Nothing in the new amendments alter the previous reasons for objection.
- Permission was granted due to a shortage of affordable homes. The builder is focusing on its own profit rather than providing the homes that are needed.
- Amendment does not address the provision of affordable homes now or in the developers future intentions.

- Drainage drawings are unreadable online and do not orientate the viewer as to where they are on the overall plan.

### Determining Issues

Principle of development

Reserved matters

Layout

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

Scale

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

Landscaping/appearance

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

Proposed housing mix for Phase 1 and affordable housing

Provision of amenity space and play space

Flooding and drainage implications of reserved matters

Highway safety

Climate change and sustainability

Health and wellbeing

Biodiversity and compliance with Habitat Regulations 2010

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

Environmental Impact Regulations 2011 (as amended)

Third party and parish council comments

Pre Commencement Conditions

Working in a positive/proactive manner

### Planning Considerations

#### Principle of development

This application is for reserved matters following an outline planning permission reference WA/2016/1625. Therefore, the principle of development has already been established and only the reserved matters are to be considered in the assessment of this application. The matters which have been reserved for consideration are the 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.

The site has been included within the Draft Local Plan Part 1: Strategic Policies and Sites as part of a strategic site, under Policy SS5 which, together with land adjacent to the site, allocates a total of 765 homes and a country park.

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)

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.

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.

The Cranleigh Village Design Statement states that future developments should have regard to the traditional character of the Village by relating to the form and scale of the existing buildings, and using materials of local provenance, such as clay tiles, bricks and local stones. Further, the statement advises that the height of buildings should be sympathetic to its context and roofs should be pitched. Any new development should include sufficient parking and retain the balance of buildings and open spaces.

### Reserved matters

#### Layout

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

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 dwellings would face onto the proposed road network which would encourage natural surveillance. Properties would have private rear garden areas of a good size and variety that would serve future residents.

The proposed development would incorporate a range of dwelling designs and types which would be sited throughout the scheme, thereby providing variety to the street scenes. Parking would be located on-plot, generally to the side of dwellings, which Officers consider to be appropriate as it would prevent the streetscene being dominated by parking.

The positioning of the relatively large areas of public space, generally located linearly alongside the internal road network, is considered to be appropriate

and would soften the impact of the proposed built form and allow for a spacious character that would be appropriate in this location.

The proposed Local Areas of Play (LAPs) would be located in accordance with the Playspaces Plan included within the Section 106 agreement, and would be appropriately positioned near to dwellings which would afford a good degree of overlooking and natural surveillance. The LAPs would be easily accessible by footpath to encourage use by future occupiers.

The Downs Link, which would run along the northern boundary of the site, would be linked to this phase of development in two locations, which is considered appropriate to encourage residents to walk into Cranleigh and support the facilities and services provided within the village. Furthermore, there would be two hoggin paths which would connect the development to the fields to the south. The proposed development would additionally include a pedestrian/cycle link to the west, which would link up with future phases of the development. This link would allow for emergency vehicles to pass through, as required. Overall, the proposed development would provide a well-connected pedestrian network both on-site and to the village and countryside beyond.

In relation to bins and recycling, all detached and semi-detached properties would have direct access to the rear gardens and/ or garaging for the storage of bins. Whilst it is considered to be appropriate and desirable that residents have the facility to store bin and recycling containers off-street on non-collection days, it is considered reasonable to secure details of proposed bin storage to ensure that it would be of an appropriate design to integrate within the development.

The proposed electricity substation would be located opposite plot 46, and would be screened from the countryside to the south by hedging and tree cover. There would be a small lay-by adjacent to the substation for maintenance purposes, which is considered to be appropriate.

Officers consider that the proposed development incorporates a good layout which respects the character of the area, would allow for a safe and attractive living environment and would be an appropriate transition to the countryside to the south. The inclusion of areas of public open space would provide a visual enhancement to the character of the area for the amenities of future occupiers of the dwellings.

b) Impact on residential amenity

The current application site, which relates solely to the Phase 1 development, is bounded by Knowle Lane to the east, countryside to the south, and the Downs Llink to the north. The nearest neighbouring dwellings are located 20m from the northern boundary of the site, at Stocklund Square. The curtilage of Eversleigh, the nearest dwelling on Knowle Lane, is located approximately 20m from the boundary of the site.

The closest distance between the proposed residential dwellings, and the existing neighbouring dwellings of Stocklund Square, is 40m. The nearest dwelling to Eversleigh would be approximately 35m from the curtilage of this dwelling. Given this separation distance, Officers consider the proposal would not be harmful to the amenities of the existing residents of Stocklund Square or Eversleigh in terms of overlooking, overshadowing, loss of light or overbearing impact.

The large areas of public open space, together with the provision of individual secure gardens would ensure that there would be good amenity space for the future occupiers of the units.

Where the layout proposes back to back development, there would be a minimum of 21m between dwellings which would ensure there would be no harm by way of overlooking and loss of privacy to the proposed development.

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

### Scale

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

The proposed development would be predominantly two storey in height, with three 2.5 storey buildings, which would accommodate 4 dwellinghouses, located either side of the proposed access route from Knowle Lane. This would accord with the parameter plan submitted and accepted at the time of the outline permission, and would provide an entrance feature to the site.

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 noted that a few of the garage buildings would include accommodation within the roof space. Nevertheless, the proposed garaging would be proportionate to the scale of the dwellings which would provide a varied streetscene.

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 consistent with the requirements of the National Space Standards, and that the larger of the proposed dwellings would be far greater than that required. Officers are satisfied that the proposed dwellings would provide an adequate standard of accommodation for future residents.

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 of Phase 1 demonstrates that sufficient spacing would be achieved between new dwellings and existing neighbouring properties. The height and mass of each proposed dwelling would not cause material harm to neighbouring dwellings.

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 proposed development incorporates a range of dwelling designs which would be sited throughout the scheme, thereby providing variety to the street scenes. The proposed dwelling designs would incorporate detailing which is common to the Cranleigh area, such as a mix of dominant chimneys, bay windows, porches, as well as a mix of strong gable features and hipped roof forms. The proposed dwellings would additionally be constructed in a variety of materials including tile hanging, render and red brick.

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 layout 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. The outline permission included a condition requiring the developer to submit samples of materials prior to the commencement of development for each phase and therefore it is not necessary to include such a condition on any reserved matters approval.

The steeply pitched roofs and strong gable features would reflect distinctive characteristics within the wider Cranleigh Village. Officers consider the use of red brick, tile hanging and render would all be acceptable, and the introduction of a small number of slate roofs, especially on the single storey rear lean-to projections, would add variety to the development. Overall, the proposed development would comply with the sentiments of the Cranleigh Design Statement in terms of its design, form and character, as the proposed dwellings would incorporate features traditional to the character of Cranleigh, including the choice of materials.

The main public views of the development would be via the public right of way that runs along the northern boundary of the site. The views from the public right of way would be predominantly on the larger detached properties, which would result in a low density appearance that would soften the impact of the development when viewed from the public right of way.

The views of the development from Knowle Lane would be partially obscured by trees. Officers consider that the proposed landscaping and detailed design of the buildings facing onto Knowle Lane would result in an attractive and welcoming aesthetic.

It is acknowledged that a large number of trees adjacent to Knowle Lane would be lost as a result of this proposal, however, the Council's Tree and Landscape Officer has been consulted on the application and considers that the trees that would be lost do not provide significant public amenity value and therefore no concern is raised in this regard. All trees of high public amenity value on the site have been protected by a Tree Protection Order.

As part of the outline permission, Condition 11 states that:

“With any reserved matters application pursuant to this approval, the landscape details required by Condition 1 shall include a detailed landscaping scheme (including detailed designs and specifications). The landscape design and specifications shall include the following:

- i. Full details of planting plans and written specifications
- ii. Full details of all proposed methods of boundary treatment including details of all gates, fences, walls and other means of enclosure both within and around the edge of the site.
- iii. Details of all hard surfacing materials (size, type and colour).

The landscaping shall be implemented prior to the occupation of any part of the development hereby approved or in accordance with a programme to be agreed in writing by the local planning authority.”

The Council's Tree and Landscape Officer has been consulted with regard to Condition 11 on the outline permission. Officers consider that the proposed planting, which would include amenity planting, trees, meadow grassland and lawn would be acceptable. Furthermore, the use of hedging around the front boundary of dwellings would help to create a less urban character which would be appropriate.

In order to ensure that the proposed development would not cause harm to retained trees, it is considered reasonable to impose conditions with regard to



tree protection measures, services, and arboricultural supervision throughout the construction process.

The hard landscaping plan that has been submitted includes details of all boundary treatments and hard surfacing materials, including size, type and colour.

With regard to proposed boundary treatment, the prominent garden boundaries would be enclosed with a brick wall that would be connected to the dwelling. The walls would be 1.8m in height, with 2m tall piers, English bond and brick-on-edge capping. Officers consider that the formal treatment of these visible boundaries, and the use of English Bond and piers, would be attractive and would enhance the high quality appearance of the development.

Garden boundary treatments, which are not visible from the public domain, would be enclosed by 1.8m high close board fencing, which is considered to be acceptable.

The fencing to the front of the development and the access roads to the dwellings fronting Knowle Lane would be timber post and rail at 1.2m in height. This would retain openness to the development and would serve to enhance the semi-rural character of the development and area.

With regard to the proposed hardstanding, the majority of the hardstanding which would serve the secondary roads would be permeable paving in a burnt ochre colour and herringbone pattern, with an area in the northern corner of the site laid with paving in a reddish-brown 'brindle' colour. The crossroads in the centre of the site would be of the same colour, but laid with block paving, and the remainder of the spine road and pavements would be finished with tarmac, including the access road.

Officers consider that the proposed paving in a reddish-brown colour would be acceptable and would de-formalise the secondary roads to reflect the edge of settlement character of the site. The use of tarmac for the access road is appropriate to blend with the existing road network.

Finally, the parallel roads to Knowle Lane to serve the dwellings facing eastwards would be finished in porous resin bound gravel with granite sett edgings. Officers consider this to be acceptable and would reduce the impact of the secondary road on the streetscene.

Overall, Officers are satisfied that the applicant has provided sufficient detail to meet the requirements of Condition 11, and the proposed landscaping,

hardstanding and boundary treatments would result in an attractive development that would comply with Policies D1 and D4 of the Local Plan and would harmonise with the local surroundings and proposed residential development.

Condition 12 of the outline permission states that:

“A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas in each phase of the development, other than small, privately owned, domestic gardens, shall be submitted to and approved in writing by the local planning authority prior to the occupation of the development or the phase of the development to which the submitted plan relates. The landscape management plan shall be carried out as approved.”

The Landscape Management and Maintenance Plan that has been submitted as part of the Reserved Matters application includes details of open space and play space management, as required by the Section 106.

The Council's Tree and Landscape Officer has been consulted on the submitted Landscape Management and Maintenance Plan. Officers are satisfied that the proposed management schemes, which includes the maintenance and management of grass, hard landscape, hedges and shrubs, trees, water bodies, swales and play areas, as well as the clearance of litter and leaves, would be acceptable.

As such, Officers recommend that Condition 12 on the outline permission WA/2016/1625, be approved.

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.

Officers consider that the retention of trees around the edge of the site, and the additional planting, would maintain a buffer between the existing and proposed development, and would cause no harm to the neighbouring residential amenities in accordance with Policies D1 and D4 of the Local Plan 2002.

## Proposed housing mix for Phase 1 and affordable housing

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

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

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

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

The West Surrey Strategic Housing Market Assessment September 2015 (SHMA) provides an updated likely profile of household types within Waverley. The evidence in the SHMA is more up to date than the Local Plan, however, the profile of households requiring marking housing demonstrated in the SHMA is broadly in line with the specific requirements of Policy H4.

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

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

It was considered that the proposed mix would broadly meet the requirements of Policy H4, but criterion c) was not considered as floorplans were not provided at the outline stage.

The proposed mix of units for Phase 1 is identified within the table below.

Bedrooms	Number of units proposed	SHMA recommended mix
1	0 (0%)	10%
2	0 (0%)	30%
3	11 (20%)	40%
4	30 (55%)	20%
5	14 (25%)	
Total	55	100%

It is noted that there would be a higher number of 4 and 5 bed dwellings on this phase, and no provision of 1 or 2 bed units.

The Section 106 agreement secured the provision of 30% affordable housing, to be split across the site. It was identified at the outline stage that, for viability reasons in order to fund the following phases of development, there would be no provision of affordable housing within Phase 1, and the first phase would have a higher proportion of larger dwellings. Consequently, when viewed in isolation, this development would not meet the housing need identified within the SHMA and would not comply with criterion c) of Policy H4.

However, this is Phase 1 of a 425 dwelling development, and therefore, the mix of housing would be balanced across the wider development to result in a scheme that, in total, would meet the identified need for housing.

Officers have had confirmation from the Council's legal team that, in the event that the applicant were to submit further phases that did not seek to balance out the housing mix to meet the requirements identified within the SHMA, then the Council would be in a position to refuse the scheme for not meeting the needs of the area. Furthermore, the table which shows the indicative housing mix at outline stage demonstrates that across all Phases, there would be an appropriate mix of housing.

Within Phase 1, and given the agreement at outline stage with regard to affordable housing, Officers consider that the proposed mix would be acceptable.

## 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 Section 106 agreement signed at the time of the outline permission requires an open space specification, play space specification, open space management plan and play space management plan to be submitted as part of the Reserved Matters application for which that open space and play space is situated.

The Section 106 agreement further specified the location of play space within the wider development. Within Phase 1, this included two Local Areas of Play (LAPs). A LAP is a small area of open space laid out for very young children to play close to where they live.

The applicant has submitted plans and details of the proposed play areas, which include balance beams, informal mounds, timber stepping logs and play boulders. The play surfacing would be bark mulch and turf to fit in with the rural character of the LAP. There would also be amenity planting around the LAPs.

The detailed planting plans and the block plan show the areas of open space, which are spread throughout the development and along the boundaries. Officers consider that the spread of open space would result in a development that would encourage outdoor recreation and would create an attractive place to live. The proposal would additionally include links to the south and north of the site, to public footpaths and open countryside, which Officers consider to be a positive element of the scheme that would encourage future occupiers to walk and enjoy outdoor recreation.

The proposed LAPs would be positioned so that there would be natural surveillance from dwellings that would surround the play area. This is appropriate and expected to ensure that the play areas are safe and incorporated within the design of the development.

Overall, Officers consider that the proposed open space and play space specifications, management and maintenance would be acceptable. These plans are secured through the Section 106 agreement.

#### Flooding and drainage implications of reserved matters

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/2014/0912 and subsequently WA/2016/1625 following amendment to the original permission. 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.

It is recognised that considerable concern has been raised by local residents in relation to flooding concerns at the site. Whilst officers acknowledge this concern, the issue of flooding and drainage was considered and accepted at the outline stage and cannot be reasonably revisited as a matter for this reserved matters application. The flooding and drainage detail on the Outline Permission were properly and fully assessed at that stage by the statutory consultees. Notwithstanding this however, officers have sought the views of statutory bodies and the County Council as the Lead Flood Authority on the reserved matters application.

Three specific conditions were imposed on the outline permission with regards to the submission of a detailed surface water management scheme, a detailed management and maintenance plan of the surface water scheme and a photographic verification record to ensure that the surface water scheme has been implemented correctly.

The wording of Condition 21 requires approval of the surface water management scheme prior to the approval of the reserved matters of the relevant phase.

The Lead Local Flood Authority were consulted on the details submitted by the applicant to discharge Condition 21, which included a 'Flood Risk Assessment / Drainage Statement for The Maples, Cranleigh - Phase 1 Reserved Matters' dated 24 March 2017.

The Drainage Statement proposed a strategy comprising the discharge of surface water at a restricted greenfield rate to the Littlemead Brook which runs to the south of the site. The proposed strategy was developed considering a 1 in 100 year event with a further 30% allowance for climate change, as required by the Flood Risk Assessment approved at outline stage.

The SuDS features proposed include a combination of permeable paving with void storage in the sub-base, swales, cellular storage crates and a detention basin. Exceedance flow paths have been designed to flow away from building entrances.

The Lead Local Flood Authority undertook an assessment of the strategy submitted and have confirmed that the information is in accordance with the overarching drainage statement approved at outline stage and would be suitable to ensure that the proposal would not result in any flooding on or off site. Furthermore, the surface water would discharge at a greenfield rate into the Littlemead Brook and therefore would not result in flooding of the Brook.

The Section 106 agreement signed at the time of the outline permission requires a Water Attenuation Management Plan to be submitted with the Reserved Matters application, which would set out the method for the ongoing maintenance and management of the Water Attenuation measures detailed above.

The applicant has submitted a Water Attenuation Management Plan as an Appendix to the Drainage Statement. The Lead Local Flood Authority have undertaken an assessment of the Water Attenuation Plan, and have confirmed that the details contained therein are sufficient and appropriate to manage and maintain the surface water drainage system for Phase 1 for its lifetime. The Plan identifies that the drainage system would be maintained by a management company who would be responsible to check, clear and maintain the components of the surface water drainage scheme, outside of private ownership.

Following confirmation from the Lead Local Flood Authority, Condition 21 on the outline permission has been discharged. Officers are satisfied that the SuDS scheme for the proposed development layout has been carefully assessed against SuDS guidance and the requirements of the NPPF and would be acceptable to ensure that the proposed development would not result in flooding on or off site, including a 30% climate change allowance.

## 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.

Officers note the third party representations received with regard to the impact of the proposed development on the safety and congestion of the surrounding road network as a result of the proposed access onto Knowle Lane and Alfold Road, and additional vehicles the development would produce. The impact of the development on the local highway network was considered at the outline stage, at which point the County Highway Authority raised no concern. Furthermore, the Inspector considered that sufficient evidence had been presented to conclude that the proposal would not have an adverse impact on the local highway network, subject to conditions requiring the accesses to be



constructed in accordance with the schemes provided at outline stage and a Construction Method Statement be submitted to the Council for approval.

The applicants have demonstrated through swept path analysis, included within Appendix G and H of the amended Transport Statement dated 25 January 2017, that refuse trucks and emergency vehicles could enter and leave the site safely in a forward gear to serve all residential properties. The County Highway Authority has confirmed that they are satisfied that emergency and refuse vehicles could enter and exit the site in a forward facing gear.

The Transport Statement states that Electric Trickle Charging Points would be included within each garage, and the site plan shows that a single charging point would be located at the western end of the spine road to the development for communal use, in accordance with Condition 16 on the outline permission which requires these charging points to be provided. The County Highway Authority has confirmed that they are satisfied with the details submitted regarding the location of trickle charging points, but a further condition should be imposed on any approval of Reserved Matters with regard to details of the charging points.

The spine road for the development would have a road width of 5.5m which would be sufficient for two goods vehicles to pass with parking on one side of the road. The secondary roads would have a width of 4.8m with narrower sections of 4.1m, which would be sufficient for either two cars to pass or a goods vehicle to pass a car at the wider points. Furthermore, where the road narrows, passing or waiting points have been provided to allow for vehicles to pass. Officers therefore consider the proposed road widths would be acceptable on highway safety grounds.

The County Highway Authority have raised no objection to the application, but have recommended conditions on any approval of Reserved Matters to require construction of the access road prior to commencement of development and that prior to occupation of the development, parking spaces and pedestrian and cycle links shall be laid out. Officers consider these conditions to be reasonable and necessary to ensure that the proposal would not prejudice highway safety and would encourage sustainable modes of transport.

The outline permission included a Construction Transport Management Plan condition. However, the Highway Authority have identified further information that should be submitted and approved prior to the commencement of development, and therefore it is considered reasonable to impose a condition on any approval of Reserved Matters requiring this information to be provided.

As part of the outline permission, Condition 15 states that:

“Within any reserved matters application pursuant to this approval, the layout details required by Condition 1 shall include a scheme for car and bicycle parking for the residential units proposed in each phase of the development, and for parking of cars and bicycles in communal areas. No dwelling in the relevant phase shall be occupied until the parking arrangements approved in writing by the local planning authority for that phase has been implemented. Thereafter the parking areas shall be retained and maintained for their designated purpose”.

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 submitted layout plan shows the proposed parking for each dwelling in order to discharge the above condition. The car parking would be provided on plot for all dwellings, including garage space, and a further ten visitor spaces are located parallel to the internal road network. With regard to the bicycle parking scheme, the Transport Statement states that two cycle parking spaces are provided in each garage, and this is also shown on the floorplans for each dwelling.

The County Highway Authority have been consulted on the details submitted to discharge Condition 15, which requires the parking arrangements to be approved in writing.

The table below shows the number of car parking spaces required by the development, in accordance with the Council’s Parking Guidelines.

	No. of units	No. of parking spaces per unit	Total no. of spaces required
3+ bed	55	2.5	137.5

Officers have undertaken an assessment of car parking spaces, and a total 184 parking spaces are provided on the site including the garages and visitor spaces. Officers are satisfied that sufficient parking has been provided to meet the requirements of the Council’s Parking Guidelines. The County Highway Authority have further confirmed that they are satisfied the garages

would provide sufficient space for the parking of bicycles for each dwelling, in accordance with the requirements of Condition 15.

Overall, Officers consider that the proposal would provide sufficient car and bicycle parking space in order to discharge Condition 15 of the outline permission, and that the proposal would comply with Policies M1 and M14 of the Local Plan 2002 and the Council's Parking Guidelines 2013.

#### 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. Nevertheless, it should be noted that the development would be required to meet Part L of the Building Regulations with regards to energy efficiency.

#### 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 public open space, two LAPs and private outdoor amenity space for the dwellings are considered to be positive in terms of the health and well being of future residents. Further, the proposal would create additional recreational opportunities for existing residents surrounding the site.

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

#### 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 outline permission was accompanied by an Ecological Appraisal, Dormouse Survey Report, Water Vole Survey Report, Badger Survey (Confidential), Bat Survey and Addendum, Reptile Survey Report and Knowle Wood Mitigation Strategy. The Surrey Wildlife Trust, at the time of that

application, recommended that conditions be imposed on the outline permission to ensure that the development would be carried out in accordance with the recommendations within the above reports, as well as to require further survey for Bats and Badgers.

The Surrey Wildlife Trust have been consulted on the reserved matters scheme, and advised that the mitigation measures identified with the reports above can only be achieved by having appropriate regard to mitigation and compensation of ecological impacts with design of both the development, formal and informal open space. The Wildlife Trust advise that information has not been submitted to demonstrate that the design and management of formal and informal open space and landscaping proposals of Phase 1 of the proposed development comply with the recommendations with the reports identified above.

Condition 24, that requires the applicant to undertake the development in accordance with those reports, does not require the applicant to submit information to be discharged by the Council with regard to how the proposed design and layout would meet the mitigation and compensation requirements within those reports.

Nevertheless, the applicant is required to undertake all mitigation and compensation measures and this has been secured under the outline permission.

Officers consider that the conditions imposed on the outline permission are sufficient to address all biodiversity requirements of the development.

#### 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)

A scoping opinion was sought by the developer under Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 which concluded that the proposed scheme falls to be classed as a Schedule 2 Urban Project (paragraph 10b), which constitutes EIA. The Scoping Opinion set out the topics/issues to be addressed in an Environmental Statement to be submitted with any outline or full planning application.

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

The Section 73 application to vary Conditions 18, 21 and 22 of the outline permission was accompanied by a Statement of Conformity to the EIA which concluded that given the minor nature of the amendments, the 2014 Environmental Statement and 2015 Environmental Statement. Further Information remains valid and no further environmental information was required. Officers were satisfied that the proposed changes would not have any additional impacts on the environment over that identified within the Environmental Statements.

With regard to this Reserved Matters application for Phase 1 of the scheme, Officers have consulted with the County Environmental Assessment Officer. The County Officer has confirmed that there is no requirement under Regulation 8 of the Town and Country Planning (EIA) Regulations 2011 (as amended) to provide Statements of Conformity/ Compliance at the Reserved Matters stage, where the Reserved Matters relates to an EIA development.

Nevertheless, the applicant has submitted a Statement of Conformity to support the Reserved Matters application, which concludes that no additional environmental effects are anticipated as a result of the construction or operation of the proposed development above those assessed previously for the outline permission. The mitigation measures described and assessed within the 2014 Environmental Statement remain applicable, and the implementation of these measures would ensure that the environmental effects are minimised to not be significant.

Following assessment of the Statement of Conformity, and consultation with the County Environmental Assessment Officer, Officers are satisfied that the proposed layout, landscaping, scale and appearance which are sought under this application would not have any additional impacts on the environment over that identified within the Environmental Statement. No further EIA information is required and the original assessments made on the permissions WA/2014/0912 and WA/2016/1625 stand and remain relevant to enable determination of this application.

## 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 425 dwellings has been established and approved by the outline permission WA/2014/0912, subsequently amended by WA/2016/1625. The current application is for the reserved matters: layout, scale, appearance, and landscaping for Phase 1 only. The host application

which would be implemented together with this reserved matters application, were it to be granted, would be WA/2016/1625.

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. Furthermore, the proposed design, style, height and form of the dwellings would be of a traditional form characteristic of Cranleigh, including the use of materials and the incorporation of pitched roofs throughout.

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 Downs Link Long Distance Footpath, which runs along the northern boundary of the site, the proposed development would not have a significant effect on the landscape and visual amenities of the area. Furthermore, the proposed landscaping and treatment of the hardstanding and boundaries would promote a semi-rural character that would be appropriate in this location, adjacent to the built up area of Cranleigh. Overall, Officers consider that the proposal sets out a good residential scheme that would add to the character of the local area.

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. These conditions therefore do not need to be repeated for the current reserved matters application, should it be granted. However, the detailed information submitted at this stage in relation to Condition 15, which relates to car and bicycle parking details, and Condition 12, which relates to the landscape management plan, of WA/2016/1625 indicates that these 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, officers conclude that the proposed development would be in accordance with the aims and objectives of the Local Plan, the NPPF and the Cranleigh Village Design Statement, and would be suitable to the site and surrounding area. Officers consider that there would be no adverse impacts that would be outweighed by the benefits of the scheme, when assessed against the NPPF taken as a whole. Therefore Officers consider that in



accordance with Paragraph 14 of the NPPF, and the presumption in favour of sustainable development, the proposal should be supported.

### **Recommendation A**

Having regard to the Environmental Information contained in the application and the Environmental Statement submitted with the outline approval, that Reserved Matters be AGREED subject to the following conditions:

1. Condition

The plan numbers to which this permission relates are:

Site Location Plan	S892-1-001
Site Layout	S892-1-002 Rev J
Phase 1 Levels Plan Sheet 1 of 2	8160696-1001-P5
Phase 1 Levels Plan Sheet 2 of 2	8160696-1002-P5
Drainage Layout Phase 1 Sheet 1	8160696-1003-P4
Drainage Layout Phase 1 Sheet 2	8160696-1004-P4
Drainage Layout Phase 1 Sheet 3	8160696-1007-P2
Exceedance Flow Routes Phase 1 Sheet 1	8160696-1008-P2
Exceedance Flow Routes Phase 1 Sheet 2	8160696-1009-P2
Proposed Internal Road Layout & Geometry-Phase 1	8160696-6101-P2
Key Plan	EXA_1635_000 D
Typical Tree Pit Details	EXA_1635_200 A
Typical Planting Details	EXA_1635_210 A
Planting Schedule and specification	EXA_1635_120 D
LAP 01	EXA_1635_800 B
LAP 02	EXA_1635_810 B
Planting Plan Sheet 1 of 6	EXA_1635_101 D
Planting Plan Sheet 2 of 6	EXA_1635_102 D
Planting Plan Sheet 3 of 6	EXA_1635_103 D
Planting Plan Sheet 4 of 6	EXA_1635_104 D
Planting Plan Sheet 5 of 6	EXA_1635_105 D
Planting Plan Sheet 6 of 6	EXA_1635_106 D
Double Garages Floorplans and elevations	S892/Ph1/DG A
Electric substation plan and elevations	S892/Ph1/ESS
Tree Protection Plan	16172-BT8 rec'd 8/2/17
Site Layout - Hard Landscaping	S892-1-003 A
Indicative street scenes	S892-1-005 A
Plot 1 Floorplans and elevations	S892/Ph1/P1 A
Plot 2 Floorplans and elevations	S892/Ph1/P2 A
Plot 3 Floorplans and elevations	S892/Ph1/P3 A
Plot 4 Floorplans and elevations	S892/Ph1/P4 A
Plot 5 & 6 Floorplans and elevations	S892/Ph1/P5&6 A

Plot 7 Floorplans and elevations	S892/Ph1/P7 A
Plot 8 Floorplans and elevations	S892/Ph1/P8
Plot 9 & 10 Floorplans and elevations	S892/Ph1/P9&10
Plot 11 Floorplans and elevations	S892/Ph1/P11 A
Plot 12 Floorplans and elevations	S892/Ph1/P12 A
Plot 13 Floorplans and elevations	S892/Ph1/P13 A
Plot 14 Floorplans and elevations	S892/Ph1/P14 A
Plot 15 Floorplans and elevations	S892/Ph1/P15 A
Plot 16 Floorplans and elevations	S892/Ph1/P16 A
Plot 17 Floorplans and elevations	S892/Ph1/P17 B
Plot 18 Floorplans and elevations	S892/Ph1/P18 A
Plot 19 & 20 Floorplans and elevations	S892/Ph1/P19&20
Plot 21 Floorplans and elevations	S892/Ph1/P21 A
Plot 22 Floorplans and elevations	S892/Ph1/P22
Plot 23 & 24 Floorplans and elevations	S892/Ph1/P23&24 A
Plot 25 Floorplans and elevations	S892/Ph1/P25 A
Plot 26 Floorplans and elevations	S892/Ph1/P26 A
Plot 27 Floorplans and elevations	S892/Ph1/P27
Plot 28 Floorplans and elevations	S892/Ph1/P28 A
Plot 29, 30 & 47 Floorplans and elevations	S892/Ph1/P29,30&47 A
Plot 31 & 32 Floorplans and elevations	S892/Ph1/P31&32
Plot 33 Floorplans and elevations	S892/Ph1/P33 A
Plot 34 & 35 Floorplans and elevations	S892/Ph1/P34&35 A
Plot 36 Floorplans and elevations	S892/Ph1/P36 A
Plot 37 Floorplans and elevations	S892/Ph1/P37 A
Plot 38 Floorplans and elevations	S892/Ph1/P38 B
Plot 39 Floorplans and elevations	S892/Ph1/P39 A
Plot 40 Floorplans and elevations	S892/Ph1/P40 A
Plot 41 Floorplans and elevations	S892/Ph1/P41
Plot 42 Floorplans and elevations	S892/Ph1/P42
Plot 43 Floorplans and elevations	S892/Ph1/P43
Plot 44 Floorplans and elevations	S892/Ph1/P44 A
Plot 45 Floorplans and elevations	S892/Ph1/P45 A
Plot 46 Floorplans and elevations	S892/Ph1/P46 A
Plot 48 Floorplans and elevations	S892/Ph1/P48
Plot 49 Floorplans and elevations	S892/Ph1/P49 A
Plot 50 Floorplans and elevations	S892/Ph1/P50 B
Plot 51 Floorplans and elevations	S892/Ph1/P51
Plot 52 & 53 Floorplans and elevations	S892/Ph1/P52&53
Plot 54 Floorplans and elevations	S892/Ph1/P54 A
Plot 55 Floorplans and elevations	S892/Ph1/P55 A

The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

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

2. Condition

The development hereby approved shall not be commenced unless and until the proposed vehicular access to Knowle Lane has been constructed and provided with 2.4m x 43m visibility splays in accordance with the approved plans and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6m in height above ground level.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy M2 of the Local Plan 2002 and the NPPF. This is a pre-commencement condition as the matter goes to the heart of the permission.

3. Condition

The development hereby approved shall not be commenced unless and until at least 20 metres of the new access road has been constructed in accordance with the approved plans.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy M2 of the Local Plan 2002 and the NPPF. This is a pre-commencement condition as the matter goes to the heart of the permission.

4. 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

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

5. Condition

The development hereby approved shall not be first occupied until details of the type of electric vehicle charging points for every dwelling and a communal charging point for visitors has been provided, including a strategy for their ongoing management and maintenance, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason

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

6. 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

In order to promote sustainable transport methods, in accordance with Policy M4 of the Local Plan 2002 and the NPPF.

7. Condition

The first floor window in the northern elevation of Plot 21 shall be glazed with obscure glazing to the extent that intervisibility is excluded and shall be retained.

Reason

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

8. Condition

No development shall commence until a Construction Method Statement, to include details of:

- (a) The arrangements for public consultation and liaison during the construction works
- (b) Measures to minimise the noise (including vibration) generated by the construction process to include proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- (c) on-site turning for construction vehicles
- (d) programme of works (including measures for traffic management)
- (e) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, on the highway during these times
- (f) HGV deliveries and hours of operation
- (g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (h) measures to prevent the deposit of materials on the highway

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

#### Reason

In the interests of the amenities of the area, in accordance with Policies D1 and D4 of the Local Plan 2002, and in order that the development would not prejudice highway safety in accordance with Policy M2 of the Local Plan and the NPPF. This is a pre-commencement condition because the matter goes to the heart of the permission.

#### 9. Condition

Development should not be commenced until: Impact studies of the 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.

#### Reason

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

#### 10. Condition

Prior to first occupation of the development, design details of bin storage shall be submitted to and agreed in writing by the Local Planning Authority. Prior to occupation of development, the agreed bin storage facilities shall be provided and retained in perpetuity.

Reason

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

11. Condition

Prior to the occupation of the development hereby granted, the proposed LAPs shall be provided in full accordance with the plans EXA\_1635\_800 B and EXA\_1635\_810 B and shall be retained therein.

Reason

In the interests of the visual amenities of the area in accordance with Policies D1, D4 and H10 of the Waverley Borough Local Plan 2002.

12. 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.

13. Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any other Order revoking or re-enacting that Order with or without modification), no alterations to the roof as defined within Part 1 of Schedule 2, Classes B and C inclusive of that order, shall be carried out on the site without the written permission of the Local Planning Authority.

Reason

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

14. Condition

The garages hereby permitted shall not be occupied at any time other than for purposes incidental to the use of its respective premises as a dwellinghouse.

Reason

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

15. Condition

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

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Policies D6 and D7 of the Local Plan 2002. This is a pre-commencement condition because it relates to the protection of trees during the construction process.

16. 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 D6 and D7 of the Local Plan 2002. This is a pre-commencement condition because it relates to the protection of trees during the construction process.

17. 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 D6 and D7 of the Local Plan 2002. This is a pre-commencement condition because it relates to the protection of trees during the construction process.

**18. 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 D6 and D7 of the Local Plan 2002. This is a pre-commencement condition because it relates to the protection of trees during the construction process.

**Recommendation B**

That the details pursuant to Condition 15 (car and bicycle parking) be AGREED.

**Recommendation C**

That the details pursuant to Condition 12 (landscape management plan) be AGREED.

**Informatives**

1. 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.
2. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways,



permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.

3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
4. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991.

Please see [www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.

8. The developer is advised that 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.
9. 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.
10. 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>
11. "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.
12. 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.

13. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come

within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit [thameswater.co.uk/buildover](http://thameswater.co.uk/buildover)

14. 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.