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Date: 15 April 2016

TOWN AND COUNTRY PLANNING ACT 1990 (as amended) – WA/2015/2261

Waverley Borough Council acting as Local Planning Authority under the provisions of Part III of the Town and Country Planning Act, 1990 (as amended), **DO HEREBY GRANT** planning permission for the development specified in the form of application for such permission, deposited by you with the Council on 23 November 2015 and described in the First Schedule, subject to the provisions of Section 91 of the Town and Country Planning Act 1990 (as amended), and the conditions and reasons specified in the Second Schedule.

NOTE: The effect of the Section 91 of the Town and Country Planning Act 1990 (as amended) is that the development for which permission is hereby granted shall be begun not later than the expiration of three years beginning with the date of this permission.

FIRST SCHEDULE

Outline application with all matters reserved except access for the erection of up to 55 dwellings (including 22 affordable) with associated landscaping and open space, children's play area and private drainage system together with associated works.
Land West Of Sweeters Copse, Loxwood Road, Alfold.

SECOND SCHEDULE

1. Condition
Details of the reserved matters set out below ('the reserved matters') shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:
 1. layout;
 2. scale;

4. landscaping; and
3. appearance.

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

Reason

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

2. Condition

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

Reason

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

3. Condition

The plan numbers to which this permission relates are: Site location plan ref: 1035 LC/020; Topographical survey ref: 15425-1 & 15425-2; Proposed access arrangement ref: 2014/2175/007. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

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

4. Condition

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

Reason:

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of

Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

5. Condition

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

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

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

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012. This is a pre-commencement condition as this detail is required ahead of any works taking place to ensure satisfactory arrangements are made to safeguard the local highway network during construction works.

6. Condition

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

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

7. Condition

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

- (a) The secure parking of bicycles within the development site. Such facilities to be integral to each dwelling/building.
- (b) Providing safe routes for pedestrians / cyclists to travel within the development site.

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

8. Condition

The approved Travel Plan Statement dated November 2015 shall be implemented prior to occupation of the first residential dwelling and for each and every subsequent occupation; the applicant shall thereafter maintain and develop the Travel Plan Statement to the satisfaction of the Local Planning Authority

Reason:

In accordance with of Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

9. Condition

Prior to the commencement of the development the applicant must in their drainage strategy, provide evidence showing that infiltration has been considered as a viable option for discharge from the site, the following should be supplied:

- Infiltration testing results in accordance with BRE Digest 365
- Evidence of Groundwater levels onsite
- Details of local geology and soils
- Details of Ground Water Source Protection Zones
- Details of any contamination

The Sustainable Drainage System should then be designed in accordance with these results and shall be submitted to and approved by the local planning authority.

Reason:

To ensure that infiltration has been fully considered as a discharge option and to show evidence of why infiltration is not feasible for the site in accordance with

Section 10 of the NPPF 2012 and the NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

10. Condition

Prior to the commencement of the development, the applicant must in their drainage strategy, provide evidence that discharging offsite into an ordinary watercourse is feasible this should include:

- Details of the outfall location and flow restrictions
- Evidence that there will be no increase to flood risk downstream
- Evidence that during exceedance events all storm water remains onsite
- Runoff calculations produced for the Greenfield, Q1, Q30 and Q100+30%CC storm events
- Revised storage volumes for the site that consider the revised run off calculations and results from infiltration testing

Reason:

To ensure flood risk is not increased on or offsite in accordance with Section 10 of the NPPF 2012 and NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

11. Condition

Before the commencement of the construction of the dwellings hereby approved, details of how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with those approved details

Reason:

To ensure that the construction works do not compromise the functioning of the agreed Sustainable Drainage System in accordance with Section 10 of the NPPF 2012 and the NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

12. Condition

No development shall take place until the applicants or their agents or successors in title have secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority

Reason

In the interests of protecting the historic environment in accordance with Section 12 of the NPPF and Policy HE15 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

13. Condition

The development hereby permitted shall be carried in strict accordance with the measures details in the 'Evaluation and Recommendations' section of the Ecological Appraisal Report by CLM dated November 2015.

Reason

In the interests of the ecology of the site and to accord with the Wildlife and Countryside Act 1981 and Regulation 40 of the Conservation of Species and Habitats Regulations 2010 and to comply with Policy D5 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

14. Condition

No development shall commence until a detailed scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority. The development should be carried out in strict accordance with the approved details. The scheme shall be maintained and shall not be altered without the prior written approval of the Local Planning Authority. The floodlighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation. The intensity of the illumination permitted by this consent shall be no greater than that recommended by the Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01.

Reason

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

15. Condition

No development shall take place until details have been submitted to and approved in writing by the Local Planning Authority showing the existing and proposed ground levels of the site and proposed ground levels and finished floor levels of the development hereby permitted. The development shall be carried out in strict accordance with the approved details.

Reason

In the interest of the character and amenity of the area in accordance with Policies C2, D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as this matter goes to the heart of the acceptability of the development.

16. Condition

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

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

Reason

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

17. Condition

Prior to commencement of the development hereby permitted the proposed site access and 30 metres of the new access road, with visibility splays shall first be provided to a standard suitable for construction vehicles, in general accordance with RGP's Drawing No. 2014/2175/007 Rev D and subject to the Highway Authority's technical and safety requirements. The approved access shall be laid out and made available prior to the first occupation of any of the residential dwellings at the site.

Reason

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local

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

18. Condition

Prior to first occupation of the development hereby permitted, speed reduction measures in the vicinity of the site access shall first be provided in general accordance with RGP's Drawing No. 2014/2175/007 Rev D and subject to the Highway Authority's technical and safety requirements.

Reason

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

19. Condition

Prior to first occupation of the development hereby permitted, the Alfold Crossways junction safety improvement scheme shall first be constructed in general accordance with RGP's Drawing No. 2014/2175/003 Rev A and subject to the Highway Authority's technical and safety requirements.

Reason

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

20. Condition

Prior to first occupation of the development hereby permitted, accessibility improvements on Loxwood Road, comprising dropped kerbs and tactile paving, between the proposed site access and the Alfold Crossways junction shall first be provided and thereafter maintained.

Reason

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

21. Condition

Prior to first occupation, a strategy for the provision of the highest available headline speed of broadband provision to future occupants of the site shall first be submitted to and approved in writing by the Local Planning Authority. The strategy shall take into account the timetable for the delivery of "superfast broadband" (defined as having a headline access speed of 24Mb or more) in the vicinity of the site (to the extent that such information is available). The strategy shall seek to ensure that upon occupation of a dwelling, the provision of the highest available headline speed of broadband service to that dwelling from a site-wide network is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

Reason

To ensure suitable provision for all potential occupiers in accordance with paragraph 42 of the NPPF.

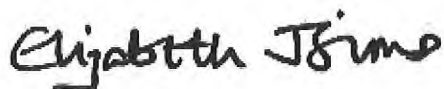
22. Condition

The development shall not commence until full details of the proposed foul water drainage scheme have first been submitted to and approved in writing by the Local Planning Authority. (Including details of its routing and design).

No building shall thereafter be occupied until the approved foul water drainage scheme has first been carried out and operational in accordance with the approved details.

Reason

To ensure that the proposed development is satisfactorily drained and in the interest in amenity in accordance with Section 10 of the NPPF and Policies D1 and D4 of the Waverley Borough Council Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.



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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. The alterations to the retaining wall to facilitate access to the site will require technical approval from the Highway Authority's Structures Team.
2. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
4. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.
5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint

may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.

8. The developer is advised that 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. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.
12. The Environment Agency have a regulatory role in issuing legally required consents, permits or licences for various activities. The Environmental Agency have not assessed whether consent will be required under their regulatory role and therefore this response does not indicate that permission will be given by the Environment Agency.
13. Any works in, over or under or within 8 metres of the top of the bank of a designated Main River will require formal consent.
14. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

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No variation from the deposited plans and particulars will be permitted unless previously authorised by Waverley Borough Council. The permission hereby granted relates only to that which may be necessary under the Town and Country Planning Act 1990. Consent under the Building Regulations may also be necessary.

