

B1	WA/2017/2142 Bellway Homes Ltd 16/11/2017	<u>Erection of 89 dwellings to include 32 affordable housing units and associated parking, landscaping and open space. at Little Meadow, Alfold Road, Cranleigh</u>
	Committee: Meeting Date:	Joint Planning Committee 21/02/2018
	Public Notice: Grid Reference:	Was Public Notice required and posted: Y E: 504842 N: 138850
	Parish/Town: Ward: Case Officer: Expiry Date: Time Extended Date: Neighbour Notification Expiry Date:	Cranleigh Cranleigh West Chris French 14/02/2018  02/01/2018

RECOMMENDATION A

Subject to conditions and the completion of an appropriate legal agreement to secure 36% affordable housing, an appropriate uplift in infrastructure contributions towards Highways, Education and Leisure along with management and maintenance of play space, open space and SuDS within 6 months of the date of the committee resolution to grant permission, permission be GRANTED.

RECOMMENDATION B

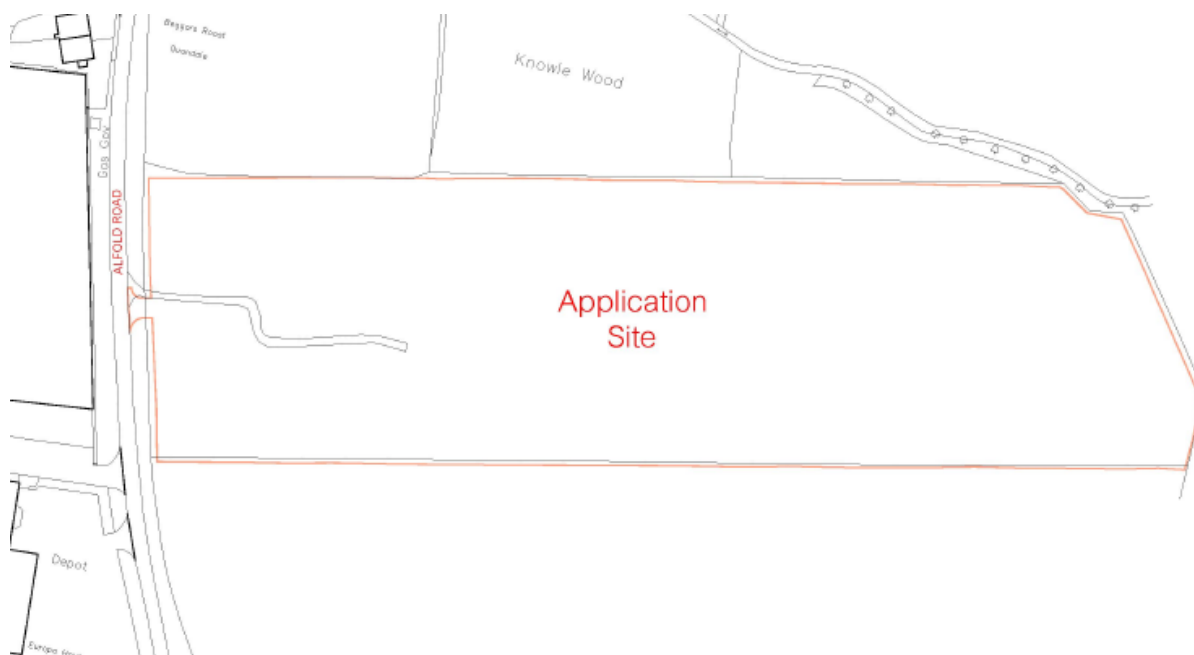
That, if the requirements of Recommendation A are not met, permission be REFUSED.

Introduction

Members will recall that full planning permission has been granted on the site for 75 dwellings (Outline Permission - WA/2015/0478 Reserved matters application - WA/2017/0738), and development is currently underway on site in relation to that consent. This application seeks full planning permission for an alternative to the consented scheme, resulting in the provision of an additional 14 dwellings past that consented, resulting in total of 89 dwellings.

The application is brought to the Joint Planning Committee for determination as the proposal falls outside of the scheme of delegation.

### Location Plan



### Site Description

The site is located outside the village settlement boundary and on land designated as countryside beyond the Green Belt. The application site measures approximately 3.6 hectares (8.9 acres) in size, and sits to the south of Knowle Wood, which is an historically important area of Ancient Woodland.

The site is to the east of the Alföld Road, and currently comprises open former agricultural land. The site is fairly flat, although there are some small level differences, and there is a variety of boundary screening. Development is underway on site following the consent for 75 dwellings.

The site is located adjacent to the West Cranleigh Nursery and associated glasshouses which are set to the west of Alföld Road. The West Cranleigh Nursery and land which includes the field directly to the south of the application site benefits from outline permission for 265 dwellings (reference WA/2016/2207). Approximately 0.8km to the north along Alföld Road lies an existing industrial estate and further residential development.

Adjacent to the site to the north, a planning application for a large residential scheme of approximately 425 residential dwellings has recently been allowed on appeal on 31/03/2016 within the adjoining agricultural land and ancient

woodland. Reserved matters for the layout of the land above has been submitted and is under consideration under application WA/2017/1661.

### Proposal

The principle of development on this site has been established through the grant of planning permission under references WA/2015/0478 and WA/2017/0738.

The current proposal would comprise of the following mix:

#### Market homes

Bedrooms	Number of units proposed	SHMAA recommended mix	Consented mix for 75 unit scheme
1	4 – 7%	10 %	4 – 8%
2	18 – 31%	30%	15 – 31%
3	24 – 42%	40%	16 – 33%
4+	11 – 19.2%	20%	13 – 27%
Total	57	100%	48

#### Affordable homes

Bedrooms	Number of units proposed	SHMAA recommended mix	Consented mix for 75 unit scheme
1	8 – 25%	40%	8 – 29%
2	13 – 40.6%	30%	10 – 37%
3	10 – 31.25%	25%	9 – 33%
4+	1 – 3.1%	5%	0 – 0%
Total	32	100%	27

The level of affordable housing at 36% would remain the same as the consented scheme. The mix has been altered slightly from that consented as set out above.

## Proposed and consented layout

### Proposed layout



### Consented layout



## S106 Heads of Terms

### Highways:

- £17,800 Travel Vouchers (to be secured as a £2,800 uplift)
- £326,808 Elmbridge Road Safety and Capacity Improvements (to be secured as a £51,408 uplift)
- £42,485 Downs Link (Public Bridleway No. 566) Surfacing and Lighting Improvements (to be secured as a £6,683 uplift)
- Section 278 works
  - Construction of the vehicular access to Alfold Road in accordance with the approved plans and subject to the Highway Authority's technical and safety requirements.
  - Construction a new footway on Alfold Road
  - Implementation of the 30mph speed limit on Alfold Road

#### Leisure/play:

- Appropriate contribution towards Cranleigh Leisure Centre, to be confirmed.

#### Environmental Enhancements

- Appropriate contribution towards Local Environmental Enhancement, to be confirmed.
- £2,619 – Towards provision of recycling containers

#### Education:

- £59,901 – Early Years Contribution
- £257,400 - Primary Education (to be secured as a £109,961 uplift)

#### Affordable Housing:

- 36% on site provision mix to be detailed within the 106 agreement
- 50:50 split between affordable rent and shared ownership

#### Other

- Provision, management and maintenance of SuDS, public amenity space and LEAP.

#### Relevant Planning History

WA/2017/0738	Reserved Matters for the erection of 75 dwellings to include 27 affordable dwellings and associated parking, landscaping and open space.	Full Permission 28/07/2017
WA/2015/0478	Outline application, with access to be determined, for the erection of 75 dwellings to include 27 affordable dwellings with associated private amenity space.	Full Permission 01/07/2016
SO/2014/0019	Screening Opinion for the erection of 75 dwellings	EIA required

## Planning Policy Constraints

Countryside beyond Green Belt – outside of the settlement boundary

River bank within 20m

SPAD

Flood zone 2 (north eastern corner of the site)

Flood zone 3 (north eastern corner of the site)

## Development Plan Policies and Proposals

Saved Policies of the Waverley Borough Local Plan 2002: D1, D2, D3, D4, D5, D6, D7, D8, D9, D13, D14, C2, C3, C7, HE15, H3, H4, H10, RD9, M1, M2, M4, M5 and M14.

Draft Local Plan Part 1 Strategic Policies and Sites 2017 Policies: SP1, SP2, ALH1, ST1, ICS1, AHN1, AHN3, LRC1, RE2, TD1, NE1, NE2, CC1, CC2, CC3, CC4 and SS5.

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), the South East Plan (2009) (solely in relation to policy NRM6, which was the only policy retained when the rest of the Plan was revoked in 2013) and the Farnham Neighbourhood Plan (2017) therefore remain the starting point for the assessment of this proposal.

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

The Council is currently in the process of replacing the adopted 2002 Local Plan with a new two part document. The Report on the Examination of the Waverley Borough Local Plan Part 1 was received from the Planning Inspectorate on 1st February 2018 and this concludes that, subject to a number of Main Modifications, the Plan is sound and capable of adoption. It is considered that substantial weight can now be given to the policies in Local Plan Part 1 (with the recommended main modifications).

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance (2014)

- Land Availability Assessment (2016)
- West Surrey Strategic Housing Market Assessment (2015)
- 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)
- Council's Parking Guidelines (2013)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Surrey Design Guide (2002)

Consultations and Town/Parish Council Comments

County Highway Authority	No objections, subject to appropriate infrastructure mitigation being secured.
Parish Council	<p>Objection</p> <ul style="list-style-type: none"> <li>• Should ensure that street lighting is kept away from the ancient woodland.</li> <li>• New report is required in relation to Thames Water's capacity.</li> <li>• Concerns with the badger set on site</li> <li>• Increase in traffic</li> <li>• Concerns raised by Police with the parking courts at Plots 43 - 46</li> <li>• Apartment block close to boundary, visually harmful</li> </ul>
Environment Agency	No objections to the proposed development.

	<p>Informative should be added to any consent reminding the applicant that an Environmental Permit may be required.</p>
Forestry Commission	<p>Standing advice from Natural England should be applied to the development.</p>
Surrey Police	<p>The development has back to back gardens which creates good active frontages.</p> <p>Where communal parking is proposed it is important that these areas are overlooked.</p>
Thames Water	<p><u>Waste Comments</u></p> <p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p>Water supply comments</p> <p>Suggested condition on the 12.12.2017, then confirmed in writing on 10.01.2018 that sufficient capacity is in place.</p>
Natural England	<p>No objections raised</p>
Environmental Health Waste	<p>Drawing attention to the need to include space for bins.</p>
Surrey County Archaeology	<p>Archaeological requirement for the site has been satisfied.</p>
Surrey Wildlife Trust	<p>No objections subject to conditions</p>
Local Lead Flood Authority	<p>Objection</p> <p>SuDS system submitted fails to address a structural issue with the storage tanks.</p> <p>Case Officer comment: this has been discussed with the LLFA and can be overcome by condition.</p>



## Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2014” the application was advertised in the newspaper on 08/12/2017 site notices were displayed around the site on the 15<sup>th</sup> of December 2017 and neighbour notification letters were sent on 23/11/2017.

Two letters of objection have been received raising the following issues:

- Road network will not cope
- Inadequate infrastructure

One general observation has been made as set out below:

- Condition 8 and the access between the development and Bellway Homes cannot be provided due to a third party owner owning land between the two sites (officer comment: this is a land ownership/civil issue and not a material planning consideration)

## Determining Issues

- Principle of Development
- Planning history and differences with previous proposal
- Housing Land Supply
- Impact on visual amenity
- Impact on the Countryside beyond the Green Belt
- Impact on residential amenity
- Housing Mix
- Affordable Housing
- Biodiversity and compliance with Habitat Regulations 2017
- Parking, Access and Highway Safety
- Impact on Flood Risk
- Water Framework Regulations 2011
- Impact on Trees
- Financial Considerations
- Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights Implications
- Environmental Impact Regulations 2017
- Development Management Procedure Order 2015 – Working in a positive/proactive manner

## Planning Considerations

### Principle of development

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

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

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

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

Whilst the site still remains in the Countryside as identified on the proposals map of the 2002 Local Plan, the principle of development of this site for residential purposes has been established through the grant of planning permission for the comprehensive residential development of the site for 75 dwellings. Therefore, matters of principle such as the sustainability of the location, loss of agricultural land and loss of open Countryside are not discussed further under this report.

Therefore, the principle of development of this site has been established and it is the specific impact from the revisions to the design of properties, changes in layout and the provision of the additional 14 dwellings that is considered in this report.

### Planning history and differences with previous proposal

Application WA/2017/0738 consented the provision of 75 dwellings. The proposed access and internal road network remains unaltered. The western part of the site also remains unchanged from the consented scheme. Changes to the proposal are limited to the eastern part of the site with the uplift largely achieved by dividing some of the larger detached units into semi detached properties. The two layouts are provided below to assist:

### Proposed Layout



### Consented Layout



The test for Members is whether having regard to the changes, the current proposal is materially more harmful than the approved scheme and is acceptable in its own right.

### Housing Land Supply

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

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

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

The Council has published and updated its Housing Land Supply position, with a base date of 1 April 2017. The document sets out the housing requirement for the next five years based on West Surrey SHMA figures and various components of housing supply that the Council expects to come forward in that period. As it stands, this document demonstrates that the Council is able to meet its identified housing need. Therefore, the Council can demonstrate in excess of the requirements of paragraph 47 of the NPPF. Notwithstanding this point, the provision of 14 additional dwellings would make a contribution to housing supply. Being able to demonstrate an adequate supply, however, does not mean that appropriate forms of development should be refused.

Should permission be granted, the additional units would be included within the Council's housing land supply assessment and, therefore, would assist in contributing to the additional supply of housing for the Borough. This is a material consideration to be weighed against the other considerations for this application.

### 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 amended plots result in replacement of the detached units with pairs of semi detached properties, and would increase density on the eastern part of the site. The proposed new units would follow a similar character and design to the consented, and subject to use of similar materials which could be secured via condition the detail and design of these properties would be acceptable. In character terms, the pairs of semi detached properties do have slightly larger footprints, however the separation between the built form of the new units is sufficient to ensure that a spacious character is retained. Parking would still be well integrated into individual plots and the increase in density at the rear of the site would be acceptable in character and design terms.

The proposed development would comply with the objectives of Policies D1 and D4 of the Local Plan 2002 and guidance contained in the NPPF.

### Impact on the Countryside beyond the Green Belt

Paragraph 17 of the NPPF sets out that within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking.

These 12 principles are that planning should: *inter alia* take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.

It is noted that this site is within the Countryside beyond the Green Belt, and Policy C2 of the 2002 Local Plan, and RE1 of the emerging Local Plan Part 1, are therefore applicable to the consideration of the application. The principle of developing within the Countryside has been established on this site. In terms of the additional impact from the 14 new units, these 14 units would allow for a similar appearance of the site to that consented and would not result in a density harmful to the intrinsic character and beauty of the

surrounding Countryside. When taking into consideration the existing scheme, the current proposal would not be harmful in terms of the impact on the Countryside.

#### 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.

In terms of the impact on existing residential properties, the part of the site to be altered is currently located between agricultural land and away from neighbouring residential properties, and therefore the proposal would not be harmful to the amenities of occupants of existing neighbouring residential properties.

The amenities of future occupants of the site, and the potential impact on the adjoining land which has outline consent for residential development is also a material consideration. With regards to the amenities of future occupants, each property would be afforded a reasonably sized rear garden space. It is noted that plots 32, 33 and 34 have gardens that are narrow towards the rear, however an amended plan has been provided and accepted which seeks to make the best use of the garden areas, and represents an improvement over the originally submitted plans. Garden areas shown on the plans would continue to provide sufficient amenity to future occupants, and would have depths of between 8.5 and 14 metres and widths of between 5 and 13 metres. The current layout with the provision of the semi detached dwellings would not result in conditions prejudicial to the amenities of future occupants. Furthermore, the development is adequately set off the boundaries to ensure it would not prejudice the amenities of occupants of other dwellings which are consented on adjoining land. Furthermore, the floor space of all new units would exceed the nationally described space standards 2015.

The proposed development would not be to the detriment of residential amenities and would accord with the objectives of Policies D1 and D4 of the Local Plan 2002 and guidance contained in the NPPF.

## Housing Mix

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

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

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

Policy H4 goes on to confirm that the Council will resist developments which make inefficient use of land. Densities below 30 dwellings per hectare (net) will, therefore be avoided and encouragement will be given to proposals which provide between 30 and 50 dwellings per hectare.

Policy AHN3 of the Draft Local Plan Part 1 states the proposals will be required to make provision for an appropriate range of different types and sizes of housing to meet the needs of the community, reflecting the most up to date evidence in the West Surrey Strategic Housing Market Assessment (SHMA).

The SHMA 2015 provides an updated likely profile of household types within Waverley. The evidence in the SHMA is more up to date than the Local Plan; as such, limited weight should be attached to Policy H4.

However, the profile of households requiring market housing demonstrated in the SHMA at Borough level is broadly in line with the specific requirements of Policy H4 of the Waverley Borough Local Plan 2002.

The West Surrey SHMA provides the following information with regard to the indicative requirements for different dwelling sizes:

Unit Type	1 bed	2 bed	3 bed	4 bed
Market homes	10%	30%	40%	20%
Affordable homes	40%	30%	25%	5%

The proposed housing mix in comparison with the consented scheme and the SHMA is provided below:

#### Market homes

Bedrooms	Number of units proposed	SHMAA recommended mix	Consented mix for 75 unit scheme
1	4 – 7%	10 %	4 – 8%
2	18 – 31%	30%	15 – 31%
3	24 – 42%	40%	16 – 33%
4+	11 – 19.2%	20%	13 – 27%
Total	57	100%	48

#### Affordable homes

Bedrooms	Number of units proposed	SHMAA recommended mix	Consented mix for 75 unit scheme
1	8 – 25%	40%	8 – 29%
2	13 – 40.6%	30%	10 – 37%
3	10 – 31.25%	25%	9 – 33%
4+	1 – 3.1%	5%	0 – 0%
Total	32	100%	27

The proposed mix would not be fully compliant with the requirements of the 2015 SHMA. However, would be close to the mix required by the SHMA and in places would be a closer match than the already consented mix.

Turning to the requirements of Policy H4 48% are two bedrooms or less, which is below the 50% requirement. However, more than 80% are 3 bedrooms or less and less than 20% have a floor space of more than 165 square metres.

It is acknowledged that there is some conflict with Policy H4 of the Local Plan 2002. However, this policy is out of date when considered against the NPPF. The proposed mix would better reflect the more up to date need in the SHMA 2015. Overall, Officers consider that the proposal provides a good mix of both market and affordable homes that would contribute toward meeting the



identified needs. Furthermore, it is noted that the emerging Local Plan Policy (Policy AHN3) is not as prescriptive in this regard and neither is the NPPF.

The density element of Policy H4 of the Waverley Borough Local Plan 2002 is given less weight than guidance in the NPPF 2012 which states that to boost significantly the supply of housing, local planning authorities should set their own approach to housing density to reflect local circumstances. Rather than prescribing a minimum or maximum density, the NPPF sets out, at paragraph 47, that Local Planning Authorities should set out their own approach to housing density to reflect local circumstances. Density is a rather crude numeric indicator. What is considered more important is the actual visual impact of the layout and extent of development upon the character and amenities of the area.

The overall development would have a density of approximately 24.7 dwellings per hectare, which is considered to be acceptable given the rural location. Policy H4 of the Local Plan 2002 states that the Council will resist developments which make inefficient use of land and encouragement would be given to proposals which would provide 30 to 50 dwellings per hectare. The density would fall below the 30dph target, however given the rural location this is considered to be an acceptable approach, and it is also material that the consented scheme would be of a still lower density. Overall it is considered that the proposed density would be appropriate to the character of the area.

The proposed housing mix and density are considered to be appropriate having regard to the evidence in the SHMA, the requirements of Policy H4 of the Local Plan 2002, Policy AHN3 of the Draft Local Plan Part 1 and the NPPF.

### Affordable Housing

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

The NPPF outlines that to deliver a wide choice of quality homes, local planning authorities should identify where affordable housing is needed and identify policies for meeting this on site, unless off-site provision or a financial contribution can be robustly justified.

In this instance the current proposal would deliver an additional 5 units of affordable housing past that previously consented, maintaining the 36% affordable housing provision which was previously agreed for the site.

Policy AHN1 of the Draft Local Plan states that the Council will require a minimum provision of 30% affordable housing and therefore the development does deliver additional benefit past a policy compliant scheme, this should be weighed as a benefit in the planning balance.

There is a considerable need for affordable housing across the Borough and securing more affordable homes is a key corporate priority within the Waverley Borough Corporate Plan 2016-2019. As a strategic housing authority, the Council has a role in promoting the development of additional affordable homes to meet local housing need, particularly as land supply for development is limited. Planning mechanisms are an essential part of the Council's strategy of meeting local housing needs.

The West Surrey SHMA 2015 indicates a high need for affordable housing in Waverley, with an additional 314 additional affordable homes required per annum. New affordable homes are needed for a broad spectrum of households in Waverley, including people struggling to get on the housing ladder and family homes, as proposed on this site.

The SHMA (2015) provides the following information with regard to the indicative requirements for different dwelling size affordable units:

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

#### Affordable units

Bedrooms	Number of units proposed	SHMAA recommended mix	Consented mix for 75 unit scheme
1	8 – 25%	40%	8 – 29%
2	13 – 40.6%	30%	10 – 37%
3	10 – 31.25%	25%	9 – 33%
4+	1 – 3.1%	5%	0 – 0%
Total	32	100%	27

Although it is noted that some variations are proposed from the mix in the SHMA, the mix set out above does not deviate significantly from that already consented and is considered to be acceptable.

Some concern has been raised by the Council's Housing Enabling Officer about the concentration of affordable housing in one location. However, the housing is clustered to a degree with some affordable units towards the front of the site. Furthermore, the location of the affordable housing is central to the site and in Officers opinion well integrated.

The SHMA (2015) also recommends 30% of new affordable homes to be intermediate tenures and 70% rent. In this instance, the applicant is proposing 50% shared ownership and 50% of the affordable homes would be affordable rented. This split has been reviewed by the Council's Housing Enabling Officer who has confirmed that, due to changes in the funding of new affordable housing, that some associations are now proposing a higher proportion of shared ownership in order to cross subsidise the rented accommodation, this split has also been agreed on other sites. Therefore, no objection is raised to the tenure split.

The proposed affordable housing mix would contribute to meeting local needs in line with guidance contained within the NPPF. The provision of affordable housing on site is a benefit in favour of the scheme that should be weighed in the balance of the decision. The proposal is considered to be acceptable with regards to affordable housing provision.

#### Biodiversity and compliance with Habitat Regulations 2017

The NPPF requires that when determining planning applications, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

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

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

The application has been submitted with an updated ecological assessment dated October 2017. This has been reviewed by the Surrey Wildlife Trust who have confirmed that they raise no objections subject to conditions ensuring that all mitigation measures are undertaken. Mitigation is proposed in relation to badgers, reptiles, bats and nesting birds.

It is noted that there is ancient woodland outside of the site to the north. The current proposal is not materially different with regards to the relationship with the ancient woodland. Subject to conditions in relation to boundary treatments and in relation to the method of construction of the road the application is considered to be acceptable. Subject to appropriate conditions the proposed development would not cause harm to ecology.

### Parking, Access and 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 significant amounts of movements local authorities should seek to ensure they are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans and decisions should take account of whether improvements can be taken within the transport network that cost-effectively limit the significant impact of the development.

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

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

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

The application is accompanied by a Transport Addendum Report which provides an assessment of the proposed vehicular access, the accessibility of the site, and the impact on the highways network from the additional trips associated with the development. This application relates to an uplift past that consented of 14 additional units. The County Highway Authority has reviewed the transport addendum and has confirmed that there is no objection to the proposal on highway safety grounds.

In terms of parking provision the development would provide for 215 spaces. The Council’s adopted parking guidelines 2013 suggest that this development

should achieve 189 spaces. All 1 bedroom units would be afforded 1 space, 2 bedroom units would all be afforded at least 2 spaces. However, there is some variation in the provision for 3 plus bedroom units with some afforded 3 spaces and some provided with 2 spaces. Given that the requirement is for 2.5 spaces for these units, it is considered that any under provision, especially given the availability of visitor parking would not be harmful. Subject to the mitigation measures set out in the heads of terms of the S106 Agreement, the impact on the surrounding highways network is acceptable.

### Impact on Flood Risk

Paragraph 102 of the NPPF states that “if, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and
- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted”.

Paragraph 103 of the NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, it should be made safe without increasing flood risk elsewhere.

- within the site, the most vulnerable development is located in areas of lowest flood risk, unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant.

## Sequential and Exceptions Test

The north eastern corner of the site lies within Flood Zone 2, therefore consideration whether the site passes the Sequential Test is required. It is material in this case that consent has been granted for 75 dwellings on this site, and that the development would be no closer to the flood zone than the consented scheme. Under application WA/2014/0478 which granted outline consent it was concluded that:

“Notwithstanding that other sites may be more favourable purely on the basis of a quantitative exercise, it is a material consideration that all residential development would be located within Flood Zone 1. Therefore, it is considered appropriate to apply the Exception Test required by paragraph 102 of the NPPF.”

In this instance given that the original development has passed the Sequential/Exception Test, and that the changes to the current proposal simply result in the provision of additional units within the parts of the site in Flood Zone 1 to be developed it is considered reasonable to also apply the Exception Test to this current proposal.

The Exception Test, as set out in paragraph 102 of the Framework, is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available.

Essentially, the two parts to the Test require proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.

The recent Berkeley's appeal decision (WA/2014/0912) considers in detail the matter of sustainability benefits and confirms at paragraph 58 that the ranking through the Council's Interim Sustainability Appraisal (ISA) is only one step in a three-stage process assisting the Council with selection of initial alternative housing scenarios. The score may say something about the sustainability credentials of the site in the context of a Borough-wide assessment produced for a specific purpose.

However, the ISA does not provide an analysis of the sustainability benefits of a development, or how the benefits to the community are sufficient to outweigh flood risk. It was the Inspectors view that this element of the Exception Test goes beyond the broad exercise carried out in the ISA. It

requires a much more focussed consideration of the scheme's sustainability benefits, and the balancing of those benefits against the flood risk, which is a matter that will be considered in the overall assessment of the scheme.

In terms of the second bullet point to paragraph 102, safety of the development for its lifetime is dependent on the location of the proposed housing outside of any areas at risk of flooding, that flood risk is not increased elsewhere and the safety of access and egress from the site in the event of a flood, these matters are considered below.

### Fluvial Flood Risk

The risk of fluvial flooding from the local watercourses is considered to be low. There is a small lower area within the north east corner of the site which is at risk of flooding from the Littlemead Brook during the extreme 1 in 1,000 year flood event. An updated Flood Risk Assessment has been submitted with this application which addresses the need to apply a climate change allowance to the 1 in 100 year flood event. It has been confirmed that even when applying the current climate change allowance to the development all more vulnerable development would still lie outside of the 1:100 year flood event plus the allowance for climate change.

The Flood Risk Assessment also sets out that finished floor levels of buildings will be set at a minimum of 600 mm above the 1 in 100 year plus climate change flood level or 150 mm above the adjoining ground level, whichever is the higher.

No objections are raised by the Environment Agency or the Lead Local Flood Authority. The proposal would not cause harm in terms of fluvial flood risk.

### Surface Water

Consideration has been given to the hierarchy for surface water disposal which recommends the SuDS approach which includes infiltration as the first tier. Further investigation is required to confirm that infiltration drainage will be a practical solution for the site.

A SuDS strategy has been submitted with this application and has been reviewed by the Lead Local Flood Authority. Some outstanding points remain to be resolved with regards to the detailed design of the storage tanks, however this can be resolved via a condition which requires further details be submitted and approved.

The Lead Local Flood Authority have considered the proposed SuDS and are satisfied that an appropriate drainage scheme could be provided, so as not to result in increased flood risk both on and off site. Should planning permission be granted, conditions are recommended to secure the detailed SuDS design and the on-going management and maintenance would be secured through the Section 106 legal agreement.

### Foul Drainage

It is proposed that the development would link into the existing foul drainage network. Thames Water has been consulted and has confirmed in their consultation response that with regards to sewerage infrastructure capacity they do not have any objection to this application.

### Access and Egress

The original submission WA/2015/0478 was considered acceptable in terms of safe access and egress, with dry access provided to Alfold Road to the development for the 1 in 100 year plus climate change storm event.

It should be noted that the developed area of the site is outside the floodplain and above the 1 in 1000 year flood level providing dry refuge for residents and protection to property.

In taking account of the assessments within the submitted FRA, consultation responses from the Environment Agency, Thames Water and the Lead Local Flood Authority, it is concluded that the proposed development would be safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere.

Nevertheless, given part of the sites location within Flood Zone 2 in accordance with paragraph 102 of the NPPF, an assessment of the sustainability and community benefits must be considered as to whether they outweigh the risk. This assessment is made below in the conclusion to this report.

### Water Frameworks Regulations 2011

The European Water Framework Directive came into force in December 2000 and became part of UK law in December 2003.

It gives us an opportunity to plan and deliver a better water environment, focusing on ecology. It is designed to:



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

Thames Water has confirmed that there is sufficient capacity and that they have undertaken a risk based foul capacity assessment for this proposal which looks at the available sewerage infrastructure. It is therefore considered that appropriate treatment would be available, and that the proposal would not harm water quality in the Cranleigh Waters. The proposal would not therefore conflict with the Water Framework Directive.

### Impact on Trees

The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development clearly outweigh the loss. Policies D6 and D7 of the Local Plan 2002 broadly support the aims of the NPPF stating that the Council will protect significant trees and groups of trees and hedgerows through planning control.

The proposed changes to the rear of the site would not have a materially different impact on trees to the consented scheme. Subject to appropriate conditions the application is considered to be acceptable in this regard.

### Financial Considerations

Section 70 subsection 2 of the Town and Country Planning Act 1990 (as amended) states that any local financial considerations are a matter to which local planning authorities must have regard to in determining planning applications; as far as they are material for the application. Local financial considerations are defined as grants from Government or sums payable to the authority under the Community Infrastructure Levy (CIL). This means that the New Homes Bonus (NHB) is capable of being a material consideration where relevant.

The NPPG sets out that whether or not a local financial consideration is material to a decision will depend on whether it could help to make the development acceptable in planning terms. It is not appropriate for a decision to be made on the basis that the development could have the potential to raise money for a local authority or other government body.

In the current case, the Council does not rely on local financial considerations to mitigate against the effects of the development to make it acceptable in planning terms. As such, it does not form a material planning consideration.

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

There are no implications for this application.

#### Environmental Impact Regulations 2017

The proposal is considered not to be EIA development under either Schedule 1 or 2 of the EIA Impact Regulations 2017 or a variation/amendment of a previous EIA development nor taken in conjunction with other development that is likely to have a significant environmental effect.

It is noted that the previous application WA/2015/0478 was considered to represent EIA development and an ES was provided for that submission. Since the determination of the previous applications the EIA regulations have been updated. Paragraph 10 (b) of Schedule 2 (urban development projects) of the 2017 EIA Regulations, has a greater threshold to 5 ha and 150 dwellings. Therefore the current proposal is not considered to be schedule 2 development, and it is not considered necessary for the new proposal to be accompanied by a full ES.

#### 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

The principle of development on this site has been established through the grant of consent for 75 dwellings. The current proposal would provide for a further 14 units, these have been integrated into the original layout and largely provided by subdividing the detached units to pairs of semi detached dwellings. The proposed changes are acceptable in terms of the impact on character, residential amenities, ecology, flood risk and highway safety.

Furthermore, the provision of an additional 14 units, including additional units of affordable housing, within a site already consented for development represents a good use of land which is to be developed and provides additional units which will strengthen the Council's supply position.

With regards to flood risk, the Exception Test is passed as the development can mitigate any impact through undertaking the measures in the flood risk assessment, furthermore this is considered to be a sustainable site for the purposes of the Exception Test.

Officers consider that the adverse impacts would not significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole. As such, it is recommended that permission be granted.

### **Recommendation**

#### Recommendation A

That, subject to the completion of an appropriate legal agreement to secure 36% affordable housing, an appropriate uplift in infrastructure contributions towards Highways, Education and Leisure along with management and maintenance of play space, open space and SuDS within 6 months of the date of the committee resolution to grant permission, permission be GRANTED subject to the following conditions:

1. Condition

The plan numbers to which this permission relates are:

- 111602-BEL-SL-101
- 111602-BEL-SL-102 A

- 111602-BEL-SL-103
- 111602-BEL-SL-104
- 111602-BEL-SL-105
- 111602-BEL-SL-106 A
- 111602-BEL-SL-107
- 111602-PER01
- 111602-PER02 A
- 111602-SS01 A3E Street Scene 01
- 111602-SS02 A3E Street Scene 02 B
- 111602-SS03 A3E Street Scene 03 A
- PRIVATE HOUSES
- 111602-H111-E1
- 111602-H111-E2
- 111602-H111-P1 A3 Proposed Floor Plans
- 111602-H220-E1 A3 Proposed Elevations
- 111602-H220-E2 A3 Proposed Elevations
- 111602-H220-E3 A3 Proposed Elevations
- 111602-H220-P1 A3 Proposed Floor Plans
- 111602-H220-P2 A3 Proposed Floor Plans
- 111602-H220-E4
- 111602-H220-P3
- 111602-H225-E1 A3 Proposed Elevations
- 111602-H225-E2 A3 Proposed Elevations
- 111602-H225-P1 A3 Proposed Floor Plans
- 111602-H316-1-E1 A3 Proposed Elevations
- 111602-H316-1-P1 A3 Proposed Floorplans
- 111602-H316-2-E1
- 111602-H316-2-P1
- 111602-H316-2-E2
- 111602-H316-2-P2
- 111602-H316-3-E1
- 111602-H316-3-P1
- 111602-H316-3-E2
- 111602-H316-3-P2
- 111602-H324-E1A
- 111602-H324-P1A
- 111602-H324-E2
- 111602-H324-P2
- 111602-H324-E3
- 111602-H324-P3
  
- 111602-H421-E1
- 111602-H421-E2
- 111602-H421-P1
  
- 111602-H422-E1
- 111602-H422-P1

- 111602-H422-E2
  
- 111602-H432-E1A
- 111602-H432-P1A
- 111602-H432-E2
- 111602-H432-P2
  
- 111602-H531-E2A
- 111602-H531-P2A
  
- 111602-20-E1A
- 111602-20-P1A
- 111602-20-E2
- 111602-20-P2
  
- 111602-30-E1A
- 111602-30-E2A
- 111602-30-P1A
- 111602-30-E4
- 111602-30-P3
- 111602-30-E5
- 111602-30-P4
  
- 111602-40-E1
- 111602-40-P1
  
- 111602-B1-E1
- 111602-B1-E2
- 111602-B1-E3
- 111602-B1-E4
- 111602-B1-P1B
- 111602-B1-P2B
  
- 111602-B2-E1A
- 111602-B2-E2A
- 111602-B2-E3A
- 111602-B2-E4A
- 111602-B2-P1A
- 111602-B2-P2A
- 111602-B2-P3A
  
- 111602-GAR-01A
- 111602-GAR-02A
- 111602-GAR-03A
- 111602-GAR-05A
- 111602-GAR-06A
- 111602-GAR-07
- 111602-CP01

- 111602-BS01
- 111602-CS01

- 111602-H432-E
- 111602-H432-E2
- 111602-H432-P1
- 111602-H531-E1
- 111602-H531-E2 A3 Proposed Elevations
- 111602-H531-P1 A3 Proposed Floor Plans
- 111602-H531-P2 A3 Proposed Floor Plans
- 2716-LA-01 Revision P2 Landscape General Arrangements 1 of 3
- 2716-LA-02 Revision P2 Landscape General Arrangements 2 of 3
- 2716-LA-03 Revision P2 Landscape General Arrangements 3 of 3
- 2716-PP-01 Revision P2 Detailed Planting Plan 1 of 3
- 2716-PP-02 Revision P2 Detailed Planting Plan 2 of 3
- 2716-PP-03 Revision P2 Detailed Planting Plan 3 of 3

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

Prior to first occupation details of the layout and specification of the LEAP, and any means of enclosure of the LEAP shall be submitted and approved by the Local Planning Authority. Once approved the LEAP shall be implemented prior to first occupation of plots 4, 5 and 23, and shall be retained at all times in accordance with the approved details.

#### Reason

To ensure the provision of appropriate play space, to accord with the objectives of Policy H10 of the Waverley Borough Council Local Plan 2002.

#### 3. Condition

The development hereby approved shall be completed at all times in accordance with the Arboricultural Method Statement dated March 2017.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Policy D7 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, 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

Notwithstanding the details of the plans and within 3 months of the date of this permission, full details of the exact location and specification of the footpath link to the north shall be submitted to and approved in writing by the Local Planning Authority. Once approved the development shall be completed at all times in accordance with the approved details, prior to first occupation of the dwellings.

Reason

To ensure that the footpath link to the north ties in with the adjacent development site in the interests of permeability, to accord with the objectives of Policies D1 and D4 of the Waverley Borough Local Plan 2002 and guidance within the NPPF.

7. 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 that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with the objectives of Policies M2 of the Waverley Borough Council Local Plan 2002 and guidance contained in the NPPF.

8. Condition

The garaging for each residential dwelling hereby approved shall be used for purposes incidental to the residential occupation and enjoyment of the dwelling as such and not for any trade or business or habitable accommodation.

Reason

In the interest of the amenities of the area and to ensure appropriate levels of parking are maintained on site, in accordance with Policies D1, D4 and M14 of the Waverley Borough Local Plan 2002.



9. Condition
- Notwithstanding the approved landscaping plans, the development hereby approved shall not be first occupied until full details of the appearance, scale and materials of the proposed boundary treatments have been submitted to and approved in writing by the Local Planning Authority, this must include details of any permanent boundary treatment to the adjacent Ancient Woodland. The approved boundary treatments shall then be installed prior to first occupation of each dwelling, or where they relate to or enclose areas of public open space, prior to that area of public open space coming into use.

Reason

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

10. Condition
- No operations involving the bulk movement of earthworks/materials to or from the development site shall commence unless and until facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably 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 Section 4 "Promoting Sustainable Transport" in the National Planning Policy Framework 2012.

11. 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.
  - (c) Electric vehicle charging points for every dwelling

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

12. Condition

The development hereby approved shall not be first occupied unless and until a Travel Plan Welcome Pack (to include information relating to the availability of and whereabouts of local public transport, walking, cycling, car clubs, local shops, amenities and community facilities) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the agreed Travel Plan Welcome Pack shall be issued to the first time occupier of each residential dwelling.

Reason

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

13. Condition

Notwithstanding the details of the submitted SuDS strategy, before the commencement of the construction of the development hereby approved, the following details must be submitted to and approved in writing by the Local Planning Authority:

- o Full design calculations for the 1 in 1, 1 in 30 and 1 in 100 year + Climate Change storm events
- o Calculations showing the required storage volume for the 100 year 6 hour storm event and evidence that all storm waters will be catered for
- o Confirmation of the storage capacity within the pond
  - o Details of the drainage strategy including evidence of the structural integrity of soakaway units

Once approved the development shall thereafter be carried out in strict accordance with those approved details

Reason

To ensure that the development will drain and has sufficient storage capacity onsite to accommodate the 100 year 6 hour storm event 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.

14. Condition

Before the commencement of the construction of the dwellings hereby approved, details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, must be submitted to and approved by the Local Planning Authority.

Reason

To ensure that the proposal has fully considered system failure 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.

15. 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 proposal has fully considered system failure 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.

16. Condition

Prior to construction of the development hereby approved, details of the proposed maintenance regimes for each of the SuDS elements must be submitted to and approved by the Local Planning Authority

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.

17. Condition

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority to demonstrate that the Sustainable Urban Drainage System has been constructed as per the agreed scheme.

Reason

To ensure the Sustainable Drainage System is designed to the technical standards in accordance with Section 10 of the NPPF 2012 and the NPPG.

18. 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.

19. Condition

The development hereby permitted shall be carried in strict accordance with measures detailed in Ecological Report, by Ecology Solutions dated October 2017, and accompanying appendices.

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.

20. 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 it relates to the construction phases of the development.

21. Condition:

No machinery or plant shall be operated, no process shall be carried out, no deliveries taken at or dispatched from the site and no queuing except between the hours 08:00 - 17:30 Monday to Friday and 08:00 - 13:00 on Saturday and not at any time on Sundays, Bank or Public Holidays.

Reason

In the interests of residential amenity, in accordance with Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

22. Condition

Any generators proposed at the site shall only be used for standby purposes - as deemed when the electricity supply to the premises has failed and at no other time except for testing and maintenance. [Testing of the generator(s) is only to take place between the hours of 09.00-18.00 Monday to Friday and at a frequency of no greater than 30 minutes duration once per month.

Reason

In the interests of residential amenity, in accordance with Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

23. Condition

Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment (including fans, ducting and external openings), compressors, generators or plant or equipment of a like kind, installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the Local Planning Authority before installation. The rating level of noise emitted from the use of this plant, machinery or equipment shall not exceed the background sound level when measured according to British Standard BS4142: 2014, at any adjoining or nearby noise sensitive premises.

Reason

In the interests of residential amenity, in accordance with Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

24. Condition

Should flood lighting of the site during the demolition/construction phase or of any area during the operation phase be required, 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.

Reason

In the interests of visual and residential amenity, in accordance with Policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

25. Condition

Prior to the commencement of development for each phase a scheme for the provision and management of a 10 metre wide buffer zone alongside the Littlemead Brook shall be submitted to and agreed in writing by the Local Planning Authority for that phase. The buffer zone

shall be measured from the top of the bank. Thereafter, the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Local Planning Authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens, fences and formal landscaping and could form a vital part of green infrastructure provision. The schemes shall include:

- o plans showing the extent and layout of the buffer zone, clearly marking the distance of the edge of the development (including gardens and car parks) from the bank top of the brook along its entire length;
- o details of any proposed planting scheme. All new planting and seed mixes within the buffer zone should be native species only, of UK provenance;
- o details demonstrating how the buffer zone will be protected during development;
- o details demonstrating how the buffer zone will be managed and maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plans;
- o details of any proposed footpaths, fencing, lighting etc.

#### Reason

This condition is sought in accordance with paragraph 109 of the NPPF. Development that encroaches on watercourses has a potentially severe impact on their ecological value, e.g. artificial lighting disrupts the natural nocturnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This is a pre-commencement condition as this matter goes to the heart of the permission.

#### 26. Condition

Unless otherwise agreed in writing, no development shall take place until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the Local Planning Authority.

The scheme shall include the following elements:

- o detail extent and type of new planting. Planting within buffer zones to watercourses, in and adjacent to new wildlife ponds and lakes and all new wildlife habitats, should be planted with native species only of UK provenance;
- o details of maintenance regime;
- o details of any new habitat created on site;
- o details of treatment of site boundaries and/or buffers around water bodies;
- o details of management responsibilities and long-term funding.

#### Reason

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy. This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged. This is a pre-commencement condition as this relates to both the construction and operational phase of the development.

#### 27. Condition

Prior to commencement of the development the proposed vehicular access to Alfold Road shall be constructed in general accordance with Motion's Drawing No. 140909-02 'Proposed Access Arrangements' and subject to the Highway Authority's technical and safety requirements. Once provided the access and visibility splays shall be permanently maintained to the satisfaction of the Local Planning Authority.

#### 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 this matter goes to the heart of the permission.



28. 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

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

29. Condition  
Prior to first occupation of the development, the applicant shall
- o Construct a new footway on Alfold Road between the site access and Littlemead Industrial Estate to provide a safe walking route between the site and the existing footway network, in general accordance with Motion's Drawing No. 1409009-03 'Proposed Footway' and subject to the Highway Authority's technical and safety requirements.
  - o Construct a priority give-way traffic management scheme at the existing road bridge located to the north of the proposed site access in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
  - o Construct a highway drainage improvement scheme on Alfold Road on the north and south side of the road bridge, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
  - o Either: implement at its own expense, including the processes required to secure an appropriate traffic order, an extension of the existing 30mph speed limit on Alfold Road, to the south of the proposed site access, or; shall submit and agree with the Highway Authority alternative highway works to reduce vehicle speeds on Alfold Road, to a cost equal to or less than that incurred in implementing a reduced speed limit.
  - o Construct pram crossing points and tactile paving on Alfold Road between Littlemead Industrial Estate and Elmbridge Road in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason

To provide safe means of pedestrian access to and from the site in accordance with Section 4 'Promoting Sustainable Transport' in the NPPF and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

30. Condition  
Prior to commencement of development an investigation and risk assessment must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates in the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons as defined in the NPPF and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Reason

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

31. Condition  
If identified be required a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental protection Act 1990 in relation to the intended use of the land after remediation.

Reason

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

32. Condition  
The approved remediation scheme must be carried out in accordance with its terms prior to commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

#### Reason

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

#### 33. Condition

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 30, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 31 and 32, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 31.

#### Reason

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

#### 34. Condition

Unless otherwise required by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until conditions 31 and 32 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority, in writing until condition 33 has been complied with in relation to that contamination.

Reason

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

35. 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 this matter goes to the heart of the permission.

36. 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.

37. Condition

No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by

the Local Planning Authority. Development shall be carried out in accordance with the approved details.

#### Reason

In the interests of the character of the area, to accord with the objectives of Policies D2 and D4 of the Waverley Borough Council Local Plan 2002.

#### Informatives

1. This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at Waverley Borough Council, The Bury, Godalming, Surrey GU7 1HR, telephone 01483 523029 or e-mail [waverley.snn@waverley.gov.uk](mailto:waverley.snn@waverley.gov.uk)

For further information please see the Guide to Street and Property Naming on Waverley's website.

2. 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.
3. 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.
4. 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.
5. 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.

6. 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.
7. 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).
8. 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).
9. 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.
10. 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.

11. 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>
12. 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.
13. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.

### **Recommendation B**

That, if the requirements of Recommendation A are not met permission be REFUSED for the following reasons:

1. The applicant has failed to enter into an appropriate legal agreement to secure a programme of highway improvement works to mitigate the impact of traffic generated by the development. As such the proposal would fail to effectively limit the impacts of the development on existing infrastructure. The application therefore fails to meet the transport requirements of the National Planning Policy Framework 2012 and Policies M2 and M14 of the Waverley Borough Local Plan 2002.
2. The applicant has failed to enter into an appropriate legal agreement to secure contributions towards education, leisure, environmental improvements and the ongoing management and maintenance of SuDS and public open spaces. The proposal therefore conflicts with Policies D13 and D14 of the Waverley Borough Local Plan 2002 and paragraphs 7 and 17 of the NPPF.
3. The applicant has failed to enter into an appropriate legal agreement to secure the provision of affordable housing within the meaning of the NPPF, appropriate to meet Waverley Borough Council's housing need. The proposal would therefore fail to create a sustainable, inclusive and mixed community, contrary to the requirements of paragraph 50 of the NPPF.