

WA/2018/0458
Berkley Homes
15/03/2018

Erection of a building to provide 138 dwellings, 4097m² of mixed use commercial floor space with associated access, parking and landscaping at The Woolmead, East Street, Farnham (as amplified by plans received 14/5/18, 4/6/18, amended by plan received 27/6/18 and additional information received 20/04/18, 4/06/18, 1/06/18, 27/6/18 and 29/6/18).

Committee:
Meeting Date:

Joint Planning Committee
25/07/2018

Public Notice:
Grid Reference:

Was Public Notice required and posted: Yes
E: 484117 N: 147017

Town:
Ward:
Case Officer:
Expiry Date:

Farnham
Farnham Moor Park
Flo Taylor
13/06/2018

Neighbour Notification Expiry Date:

27/04/2018

RECOMMENDATION A

That, subject to the applicant entering into an appropriate legal agreement to secure the provision of: contributions towards education infrastructure, SuDS management/maintenance, open space management/maintenance, contributions to off-site play pitch improvements and play space refurbishments, leisure contributions towards Heathland Hub and Farnham Leisure Centre, contribution to recycling containers, contributions to SANG at Farnham Park, off-site highways improvements, travel plan, bicycle/bus vouchers, funding and procurement of loading bays and creation of car club, and subject to conditions and informatives, permission be GRANTED.

RECOMMENDATION B

That, in the event that the requirements of Recommendation A are not met within 6 months of the date of the resolution to grant permission, then permission be REFUSED

Site Description

The site measures 0.66 ha and is located to the east of Farnham Town Centre and comprises an island plot of land which sits between East Street, Bear Lane and Woolmead Road. The land slopes down from north-west (Woolmead Road) to the south-East (East Street). The plot accommodates a three storey building of 1960's architecture, containing a row of retail units at ground floor. The first and second floors are used for purposes of Class B1 (Office) use and 4 no. residential dwellings. These are considered to be the lawful uses.

Vehicular access for servicing and parking is gained from Woolmead Road, to the north-west of the site.

The immediate area surrounding the site is of mixed use and character, although it is more predominantly residential to the north-west. East Street is an historic route to and from the town centre. To the southern side of the site are a number of small-scale buildings of a variety of architectural styles and a number of buildings are either statutory Listed Buildings or Buildings of Local Merit.

In terms of land and building use there is a broad mix of uses found within the vicinity of East Street, including shops, pubs/restaurants/cafes, commercial, community, leisure and residential uses. The retail uses on East Street and South Street, with the exception of Sainsbury's, are generally of a secondary and tertiary nature although they lie within the Central Shopping Area (as defined by the Local Plan 2002).

Site Photographs

1.Existing East Street Elevation from south



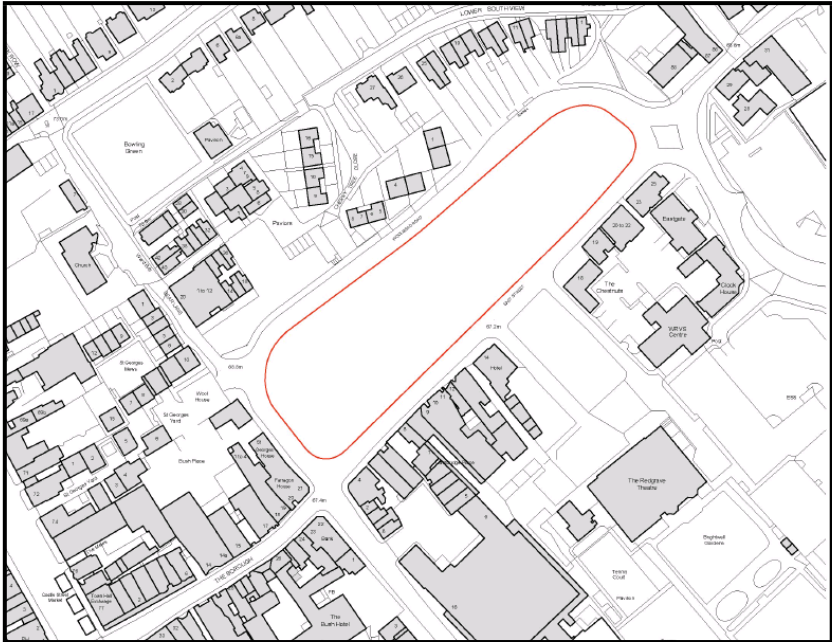
2. Existing East Street Elevation from north-east



3. Woolmead Road Elevation



Location Plan



Aerial Photograph



Proposal

The proposal comprises the demolition of the existing built form on site and the erection of a mainly 3 and 4 storey building with small 1 and 2 storey elements. This building would have 4097m² of flexible mixed use commercial floor space (mix of Class A1 (shops), A2 (financial services), Class A3 (cafes and restaurants), Class A4 (drinking establishments) or B1 (offices), mainly at ground floor level but with one commercial unit at first floor level. There would be a total of 138 apartments at first, second and third floor level comprising 13 studio apartments, 63 one bed apartments, 57 two bed apartments and 5 three bed apartments. The proposal would also include new accesses, parking and landscaping.

The proposed building would have a maximum length of 178.8 metres and a maximum depth of 37 metres. There would be 3 internal courtyards separated by projecting wings and a further external space between the two wings in the location of the vehicular access. The East Street elevation would have a maximum height of 17.1 metres and the Woolmead Road elevation would have a maximum height of 15.9 metres.

Car parking for 141 vehicles for the residential element of the scheme, which includes 5 disabled spaces, would be provided at basement level with access down to it from Woolmead Road.

143 cycle parking spaces for the residential element of the scheme would be provided using semi-vertical racks within a communal cycle store on the ground floor with access from Woolmead Road.

A cycle store for retail staff would be provided on the ground floor and have room for approximately 20 cycles.

The proposal includes public realm improvements and landscaping, including to the 3 internal amenity courtyards which have been proposed.

Associated Plans

1. Existing East Street Elevation



2. Proposed East Street Elevation



3. Proposed Woolmead Road Elevation



4. Proposed Bear Lane Elevation



5. Proposed Dogflud Way Elevation



6. East Street comparison of indicative elevation from approved scheme WA/2015/2387 (blue dashed line), existing development (red dashed line) and proposed development.

- Outline of existing Woolmead building
- Outline of consented scheme WA/2015/2387

6



Proposed East Street elevation with outlines of existing Woolmead Buildings and Consented Outline proposals overlaid



Heads of Terms

Highways:

- £6,150 in respect of future auditing and monitoring of travel plan.
- £200 voucher for purchase of bike or bus pass for each residential unit (Total of £27,600).
- £158,125 for Farnham Town Centre transport sustainability and accessibility improvements, comprising but not limited to; town centre traffic reduction measures; intelligent bus priority; cycling/pedestrian safety and accessibility improvements; bus stop infrastructure improvements.
- Fund and procure the necessary traffic regulation orders required to implement parking restrictions at the proposed loading bays.
- Formation of Farnham Town Centre Car Club Scheme comprising 2 cars parked near the site for a minimum of 3 years, with each household having free membership for one year and the first 25 miles of Car Club use free of charge. The details of this scheme shall be agreed by the County Council.

Education:

Total of £255,429 comprising:

- £90,189 towards Early Years Contribution to be applied to a project to convert a community building in the area with the necessary adaptations to support the children yielded from the development.
- £53,127 towards Primary Education to be applied to a project at St Peter's CE Primary School, Wrecchlesham, for the construction of a classroom block to provide 8 additional classrooms, allowing the school to accommodate more pupils.
- £112,113 towards Secondary Education to be applied to a project at Farnham Heath End School to provide landscaping and groundworks, which will enable the school to increase its capacity and provide more spaces for children as part of permanent expansion.

Leisure:

- £34,230 towards new swimming pool equipment and inflatable at Farnham Leisure Centre.

Green Spaces/ playing pitches:

Total of £177,100 comprising:

- £58,000 for a playing pitch improvement at Farnham Park
- £54,000 for the refurbishment and extension of Gostrey Meadow Play Area
- £65,100 towards the Heathland Hub at Frensham Great Pond and Common.

SuDS and Open Space

- Future ownership, management, maintenance and financial responsibility

SANG Contribution:

- £285,643.00 (comprised of SANG payment of £219,909 and SAMM Payment of £65,734) in line with the Waverley Borough Council Thames Basin Heaths Special Protection Area Avoidance Strategy (December 2016).

Recycling Containers:

- £1667 comprised of 65 x 240 litre recycling bins at £20 each, 5 x 140 litre communal food waste bins at £100 each, 138 x 7 litre food waste caddies at £1.50 each and £60 delivery charge.

Details of Community Involvement

The applicant has provided details of the community consultation which took place prior to the submission of the application within a Statement of Community Involvement which is contained within the Design and Access Statement.

The initial proposals were presented to the Farnham Society in October 2017. The proposals were received very positively and the Farnham Society expressed a desire to work with Berkeley Homes to deliver a high quality scheme.

A public exhibition was held on 16th and 17th November 2017 and was attended by 233 visitors. A wide range of comments were received.

Pre-application meetings were also held with Waverley Borough Council Planning officers, Surrey County Council Highways, SSE and statutory undertakers. Additionally, a Design Review was undertaken by Design South East.

Relevant Planning History

WA/2015/2387	Outline application with all matters reserved except for access for the demolition of the existing building and the erection of up to 96 dwellings with associated car parking and up to 4200sqm of commercial floor area for purpose of Class A1(retail) or Class A2 (professional and financial services) or Class A3 (food and drink) or Class A4 (drinking establishments). (As amended by plan received 11/01/2016)	Full Permission	05/10/2016 Not implemented - Extant
CR/2015/0017	Prior Notification Application - Change of use from Class B1a (office) to Class C3 (residential) use to provide 45 dwellings.	Prior Approval Not Required	03/11/2015 Not implemented
WA/1975/0077	Use of part of first floor as offices	Full Permission	15/04/1975 Implemented
FAR51A/70	Renewal of consent	Full Permission	02/07/1971
FAR51/70	Variation of planning permissions	Full	02/04/1970

	FAR120D/62 61/64 to provide for 18 more car parking spaces on loading area	Permission	
FAR120E/62	Proposed demolition and redevelopment as shops, offices and maisonettes	Full Permission	19/04/1967
FAR120D/62	Proposed demolition and redevelopment as shops, offices and maisonettes	Full Permission	28/09/1966
FAR120/62	Proposed demolition and redevelopment as shops, offices and maisonettes	Outline Permission	20/09/1962

Adjoining Site History at East Street

WA/2016/0268	<p>Application under Section 73 for the variation of Condition 3 (Plans) and Condition 61 (Sustainability Statement) and removal of Condition 60, (Combined Heat and Power Scheme) of WA/2012/0912 (East Street Redevelopment) to allow: 106 sq m increase in size of extension to Brightwell House, realignment of rear of Building D21, removal of Gostrey Centre community use from Building D20 resulting in space to be occupied by Use Class A1/A3 Retail/ Food and Drink, internal alterations and amendment to landscaping scheme; revision to heating strategy, omitting energy centre and changes to comply with current Building Regulation and other regulation requirements with subsequent revisions to Sustainability Statement; amendment to affordable housing provision to provide 100% shared ownership flats. This application is accompanied by an Addendum to the Environmental Statement (as amplified by emails and plans received 21/03/2016 and 01/06/2016 in relation to flood risk and</p>	<p>Joint Planning Committee resolved to grant Planning Permission Subject to the completion of an appropriate legal agreement</p>	22/06/2016
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	as amended by email and viability information received 06/05/2016 in relation to the proposed affordable housing mix)		
WA/2016/0456	Application under Section 19 (Listed Building Consent) to vary Condition 6 of WA/2014/1926 (approved plan numbers) to allow a variation to the extensions and alterations permitted at Brightwells House, Brightwells Road, Farnham GU9 7SB	Joint Planning Committee resolved to grant Planning Permission	22/06/2016

Planning Policy Constraints

Developed/Built up Area of Farnham
 Ancient Woodland 500m Buffer Zone
 Town Centre Area
 Area of High Archaeological Potential
 Thames Basin Heath 5km Buffer Zone
 Adjacent to Farnham Conservation Area
 AQMA Buffer Zone
 Central Shopping Area
 Strategic Allocation Site – The Woolmead (Farnham) (Local Plan Part 1 and Farnham Neighbourhood Plan)
 Pedestrian Improvement Area (Local Plan Part 1)
 East Street Development Site: Land at East Street, South Street, Dogflud Way (Mixed Use Development) (Farnham Neighbourhood Plan)

Development Plan Policies and Proposals

The development plan includes:

- Waverley Borough Local Plan, Part 1, Strategic policies and sites (adopted February 2018)
- Waverley Borough Local Plan 2002 (retained policies February 2018)
- South East Plan (saved policy NMR6)
- Farnham Neighbourhood Plan (made May 2017)

In accordance with paragraph 215 of the National Planning Policy Framework (NPPF) due weight has been given to relevant retained policies in the Waverley Borough Local Plan 2002

Relevant Policies include:

Local Plan, Part 1, Strategic Policies and Sites:

Policy SP1 - Presumption in Favour of Sustainable Development
Policy SP2 - Spatial Strategy
Policy ALH1 - The Amount and Location of Housing
Policy ST1 - Sustainable Transport
Policy ICS1 - Infrastructure and Community Facilities
Policy AHN1 - Affordable Housing on Development Sites
Policy AHN3 - Housing Types and Size
Policy EE1 – New Economic Development
Policy EE2 – Protecting Existing Employment Sites
Policy TCS1 – Town Centres
Policy LRC1 - Leisure, Recreation and Cultural Facilities
Policy TD1 - Townscape and Design
Policy HA1 – Protection of Heritage Assets
Policy NE1 - Biodiversity and Geological Conservation
Policy NE2 – Green and Blue Infrastructure
Policy NE3 - Thames Basin Heaths Special Protection Area
Policy CC1 - Climate Change
Policy CC2 - Sustainable Construction
Policy CC4 - Flood Risk Management
Policy SS3 – Strategic Mixed Use Site at the Woolmead, Farnham
Policy ALH1 - The Amount and Location of Housing

Local Plan 2002 retained Policies:

Policy TC2 – Existing Retail Uses
Policy TC3 – Development within Town Centres
Policy TC8 – Urban Design in Town Centres
Policy TC9 – Town Centre Enhancement
Policy IC2 – Safeguarding Suitably Located Industrial and Commercial Land
Policy D1 – Environmental Implications of Development
Policy D2 – Compatibility of Uses
Policy D4 – Design and Layout
Policy D6 – Tree Controls
Policy D7 – Trees, Hedgerows and Development.
Policy D8 – Crime Prevention
Policy D9 – Accessibility
Policy HE3 – Development Affecting Listed Buildings or their setting
Policy HE8 – Conservation Areas
Policy HE14 – Sites and Areas of High Archaeological Potential
Policy M5 – Provision for Cyclists

South East Plan Policy:
Saved Policy NMR6

Farnham Neighbourhood Plan (made May 2017)
Policy FNP1 – Design of New Development and Conservation
Policy FNP2 – Farnham Town Centre Conservation Area and its setting
Policy FNP3 – Shop Fronts within Farnham Town Centre Conservation Area and its setting
Policy FNP12 – Thames Basin Heaths Special Protection Area (SPA)
Policy FNP13 – Protect and Enhance Biodiversity
Policy FNP14 – Housing Site Allocations
Policy FNP21 – East Street, South Street and Dogflud Way
Policy FNP22 – The Woolmead
Policy FNP23 – Farnham Town Centre
Policy FNP30 – Transport Impact of Development
Policy FNP31 – Water and Sewerage Infrastructure Capacity
Policy FNP32 – Securing Infrastructure

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance (2014)
- Land Availability Assessment (2016)
- West Surrey Strategic Housing Market Assessment (2015)
- Infrastructure Delivery Plan (2012)
- Climate Change Background Paper (2011)
- Statement of Community Involvement (2014 Revision)
- Planning Infrastructure Contributions SPD (2008)
- Cycling Plan SPD (April 2005)
- Council's Parking Guidelines (2013)
- Density and Size of Dwellings SPG (2003)
- Residential Extensions SPD (2010)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Surrey Design Guide (2002)
- Employment Land Review (2016)
- Council's Economic Strategy 2015-2020
- Shopfront Design Guide SPD (2016)
- Farnham Conservation Area Management Plan (2012)
- Farnham Design Statement (2010)

Consultations and Town Council Comments

County Authority	Highway	Recommends that an appropriate agreement should be secured before the grant of permission to provide a financial payment for sustainable transport improvements in Farnham Town Centre and recommends conditions.
Farnham Council	Town	The site is a Farnham Neighbourhood Plan allocated site with Policy FNP14h). Farnham Town Council welcomes the improvements but is concerned about the additional traffic and pedestrian use at the Royal Deer Junction. The development needs to work in conjunction with the Brightwells development to utilise temporary infrastructure of the bridge to avoid further disruption to the town.
Lead Authority	Local Flood	Satisfied that the proposed drainage scheme meets the requirement in the NPPF, PPG and Technical Standards. Recommends conditions to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.
Natural England		No objection subject to appropriate mitigation being secured in line with Waverley's Avoidance and Mitigation Strategy for the Thames Basin Heaths SPA through a legal agreement securing contributions to SANG and SAMM. The revised Appropriate Assessment is acceptable.
Council's Environmental Service Environmental Matters	Health –	Recommends conditions in respect of noise, lighting and Construction Environmental Management Plan and informative.
Thames Water		Recommends informatives in respect of waste. Providing the developer follows the sequential approach to the disposal of surface water, Thames Water would have no objection to the proposed development. No water comments made.
Surrey Designing Out Officer	Police –	Provides guidance in respect of Secure by Design, in particular with reference to accesses, lighting, privacy, courtyard uses, security, layout and delivery of commercial units and compatibility of uses between the commercial units and residential units.
Council's	Waste and	Plans indicate suitably located bin storage in 5 bin

<p>Recycling Co-ordinator</p>	<p>stores, accessible from Woolmead (Cores 1 to 5).The total bin requirement would be 14 x 1100 litre refuse bins, 65 x 240 litre recycling bins and 5 x 140 litre communal food waste bins. There should be a 7 litre food waste caddy for each dwelling.</p> <p>Retail and commercial bin stores are separate and located in 9 locations with similar access to the domestic stores. Businesses should instruct a registered commercial waste carrier to remove their waste. The frequency of collections and the size of the bins is dependent on the nature and size of the business and advice should be sought in this respect from the chosen waste carrier.</p>
<p>Council's Environmental Health Service – Contaminated Land</p>	<p>The submitted report does not identify any significant ground contamination issues. No action required.</p>
<p>County Archaeologist</p>	<p>Archaeological Impact Assessment by Archaeology South East confirms that the site has been subject to severe and widespread truncation by previous construction activity on the site but that deeper archaeological deposits may have survived and there are also some areas outside of the current building footprint that may still have a potential for shallower remains to be present.</p> <p>Considers that further intrusive archaeological works are required in order to clarify the extent of archaeological survival across the site. This should comprise a trial trench evaluation and then a view can be taken on the nature and extent of any mitigation measures that may be required. Considers that it would be reasonable to secure the programme of archaeological work by condition.</p>
<p>Council's Environmental Health Service – Air Quality</p>	<p>Based on the predicted traffic flows for the existing lawful use of the land, it is predicted that the current proposal would result in a decrease in annual average daily traffic flows, which would be beneficial to air quality. Notes the assessment was not based on actual traffic data but that this is not now possible. Recommends conditions.</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 30/03/2018, site notices were displayed around the site 27/03/2018 and neighbour notification letters were sent on 21/03/2018.

13 letters, including letters from The Farnham Society, have been received raising objection for the following reasons:

Landscape Impacts

- Lack of green spaces
- Loss of Horse Chestnut trees – should be retained.

Visual Impact/Design

- 403m long development which would have a major impact on the public realm for a very long time.
- None of substantive issues in Design South East (DSE) review have been addressed and DSE should be re-consulted on application.
- DSE review should be made public.
- Low grade and poor quality pastiche.
- East Street elevation lacks uniformity. Unacceptable range of different heights of parapets, eaves and ridges, and windows vary in style - consistent windows would add standing to the scheme.
- Modern easterly edge requires improvement.
- Variation of building heights on Woolmead Road elevation superior to that on East Street. Lower ridge heights aligned with the courtyards would give greater variation in the streetscene and allow more sunlight into the courtyards. Currently no breaks or acceptable transitions in the continuous street frontage.
- Would prefer more contemporary appearance.
- Materials critical and excessive mixing should be avoided.
- White rendering on projecting bays inappropriate to Farnham and the East Street elevational treatment but work on Woolmead Road.
- Needs pedestrian access from East Street to Woolmead Road.
- Contributes nothing of quality in terms of innovation and architectural merit.
- Site should showcase an inspiring and unique design which could complement the existing historic town centre and Conservation Area.
- South elevation is heavy and imposing with little variation.
- Very unattractive.
- Design more suited to an inner city area than a historic market town.

- Little reference made to architecture and layout of Farnham.
- Woolmead buildings should draw shoppers along East Street but proposal would be a boring walk along similar shops without relief – could break this up with courtyards, trees and planting.
- East Street frontage at ground floor level monotonous.
- Overbearing block at the west end of East Street would be off-putting for pedestrians.
- Does not reflect character of Farnham's yards and alleys.
- No alleys permeating monolithic block.
- Proposed features wouldn't, as stated, refer to features in original buildings.

Highways and Parking

- Insufficient parking provision.
- No off-road parking for shop deliveries, emergency vehicles or for refuse collection apart from 3 recessed areas in front of some shops.
- Waverley has high car ownership and parking should be based on this.
- Single access onto Woolmead Road town bound will be an issue at peak times.
- Parking priority on Lower South View should be given to residents of that street.
- Traffic congestion unsustainable in Farnham, especially on East St and Dogflud Way.
- Cycling to work is not a realistic year round option.
- Traffic flows should be modelled in relation to the consented Brightwells scheme and changes to Woolmead Road to make it two directional flow.
- Waverley's parking standards are inadequate for prosperous areas like Farnham.

Amenity

- Additional height of the development will result in overlooking of houses and gardens on Lower South View.

Air Quality

- New building, together with Brightwells construction, may create a canyon effect on East Street which would increase NO2 levels above regulated limits.
- Mitigation of air quality risks needs to be ensured by condition.
- Additional independent monitoring of air quality should be undertaken throughout demolition and construction phases.
- Resulting traffic flows would exacerbate central Farnham's already harmful air pollution levels

- Questions accuracy of Air Quality submissions and response from Council's Air Quality consultants.
- Provision of new trees and other planting to absorb air pollution is limited.
- Woolmead Road would remain a very hostile and health-damaging environment for pedestrians.

Affordable Housing

- No affordable housing contrary to 30% requirement of Policy AHN1 of the Local Plan Part 1.
- Viability information should be examined and the findings made public.

Housing mix/density

- Number of homes
- Density excessive for size of site.
- Mix needs to be considered more carefully.
- More sizeable apartments for families and affordable housing should be included.

Other Matters

- Asbestos within building and health hazard from it.
- If retail were to be changed to residential in the future there would be insufficient parking.

3 letters of general observation have been received, commenting that:

- Massing, street view and building variety an improvement on outline scheme, in particular, Woolmead Road elevations less high, less dense and more in keeping with fronting adjacent residential areas.
- Conclusions on transport, noise and air quality are such that the overall impact is not significant, however, this ignores that traffic on Woolmead Road will be significantly greater than existing and has been noted as causing moderate and substantive adverse impacts in terms of noise and poor air quality.
- Impact of increased traffic on the nearest existing residents should not be ignored.
- Noise levels for plant should be considered relative to their impact on nearest existing noise sensitive residents e.g. on Lower South View and other adjoining streets where base noise levels will be lower.
- Design in general terms is very good and well thought through.
- Partial or full sub-basement could be created for additional parking, bike storage or utility rooms and for retail unit stock storage.
- Temporary waiting areas should be factored into parking structure for deliveries and a large goods lift provided.

Determining Issues

Principle of development
Planning history and differences with previous proposal
Prematurity
Location of development
Loss of suitable located commercial land
Loss of retail
Housing land supply
Housing mix and density
Affordable housing
Highway considerations, including traffic and parking considerations
Cycle and refuse/recycling storage
Impact on visual amenity
Standard of accommodation
Provision of amenity space
Impact on heritage assets
Trees
Compatibility of uses
Impact on residential amenity
Flooding and drainage
Land contamination
Air quality considerations
Archaeology considerations
Effect on SPA
Infrastructure considerations
Environmental Impact Regulations 2011 (as amended)
Crime and disorder
Financial considerations
Biodiversity and compliance with Habitat Regulations 2017
Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights
Implications
Environmental Impact Regulations 2017
Pre Commencement Conditions
Working in a positive/proactive manner

Planning Considerations

Principle of development

Policy SP1 of the Local Plan (Part 1) 2018 states that when considering development proposal, the Council will take a positive approach that reflects the presumption in favour of sustainable development.

Policy SP2 of the Local Plan Part 1 sets out the Council's Spatial Strategy to 2032 and refers to the allocation of strategic sites under Policies SS1-SS9 to meet the majority of the housing needs for the Borough:

'To maintain Waverley's character whilst ensuring that development needs are met in a sustainable manner, the Spatial Strategy to 2032 is to:

1. Avoid major development on land of the highest amenity value, such as the Surrey Hills Area of Outstanding Natural Beauty and to safeguard the Green Belt;
2. Focus development on the four main settlements (Farnham, Godalming, Haslemere and Cranleigh)
3. Allow moderate levels of development in larger villages (Bramley, Chiddingfold, Elstead, Milford and Witley) whilst recognising that due to Green Belt constraints Bramley has more limited scope for development;
4. Allow limited levels of development in/around other villages (Alfold, Churt, Dunsfold, Ewhurst, Frensham, Tilford, Shamley Green, Wonersh), whilst recognising that those villages not within Surrey Hills AONB or Green Belt offer more scope for growth
5. Allow only modest growth in all other villages to meet local needs
6. Maximise opportunities for the redevelopment of suitable brownfield sites for housing, business or mixed use, including at Dunsfold Aerodrome which is identified as a new settlement. More details are given in Policy SS7.
7. Allocate other strategic sites (Policies SS1 – SS9). Non-strategic sites will be identified and allocated through Local Plan Part 2 and Neighbourhood Plans
8. Ensure that where new infrastructure is needed, it is provided alongside new development, including funding through the Community Infrastructure Levy (CIL)."

Policy SS3 "Strategic Mixed Use Site at The Woolmead, Farnham" of the Local Plan Part 1 2018 states that the Woolmead in Farnham Town Centre is allocated for a mix of uses including around 100 homes and 4,200 square metres of replacement retail floorspace subject to the following:

- a) Redevelopment of the main part of this 'Gateway' site to create a landmark scheme.
- b) A built form that responds to the historic context of the area, protecting and enhancing the setting and significance of adjacent heritage assets including the Conservation Area to the west of the site.
- c) A built form that responds appropriately to neighbouring development, including that permitted upon the adjacent East Street site.
- d) An initial desk-based assessment of the archaeological value of the site and, where necessary, a field evaluation in accordance with paragraph 128 of the NPPF.

The application site is an allocation within the Farnham Neighbourhood Plan 2017. Policy FNP22 states that the land at the Woolmead is allocated for mixed use and should include retail development (ground floor) and residential development (upper floors). Policy FNP22 states that development will be permitted where:

- a) it is designed to high quality which responds in terms of scale, mass, design and materials to the heritage and distinctive character of the town centre Conservation Area;
- b) an archaeological assessment of the site has been undertaken and where necessary and feasible the design of development has preserved in situ any archaeological remains that can provide evidence of the origins and history of Farnham;
- c) a landmark building or feature is included to the south-east and north-west corners of the site;
- d) the scheme is visually well related, and physically well connected, to adjoining development including the East Street, South Street and Dogflud Way Development Site [subject of Policy FNP 21];
- e) an attractive and enhanced public realm is created along East Street with improved pedestrian space and linkages to the rest of the town centre especially towards South Street and the Borough together with enhanced landscaping and street furniture; and
- f) service access is from Woolmead Road.

These issues are all discussed in the relevant sections below.

Planning history and differences with previous proposal

The planning history is a material consideration.

Outline planning permission with all matters reserved except access was previously granted under WA/2015/2387 for the demolition of the existing building and the erection of up to 96 dwellings with associated car parking and up to 4200sqm of commercial floor area for purpose of Class A1(retail) or Class A2 (professional and financial services) or Class A3 (food and drink) or Class A4 (drinking establishments). (As amended by plan received 11/01/2016). This permission is extant.

The differences between the approved outline permission WA/2015/2387 and the current application is that the current application is a full application and seeks permission for an increased number of residential units (138 total) and a slightly reduced area of mixed use commercial floor space (4097m²) as well as associated access, parking and landscaping.

The proposal differs in its design approach from the indicative design of the approved outline scheme.

Since the time of that application, there has been a material change in circumstances as both the Farnham Neighbourhood Plan (2017) and the Waverley Borough Local Plan Part 1 (2018) have been adopted and should now be given full weight.

However, the principle of the redevelopment of this site has already been established.

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.

Location of development

Policy SP2 of the Local Plan 2018 sets out the spatial strategy for the Borough up to 2032 and seeks to focus development at the four main settlements.

The proposal site is located within the developed area of Farnham, within Farnham Town Centre as defined within the Local Plan Part 1 (2018), and the development therefore accords with the spatial strategy.

The proposal would create new housing and commercial units within a highly sustainable location, in close proximity to existing facilities and transport links of Farnham, thereby reducing the need of future occupants to travel by private vehicle to meet their day-to-day needs.

As such, Officers consider that the proposal would provide sustainable access to the facilities required for promoting healthy communities and would enhance the vitality of the community of Farnham.

Loss of suitable located commercial land

Policy EE2 of the Local Plan Part 1 2018 states that the Council will permit the change of use of existing employment sites to residential and other alternative uses where it can be clearly demonstrated that there is no reasonable prospect of the site being used for employment use.

Retained Policy IC2 of the Local Plan 2020 states that the loss of suitably located industrial and commercial land will be resisted. Sites will be

regarded as being suitably located where they meet one or more of the following criteria of Policy IC2 of the Waverley Borough Local Plan 2002:-

- a) the continued use of the site for commercial or industrial purposes would not have a materially adverse impact on the local environment or the amenities of nearby residents;
- b) they lie within or close to residential areas which can provide a source of labour;
- c) they are conveniently located to customers/markets and to other firms;
- d) they are located where the highway network can satisfactorily absorb the traffic generated; and
- e) they are conveniently served by public transport and/or are conveniently accessible from nearby residential areas by walking/bicycle.

Policy EE2 is more up to date than retained Policy IC2 and therefore limited weight has been applied to retained Policy IC2 given its differences with Policy EE2.

The site is well located in terms of access to the strategic highway network, access to Farnham Town Centre, access to a centre of population (Farnham) capable of providing a source of labour and is conveniently located in terms of access to public transport.

The existing building on site is used for various purposes, which equates to approximately 4175m² of Class B1 (a) (office) use gross internal floor area, 5276m² of Class A1 (shop) use gross internal floor area and 316m² of Class C3 (dwellinghouse) use gross internal floor area.

The loss of the site for commercial uses was assessed as part of the determination of application WA/2015/2387. As part of the submissions in respect of WA/2015/2387, marketing information was submitted which officers considered satisfactory to demonstrate that the site had been marketed since 2008 as office space on short term leases. Whilst there were details absent, such as examples of marketing particulars, numbers and dates of viewings and details of offers made, or of measures to refresh the marketing campaign beyond 2008, the Council's Estates and Valuation Manager carried out a detailed site appraisal based on the information submitted and commercial market signals in Farnham. In reaching a conclusion when assessing the outline application, the Estate and Valuation Manager considered that whilst there was a relatively healthy demand in Farnham for smaller, self-contained office space between 92.90m² and 185.80m², there was very little requirement for large office space. This could be attributed to the lack of provision and availability of large, modern office buildings within Farnham, with occupiers choosing to locate in Guildford,

Camberley or Aldershot instead. It was also noted that the Woolmead office space was marketed for a significant period of time, albeit unsuccessfully. This may have been partially attributed to the fact that there was no certainty of term offered beyond June 2016 and also the poor state of the existing office area which would require considerable investment to bring it up to a lettable standard.

In reaching a conclusion in respect of the loss of the commercial use on WA/2015/2387, it was considered that the site had been unsuccessfully marketed and that it would be unlikely that they could viably develop either wholly or partially the site for Class B1 (office) purposes.

In light of the evidence submitted in respect of WA/2015/2387, which remains extant, and the conclusions reached on the matter in determining that application, it is considered that it would be unreasonable to reconsider the principle of the loss of the current commercial use as part of this application. Officers therefore raise no objection in respect of the loss of commercial use as part of the current application.

Furthermore, since the time of the outline permission, the Farnham Neighbourhood Plan (2017) and the Waverley Borough Local Plan Part 1 (2018) have both been adopted. Both of these plans allocate the site for mixed retail and residential uses. The loss of commercial is therefore considered to be acceptable.

It is important to note that the site is located within the Town Centre Area where a variety of uses are encouraged (including retail and residential) by the NPPF and Policies in the Development Plan in the interest of supporting the vitality and viability of the Town Centre.

Loss of retail

The proposal would involve the loss of Use Class A1 retail space on the site.

Policy TCS1 of the Local Plan (Part 1) 2018 states that the Primary Shopping Areas will be the main focus, particularly at ground level for A1 retail uses. Where planning permission is required, these will be protected unless it can be determined that a change of use would not have significant harmful effects on the frontage and the vitality and viability of the town centre or result in an over-concentration of non-retail uses.

The NPPF 2012 set out that town centres should be recognised as the heart of a community and any proposed development should support their vitality

and viability. Paragraph 23 of the NPPF 2012 recognises that residential development can play an important role in ensuring the vitality of centres.

Retained Policy TC2 of the Waverley Borough Council Local Plan 2002 seeks to retain existing Class A1 retail uses at ground floor level within the Town Centre and designated Central Shopping Areas, unless it can be demonstrated that all reasonable efforts have been made to market the premises as a shop and that the proposal would:

- a) Contribute to the vitality and viability of the central shopping area by introducing activity and visual interest at street level; and
- b) Not result in an over-concentration of non-retail uses to the detriment of the vitality and viability of the area

Retained Policy TC3 of the Local Plan 2002 states that development which would improve the attractions of a town centre will be permitted provided that it will, inter alia,

- (a) not adversely affect the vitality and viability of the defined Central Shopping Area and;

Policy FNP23 of the Farnham Neighbourhood Plan 2017 states that the proposed mixed commercial uses A1-A4 and B1 will be permitted where there would not be such a concentration of non-A1 uses as to lead to a significant interruption of the shopping frontage or a loss of smaller units (less than 150m²).

The site is within the Central Shopping Area of Farnham Town Centre wherein the Council will seek to promote vitality and viability and retain retail uses on the ground floor of premises.

The details submitted in support of this application show that the proposal would reduce the existing level of retail floor area from 5276m² to a maximum of 4097m², an overall minimum loss of 1179m². The applicant seeks 4097m² floor area of flexible mixed use comprising an unspecified mix of Class A1 (retail), A2 (financial and professional services), Class A3 (café's and restaurant), Class A4 (drinking establishments) or B1 (offices). As such, the loss of Class A1 (retail) floor area as a result of the proposal may be greater than 1076m², given the flexibility of uses sought. The exact loss would depend on the final uses secured within the commercial units. Notwithstanding, the overall retail floor space sought would be at least 1179m² less than the existing A1 retail space.

In accordance with retained Policy TC2 of the Waverley Borough Local Plan 2002, the loss of the retail uses will be resisted unless it can be demonstrated that all reasonable efforts have been made to market the premises for the

purpose of retail. Officers consider that in practical terms, this can be tested by assessing the effective market demand for the premises as a retail use by way of a marketing campaign.

As part of approved outline application WA/2015/2387, no marketing information was submitted to demonstrate that there was no demand for the level of Class A1 (shop) use floor area currently provided by the site.

When considering approved outline application WA/2015/2387, the Council's Estates and Valuation Officer advised that there was a good demand for Class A1 (shop) space in Farnham. However, due to the historic nature of some of the buildings, many retail units are either awkwardly configured or are too small to provide the necessary sales space required by larger brands or anchor stores. As such, Farnham Town Centre is currently compromised in its ability to accommodate larger brands who would otherwise consider Farnham as a good trading location.

Whilst the Woolmead offers larger retail units of a more standard configuration, the accommodation is very dated and the retail frontage lacks prominence. Officers understand that all retail units have now ceased trading, however, they were only of a secondary and tertiary nature.

As part of WA/2015/2387, the Council's Estates and Valuation Officer advised that, whilst the proposed redevelopment of the site would result in a loss of Class A1 (shops) floor area to the Town Centre, there would be an overall net benefit in terms of being able to deliver retail units which offer not only a modern specification, but larger floor plates, which would be far more attractive to potential primary retailer brands.

The need for larger store requirements is supported by the Waverley Borough Council Town Centres Retail Study Update (2013), which at paragraph 3.13 states the historic trend of growth by multiple retailers and increased competition between companies has meant that the retail structure is increasingly dominated by large companies requiring larger shop units.

Furthermore, paragraph 5.15 -1.16 of the Waverley Borough Council Town Centres Retail Study Update (2013) notes that whilst Farnham Town Centre does not have a high proportion of quality retailers that might be expected to improve the vitality and profile of Farnham, looking at the retailers already present and those seeking representation in Farnham, it is clear that major retailers consider the town to be a viable retailing location.

In a similar way to Policy TCS1 of the Local Plan Part 1 2018, retained Policies TC2 and TC3 of the Waverley Borough Local Plan 2002 go on to say that proposals within the Town Centre must also contribute to the vitality and

viability of the Central Shopping Area by introducing activity and visual interest at street level and not result in an over concentration of non-retail uses to the detriment of the vitality and viability of the area.

There is natural synergy between retail development and leisure uses within a town centre, which come together to increase the attractiveness of the centre as a destination. Shops, cafes, restaurants and bars are recognised as appropriate town centre uses that can be individual attractions but also complement each other. Restaurants and bars bring life and interest to the town centre outside shopping hours and add to the vitality of the centre. As such, Officers consider that the proposals would add to the vitality and viability of the area.

Having regard to this information, Officers are of the opinion that, in this instance, given the conclusions reached in respect of WA/2015/2387, the proposal would generate significant pedestrian activity and add visual interest to Farnham Town Centre, contributing to the vitality and viability of the area in accord with Policy TCS1 of the Local Plan Part 1 2018 and retained Policies TC2 and TC3 of the Waverley Borough Local Plan 2002.

Housing land supply

On 20th February 2018, the Waverley Borough Local Plan Part 1 2018 was adopted which set out a housing trajectory up to 2032. The examining Local Plan Part 1 Inspector concluded in his report dated 1st February 2018 that the Council does have five years' worth of housing supply. Therefore, the Council can demonstrate the requirement of paragraph 47 of the NPPF 2012.

The provision of 138 dwellings as proposed would make a significant contribution to housing supply for the plan period. However, outline permission already exists for 96 dwellings on the site and, as such, the increase to the Council's Housing Land Supply from this application would be an uplift of 42 dwellings.

Housing mix and density

Policy AHN3 of the Local Plan Part 1: Strategic Policies and Sites 2016 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).

Policy FNP15 of the Farnham Neighbourhood Plan states that proposals for residential development on larger sites will be permitted if they incorporate an element of 1 or 2 bedroom dwellings, subject to other policies in the Plan.

The following table provides a comparison of the proposed housing mix against the SHMA 2015 with regards to the indicative requirements for different dwelling sizes:

Market Housing:

Bedroom Numbers	Number of Units	%	SHMA requirement %
Studio/ 1 Bedroom	76	55.1	10%
2 Bedroom	57	41.3	30%
3 Bedroom	5	3.6	40%
4 Bedroom	0	0	20%
Total	73	100%	100%

The proposed mix conflicts with the indicative housing mix in the SHMA 2015 as it provides a larger number of smaller units. However, in considering the type of units, the highly sustainable location and the limited amenity space, officers consider that smaller units would be more appropriate for the site than larger family units. As such, officers consider that the proposed mix would provide high density accommodation in a sustainable location and would be an appropriate mix for the town centre site. Furthermore, it would provide the smaller units encouraged by Policy FNP15.

Affordable housing

Policy AHN1 of the Local Plan Part 1: Strategic Policies and Sites 2016 states that the Council will require a minimum provision of 30% affordable housing.

The proposed development does not propose any affordable housing in conflict with the 30% affordable housing requirement of Policy AHN1 of the Local Plan Part 1 2018. The applicant has submitted a full financial appraisal to demonstrate that it would not be financially viable for the scheme to provide any affordable housing.

In reaching this conclusion, the financial appraisal notes that outline application WA/2015/2387, for which permission was granted, had no requirement for affordable housing.

A financial viability appraisal has been submitted with the application. The viability information has been assessed by the Council's viability consultants,

who have concluded that the proposed scheme would generate a lower residual land value than the approved scheme WA/2015/2387 by £590,475. In light of this calculation, the consultants concluded that the proposed scheme would not be able to support either affordable housing on site or an off site contribution towards affordable housing.

Whilst the proposal is in conflict with Policy AHN1 of the Local Plan Part 1 2018, officers consider that in this instance it would not be reasonable to require the provision of any affordable housing.

Highway considerations, including traffic and parking considerations

Policy ST1 of the Local Plan Part 1: Strategic Policies and Sites 2018 states that development schemes should be located where they are accessible by forms of travel other than by private car; should make necessary contributions to the improvement of existing and provision of new transport schemes and include measures to encourage non-car use. Development proposals should be consistent with the Surrey Local Transport Plan and objectives and actions within the Air Quality Action Plan. Provision for car parking should be incorporated into proposals and new and improved means of public access should be encouraged.

Policy FNP30 of the Farnham Neighbourhood Plan 2017 sets out that large scale residential development proposals shall be accompanied by a Travel Plan and ensure that sustainable transport links are provided to the principal facilities. Development proposals shall not significantly add to traffic congestion in the town and add inappropriate traffic on rural lanes. Safely located vehicular and pedestrian access with adequate visibility splays shall be provided. Where adequate transport infrastructure is not available to serve the development, the development shall provide for, or contribute towards, appropriate measures to address the identified inadequacy.

The site is in a highly sustainable location in Farnham Town Centre. There is easy access to and from the site from pedestrian and cycle routes and bus and rail services.

In developing the proposals, consideration was given to the wider highways impacts of the proposals. The design of the site has had regard to the current one way traffic system in the surrounding area but also the potential change to the road configuration in line with the Brightwells proposed development which would make Woolmead Road two-way and downgrade East Street.

The proposal to limit future traffic movement along East Street to buses, taxis, emergency vehicles and cyclists was a key factor in locating the site's car park access on Woolmead Road, however, the design would work with both

elsewhere in Farnham, Aldershot, Haslemere and Alton. Farnham Railway station is located 650m to the south-east of the site.

Vehicular access to the site would be from Woolmead Road and would be via a ramp down into a basement level parking area where there would be 141 parking spaces. This would marginally exceed the quantity set out within the Council's Parking Guidelines for the residential use of the site. There would be 5 disabled parking spaces included within the 141 spaces and these are located near to each of the residential access lifts and stairs.

The proposals include that some of the parking spaces would include Electric Vehicle Charging points and some parking spaces would be provided with a feeder pillar to allow later installation of charging points. Full details of electric vehicle charging points would be secured by condition, should planning permission be granted.

Whilst the proposal does not include on-site parking for the commercial elements, officers note that the principle of this was established when outline application WA/2015/2387 was approved and the quantum of commercial floorspace would not be substantially different to that on the outline application. Officers are satisfied that this approach would be acceptable given the highly sustainable town centre location where there are numerous public car parks in the locality and the previous outline approval.

Servicing would be maintained from Woolmead Road via three lay-bys and a loading/delivery bay would be situated adjacent to the development on East Street.

A Framework Travel plan has been prepared which contains sustainable initiatives to influence new residents' and employees' travel choices, including the provision of Travel Information Packs. Full details and the implementation of this would be secured through the Section 106 agreement.

The submitted Transport Statement concludes that the impact of the development on the local highway network will be minimal, resulting in a reduction in vehicular trips in comparison with the current use.

The County Highway Authority has assessed the proposal and recommends that an appropriate legal agreement should be secured before the grant of planning permission to provide a financial payment for sustainable transport improvements in Farnham Town Council. The County Highway Authority has also recommended conditions to be imposed to ensure the development acceptable in relation to highway safety.

It is considered that the proposed development would not result in a severe impact on the local highway network in accordance with Policy ST1 of the Local Plan Part 1 2018.

Cycle and refuse/recycling storage

Policy ST1 of the Local Plan Part 1 (2018) states that development schemes should include measures to encourage non-car use such as on-site cycle parking.

Policy TD1 of the Local Plan Part 1 (2018) seeks to ensure the appropriate facilities for the storage of waste, including general refuse, garden, food and recycling.

The NPPF 2012 states that in order to make the fullest possible use of cycling, development should be located and designed where practical to create safe and secure layouts which minimise conflicts between traffic and cyclists.

Policy M5 of the Waverley Borough Local Plan 2002 accords with the NPPF 2012 in requiring developments to include, where possible, safe and convenient cycle routes which can connect to the Borough-wide cycle network.

Storage provision should be made for a variety of different sized refuse bins, recycling and food waste. There would be 5 residential bin stores and 10 commercial bin stores all on the ground floor and accessed from Woolmead Road.

The Council's Waste and Re-cycling Co-ordinator has been consulted on the proposal and notes that the total requirement for residential waste storage would be 14 x 1100 litre refuse bins, 65 x 240 litre recycling bins and 5 x 140 litre food waste bins. There would also need to be a 7 litre kitchen caddy for each dwelling. The Waste and Re-cycling Co-ordinator also notes that retail and commercial bin stores are separate from residential bin stores. Commercial waste carriers would be responsible for the removal of the commercial waste, with the frequency of collections and the size of the bins dependent upon the nature and size of the business.

There would be a mezzanine level 134 space cycle store with storage on semi-vertical racks with access from Woolmead Road. This would provide cycle parking for the residential units which would accord with the Council's Parking Guidelines.

There would also be a cycle store for commercial staff. This shows 20 cycle parking spaces. The exact cycle provision requirements depend on the exact commercial use, however, officers note that 18 cycle spaces were to be provided for the commercial units on approved outline application WA/2015/2387. Given the similarity between the level of commercial floorspace provision, officers consider this to be acceptable.

Cycle storage would also be required within the East Street public realm for customers.

Officers consider that it would be reasonable to request further details of the proposed cycle storage by condition to ensure that the proposal would provide the stated level of parking and meet the necessary guidelines for secure cycle parking and also to require full bin storage details to ensure suitable bin storage provision is provided.

Officers are satisfied that, subject to a condition requesting full details of cycle storage provision and bin stores, the proposal would secure the required cycle and refuse/recycling storage in accordance with Policies ST1 and TD1 of the Local Plan Part 1 2018 and retained Policies D1, D4 and M5 of the Waverley Borough Local Plan 2002.

Impact on visual amenity

Policy TD1 of the Local Plan (Part 1) 2018 requires development to be of high quality design and to be well related in size, scale and character to its surroundings. Retained Policies D1 and D4 of the Local Plan 2002 are attributed substantial and full weight respectively due to their level of consistency with the NPPF 2012.

Policy FNP1 of the Farnham Neighbourhood Plan 2017 states that development will be permitted where it is designed to a high quality which responds to the heritage and distinctive character of the individual area of Farnham in which it is located. Guidance of the Farnham Design Statement should be followed.

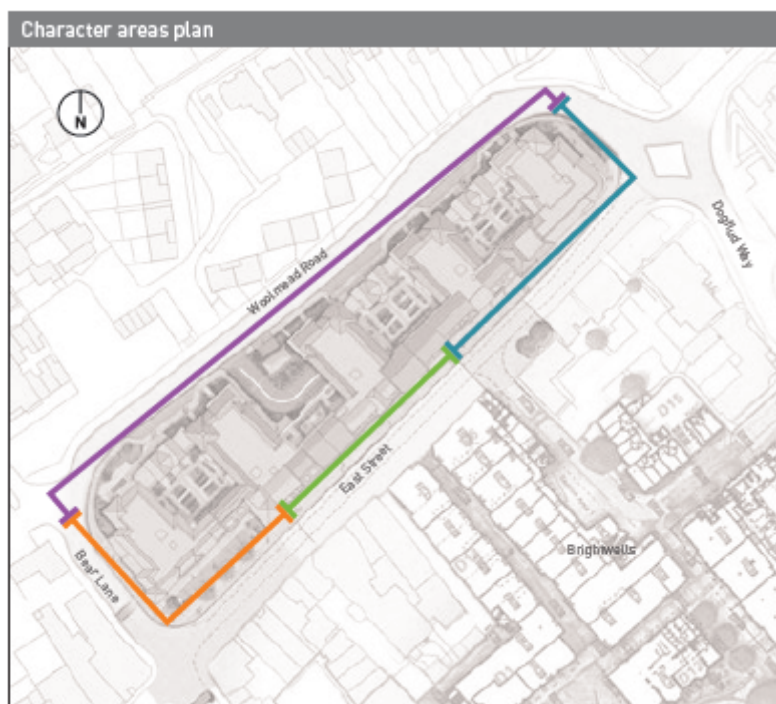
Policy FNP3 of the Farnham Neighbourhood Plan 2017 seeks that in the setting of the Conservation Area new shop fronts will be permitted where proposals would not result in the loss of traditional shop front features and proposals would be in sympathy with the predominant architectural style and materials of the area and of an appropriate scale.

FNP21 of the Farnham Neighbourhood Plan 2017 which relates to East Street, south Street and Dogflud Way states that development will be

permitted where it is designed to a high quality which responds to the heritage and distinctive character of the town centre conservation area and an attractive and enhanced public realm is created along East Street with improved pedestrian linkages to the rest of the town centre especially towards South Street and the Borough, together with enhanced landscaping and street furniture.

Extensive pre-application discussions took place in respect of this site and a key aim was to ensure that all 4 sides of the development were addressed as frontages, rather than there being a front and a back. A more traditional approach has been used on the south-eastern East Street elevation and a more contemporary approach on the north-western Woolmead Road elevation. The proposed differences in architecture to the East Street and Woolmead Road elevations have developed from the different approach to building form and massing in the surrounding areas. The south-western Bear Lane elevation would have a traditional appearance, responding to the Conservation Area opposite and the historic context of the town. The north-eastern Dogflud Way elevation would have a more contemporary design.

The scheme has evolved to have four separate character areas which officers consider to be an appropriate approach as they visually break down the block into smaller units. These areas are shown on the location plan below and defined by the character set out below:



1. Bear Lane and Western part of East Street (orange):
 - Traditional character referring to Georgian period.
 - White sash windows.

- Mix of parapet walls and eaves with varied roofline.
 - Mainly red stock facing brick with terracotta detailing and slate effect roof tiles.
2. Central Part of East Street (green):
- Refers to Edwardian and Arts and Crafts styles.
 - Mainly red multi-stock brick and buff stock brick.
 - Some mansard roofs and dormers.
 - Mix of sash and casement windows.
 - Roof predominantly plain tile with some slate effect tiles.
3. Eastern part of East Street (blue):
- More contemporary character.
 - Red stock brick and buff brick with vertical projecting bays in white render.
 - Roof predominantly plain tile with some slate effect tile.
 - Mix of white PVC windows and full height windows with grey frames.
4. Woolmead Road (purple):
- Contemporary vernacular character.
 - Varied window patterns including full height glazing with grey frames.
 - Mix of red multi stock brick and render panels to divide elevations to reflect domestic character of surrounding area.
 - Gabled brick link elements extend to ground level.
 - Some roof terraces and projecting bay windows with grey surrounds and spandrel panels.

The scheme has evolved to incorporate a variety of scale and building heights from one storey (substation) to four storeys. This reflects the varied nature of Farnham town centre but also ensures the scheme relates to the nearby more domestic scale development where appropriate. Breaking the large block down into smaller buildings is responsive to the Farnham context. The use of some pyramidal style roofs reflects the Maltings and further adds local character to the proposed development. The breaks to the building line add interest to the scheme and respond to key vistas and points, aiding legibility.

The materials used will be critical to the success and longevity of the proposed development. Materials including red bricks, a buff brick, red plain tiles and slate effect tiles have been selected.

Materials to be used include:

1. Michelmersh Freshfield Lane Stock Facing Brick
2. Wienerberger Olde Cranleigh Multi Brick
3. Wienerberger Orange Multi Gilt Stock Facing Brick
4. Wienerberger Hurstwood Multi Stock Facing Brick
5. Marley Eternit Red Sandfaced Clay Plain Tile
6. Terreal Rully Dark Slate Tile
7. Weber PRAL M 276 Stone Grey Render
8. Weber PRAL M 2500 Chalk Render

The use of these materials would be secured by condition.

Sections of the building would be broken up with different tones of brick to reinforce the vertical emphasis in the facades and give the impression of narrower width plots. Terracotta bricks would be used for detailing, such as arches and banding.

The internal courtyards would have large elements of white render to reflect daylight and enhance daylighting levels within apartments. Balconies would have grey steel frames with toughened glass balustrade panels. Landscaping will be key to creating an attractive space within the courtyards and would include raised brick planters, brick paved footpaths, gravel footpaths, grassed amenity areas and semi-private terraces. There would also be green roofs on the raised links between the gables to the outer link apartments and the 4 storey ends of the rear wings. Final details of landscaping would be secured by condition, should planning permission be granted.

The basement would contain 141 parking spaces and lift and stair access to each of the cores of the building. Plant comprising water storage, pumping equipment and ventilation plant would also be located within the basement.

The ground floor of the scheme prioritises the provision of high quality commercial frontage on East Street, together with the main residential entrances. The variation in shop frontages in terms of width and height adds visual interest to the scheme and, together with the legible residential entrances, breaks up a long commercial frontage. The commercial frontages wrap around onto the Bear Lane and Dogflud Way elevations. The commercial units have been designed flexibly to allow for variation. At ground floor level, the Woolmead Road elevation would comprise service access for deliveries to commercial units and refuse collection from both commercial and residential units. Additionally, there would be residential entrances which would be distinguished from the other doors serving bin and bike stores and

commercial units by porch canopies creating increased legibility. The basement car park access would also go down at ground floor level from Woolmead Road and the sub-station would be located adjacent to the vehicular access and be well integrated into the scheme. Cycle storage for both residential and commercial units would be located on a mezzanine level above the entrance to the car park.

With the exception of one commercial unit in the south-western corner of the first floor, the first, second and third floors would contain residential units. On the first floor there would be accommodation on all 4 sides of the three internal courtyards. At second floor level on the Woolmead Road elevation there would only be residential units to the north-west of the central courtyard, however, second floor accommodation would extend around the remaining three elevations of the development. Whilst there would be a number of third floor units, these would mainly be located in the line of the wings across the building, but not to the south-western end of the site and limited to the north-eastern end of the site. This would result in a varied roofline. The substantial variation in height of buildings on the Woolmead Road elevation adds interest and rhythm and the lower link buildings also create space and reduce the scale, bulk and mass of the frontage, responding positively to the domestic scale properties in the area to the north-west of the site.

The development would be 3 storeys towards the north-eastern and south-western ends of the development, responding to the Conservation Area to the south-western end and smaller buildings near the northern end. Pitched roofs have been used to the perimeter of the development with flat roofs only internal to the wings and these are disguised by small scale outer pitched roofs which officers consider would prevent visual harm from flat roofs. Whilst there may be some views on to the roof top from high points in the surrounding area, such as the castle, these would be limited and at some distance and considered to be less harmful than the current view.

Consideration was given to a north-south pedestrian route across the site. An analysis of pedestrian movement was undertaken and only a small number of properties on Cherry Tree Close and Lower South View would benefit from a north-south route across the site. For this reason, the applicant contends that the limited pedestrian traffic would not justify a route through the scheme. This position is supported by the County Highway Authority who considered that there was no justification for the installation of a pedestrian crossing across Woolmead Road. Additionally, because of the significant change in land levels between East Street and Woolmead Road, the only cross site solution would be for an underpass. Officers consider that this would not be an acceptable approach and that, in these circumstances, the omission of a north-south route through the site would be acceptable.

Public realm improvements around the site would be achieved through the use of hard and soft landscaping and propose the creation of public squares through the use of differing materials and building line. Indicative landscaping plans show a variety of materials including Yorkshire natural stone paving, brick pavers, concrete block paving and concrete slab paving. It is proposed that these materials would be used along the pavements of East Street which would help break up the length of the elevation and create spaces for different activities occurring within the public realm. These would continue to wrap around onto the Bear Lane and Dogflud Way elevations. The indicative proposals include 13 benches concentrated in 3 East Street locations, but with a further bench on the Dogflud Way elevation and 4 litter bins which would be placed in suitable locations at regular intervals. There would also be 3 pairs of cycle stands (6 cycle spaces), all near seating areas.

The indicative plans shown that tarmac would be used to create the pedestrian route along Woolmead Road, however, entrances to the units would be distinguished with the use of concrete block paving.

Whilst the 2 existing trees on East Street would be removed, indicative landscaping plans shown that 4 trees would be planted in the 'square' to the south-west of the site and that an additional 10 trees would be located on the Woolmead Road and Dogflud Way elevations. Landscaping would be included wrapping around the Woolmead Road elevation and within the courtyards.

Given the level of provision of retail frontage and accesses to residential properties and the requirement in Farnham Neighbourhood Plan Policy FNP22 for an attractive and enhanced public realm along East Street with improved pedestrian space and linkages to the rest of the town centre together with enhanced landscaping and street furniture, officers consider that it would be reasonable to secure agreement to on and off-site hard and soft landscaping and public realm improvements within and outside the site through the use of an appropriate Grampian planning condition.

Officers note that any advertising required for commercial units in the future would require separate permission for advertisement consent, or would need to fall within the criteria for deemed consent. As such, the final overall appearance of the shops cannot be assessed as part of the current application. However, officers are satisfied that final signage could retain the character shown on the plans, in conjunction with any approved future advertising. Officers consider that an informative should be added to remind the applicants that advertisement consent may be required in the future.

Officers are satisfied that the proposal would result in a landmark scheme for the 'Gateway' site and would respond appropriately to neighbouring development, including that permitted on the neighbouring East Street site, in accordance with criteria a) and c) of Policy SS3 of the Local Plan Part 1 2018 and Policy TD1 of the Local Plan Part 1 2018 and requirements a), c), d) and e) of Policy FNP22 of the Farnham Neighbourhood Plan 2017. The proposed development would respond sensitively to its surroundings, including the neighbouring Conservation Area and respond to the urban architecture of Farnham. It is considered that the scheme would create positive frontages on all four sides of the island site, including on Woolmead Road and strong corners, especially between Bear Lane and East Street and between East Street and Dogflud Way which add interest to the scheme.

Officers consider that the proposed scheme would be of an appropriate design and enhance the visual appearance of the area. The design would accord with Policies SS3 and TD1 of the Local Plan Part 1 2018, Policies D1 and D4 of the Local Plan 2002 and Policies FNP1 and FNP22 of the Farnham Neighbourhood Plan 2017.

Standard of accommodation

Policy TD1 of the Local Plan (Part 1) 2018 seeks to maximise the opportunity to improve the quality of life, health and well-being of current and future residents through the provision of appropriate private, communal and public amenity space, appropriate internal space standards for new dwellings, on site play space provision, appropriate facilities for the storage of waste and private clothes drying facilities.

The Government Technical Housing standards – nationally described space standards (2015) requires dwellings to meet certain internal space standards in order to ensure that an appropriate internal standard of accommodation has been provided for future occupiers. Until the Council has a Local Plan Policy in respect of these standards, they should only be given limited weight and used as guidance to inform the decision on this proposal.

An assessment has been made of the overall size of the proposed units and the size of the bedrooms and consideration given to their accordance with the Government's standards.

With the exception of 10 of the 13 studio apartments and units 72, 110 and 114 the units would all have overall floor areas which meet the overall floor area standard. However, 34 of the units do not have a bedroom meeting the 2 person standard set out in the Nationally Described Space Standards, although the shortfall in the vast majority of units is less than 1m².

Whilst officers note that the proposed units do not fully accord with the Nationally Described Space Standards, officers also note that at the current time the Council has no policy requiring for these to be met. Additionally, the units are in a town centre location wherein smaller units are more acceptable and expected due to overall space constraints and the aim of achieving high density in a highly sustainable location.

Officers consider that, in the absence of a policy requiring the national standards to be met, and in the town centre location, that this failure to fully accord with the overall space standards on some of the units should not amount to a reason for refusal in this instance.

Officers have assessed the proposal and are satisfied that the proposed development would not result in unacceptable harm from over-looking or inter-looking. Consideration has been given to ensure that high level windows are used where necessary. The majority of window to window views across the courtyards will have a separation of 16-20 metres. The lowest separation is 11.5 metres but this is across courtyard 3 at courtyard level and, therefore, would be unlikely to be more harmful than the courtyard use between the windows. In any event, officers consider that, given the constraints of the town centre location where intervisibility is common in comparison to rural areas, the proposed window to window separation would be acceptable and allow for a good level of amenity for future occupiers in this regard.

The Daylight and Sunlight Report by GVA (March 2018) has considered the internal daylight amenity within the proposed development. The report concludes that all rooms will meet the recommended target values and will be well lit for their use, and that the proposed dwellings would have adequate daylight amenity for future occupants. In terms of sunlight amenity, the report acknowledges that, due to aspect, a small number of windows will fall below the threshold BRE criteria for annual sunlight, however, the report concludes that the dwellings are considered to provide adequate sunlight amenity for future occupants.

The Daylight and Sunlight Report also considers overshadowing in the courtyards. The report concluded that the courtyards were marginally shy of achieving compliance but that they were acceptable given the location and orientation of the development.

Provision of amenity space

Policy TD1 of the Local Plan (Part 1) 2018 seeks to maximise the opportunity to improve the quality of life, health and well-being of current and future residents through the provision of appropriate private, communal and public amenity space, on site playspace provision, appropriate facilities for the storage of waste and private clothes drying facilities.

The proposals include the provision of communal courtyards and some private balconies and private roof terraces. Whilst the amenity space provision would be limited, this is not an unusual situation for apartment blocks within town centre locations. The landscaped courtyards would add some interest and provide some onsite amenity space for future occupiers.

Given the proximity of public spaces to the proposed development, including Farnham Park 400m to the north-west of the site and Gostrey Meadow 300m to the south of the site, officers consider the limited onsite amenity space to be acceptable in this instance.

Policy LRC1 of the Local Plan Part 1 2018 states that proposals for new residential development will be expected to make provision for play space having regard to Fields in Trust standards.

The Fields in Trust Guidance for Outdoor Sport and Play beyond the Six Acre Standard England (2016) recommends that for a scheme of 138 residential a Local Area of Play (LAP), a Locally Equipped Area of Play (LEAP) and a contribution towards a Multi Use Games Area should be included. None of these have been provided. However, contributions have been sought towards playing pitch improvements in Farnham Park and the refurbishment and extension of Gostrey Meadow Play Area, as well as towards the Heathland Hub at Frensham Pond. The site is not considered suitable for outdoor play given its central Town Centre location between busy roads. Furthermore, having regard to the large proportion of smaller units proposed which are less likely to contain families, it would not be considered reasonable to raise an objection to the proposal on this basis. In reaching this conclusion, officers also note that on the approved outline scheme, WA/2015/2387 no LAP, LEAP or MUGA contribution were provided.

It is noted that the failure to provide onsite play space in accordance with the Fields in Trust Guidance would be contrary to Policy LRC1 of the Local Plan Part 1 2018. The harm arising from this must be weighed into the planning balance. However, consideration is given to the highly constrained "island site", the desire to achieve high density in this location and the housing mix which is predominantly smaller units, less likely to be occupied by families.

Impact on heritage assets

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering applications which affect Listed Buildings, Local Planning Authorities must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Policy HA1 of the Local Plan (Part 1) 2018 outlines that the Council will ensure that the significance of heritage assets are conserved or enhanced to ensure the continued protection and enjoyment of the historic environment. Retained Policies HE3 and HE5 of the Local Plan 2002 are afforded significant weight owing to their consistency with the NPPF 2012.

The Farnham Neighbourhood Plan 2017 states that new development within the setting of the Conservation Area will be permitted where it is high quality and preserves and enhances the character of the Conservation Area and its setting.

The Farnham Design Statement states that any development which harms the Conservation Area will be unacceptable and that any new development should be designed to preserve or enhance the Conservation Area. To the immediate south of the site, beyond East Street, is 9 Cambridge Place, a Grade II Listed Building, the significance of which lies in that it is a good example of 18th Century architectural detailing. This is a designated heritage asset.

Also south of the site is The Royal Deer, a 19th Century Building of Local Interest, which is significant as a result of its design by Farnham architects A.J and L.R Steadman in 1929. This is a non-designated heritage asset.

To the far south west of the site lie a significant number of Listed Buildings that comprise The Borough. The significance of these is that there are a large number of them and they are of great quality and at the junction with Castle Street provide the finale to the grand vista looking south from the castle. These are designated heritage assets.

The site is also located just outside of Farnham Conservation Area, which bounds the site to the south west and partially beyond East Street to the south. This is a designated heritage asset. The significance of Farnham Conservation Area lies in the relationship of medieval route ways and street layout with the medieval and later historic buildings giving a unique grain and depth of settlement.

The Farnham Conservation Area Appraisal mentions the site several times, noting that it is a 1964 monolithic brick and concrete structure that is unsympathetic to Farnham in the long term and drew much criticism at the time from townspeople and architects, who saw it as a complete negation of every thing they had tried to achieve in scale and design.

The Council's Heritage and Design Officer has noted that the existing built form of The Woolmead is of little historic or architectural interest and is not a good example of twentieth century architecture or town planning.

The Council's Heritage and Design Officer has also concluded that the existing built form is not worthy of retention and therefore supports the principle of the replacement of the building.

It is considered that the proposed development could be acceptably accommodated on site and that the scale, bulk and mass of the proposed built form would be reasonable for the site. It is considered that the proposed development would be more sympathetic to the surrounding heritage assets than the existing poor quality development on site.

Officers therefore consider that the development proposed on the site would not cause harm to the significance of the adjacent heritage assets, would preserve the character and appearance of the Farnham Conservation Area and would preserve the setting and special interest of the adjacent Listed and Locally Listed buildings.

As no harm has been identified, it is not necessary to weigh up the public benefits against any identified harm.

Officers are satisfied that the proposal would accord with Section 66 of the Planning (Listed Buildings and Conservation Areas Act 1990, Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Policy HA1 of the Local Plan (Part 1) 2018 and retained Policies HE3 and HE8 of the Waverley Borough Local Plan 2002 and would not invoke paragraphs 133 and 134 or even 135 of the NPPF 2012 and would also accord with Part b) of Policy SS3 of the Local Plan Part 1 (2018).

Trees and landscaping

Policy NE2 of the Local Plan (Part 1) 2018 states that the Council will seek, where appropriate, to maintain and enhance existing trees, woodland and hedgerows within the Borough. Retained Policies D6 and D7 of the Local Plan 2002 are attributed full and significant weight respectively due to their level of consistency with the NPPF 2012.

There are currently 2 Horse chestnut trees located in the south-western corner of the site which would be removed as part of the proposed development.

The proposed indicative landscaping plan shows 14 new 2 metre stem trees to be planted comprising 4 trees to be planted in the south-western corner of the site, 3 trees in the north-western corner of the site, 3 trees around the sub-station and 4 trees at the north-eastern end of the site.

Information has been submitted to demonstrate how appropriate rooting volumes could be achieved beneath the surrounding hardstanding and a condition has been recommended by the Council's Tree and Landscape officer to secure further details of this.

There would be additional landscaping within the 3 internal courtyards and surrounding the north-western elevation of the building, with the final details of these to be secured by condition. However, officers are satisfied that consideration has been given to shade tolerant plants in these locations and that the indicative type and quantity of landscaping would appropriately visually enhance the appearance of the area. Officers also consider that it would be reasonable to impose a condition in respect of ensuring that any plants which fail within 5 years are replaced.

Compatibility of uses

Policy D2 of the Waverley Borough Local Plan 2002 seeks to ensure new and existing land uses are compatible.

The site is within the designated Town Centre wherein there are various commercial and residential uses within close proximity to the application site.

Furthermore, the Town Centre location is such that there are a variety of uses in close proximity wherein some noise generation can be expected. Notwithstanding, the Council's Environmental Health Service has recommended conditions in respect of noise to prevent unacceptable harm.

As such, Officers are satisfied that the proposed uses are compatible with each other and with the surrounding uses in accordance with Policy D2 of the Waverley Borough Local Plan 2002.

Impact on residential amenity

Policy TD1 of the Local Plan (Part 1) 2018 seeks to ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development. Retained Policies D1 and D4 of the Local Plan 2002 are given substantial and full weight respectively due to their consistency with the NPPF 2012.

The closest residential occupiers are on the upper floors on the opposite side of East Street, on Cherry Tree Road and on Bear Lane.

Window to window separation distances would be a minimum of 12.7 metres across East Street, 14.2 metres across Bear Lane and 18 metres across Woolmead Road. Whilst these distances fall below those set out within the Council's Residential Extensions SPD 2010, it is not unusual in town centre locations to have residential windows fronting each other across streets and officers consider that this relationship in the current location would be acceptable. Officers also note that the separation would not be materially different from that considered acceptable on the indicative plans of the approved outline scheme WA/2016/2387. Officers note that the proposed development would be higher and closer to the dwellings on Cherry Tree Close than the existing development on the site. However, officers consider that the variations in height along the Woolmead Road elevation and the minimum separation distance of 18 metres across Woolmead Road would prevent the proposed development from being overbearing to neighbouring occupiers to the north-west.

A Daylight and Sunlight Report by GVA (March 2018) accompanies the application. The report concludes that all of the windows and rooms to the neighbouring residential properties will retain respectable daylight levels and will therefore satisfy BRE guidelines. For sunlight, the report concludes that in accordance with the BRE Guidelines, the majority of properties assessed will see no noticeable adverse loss of sunlight. The report notes that some rooms at 3 and 4 Cherry Tree Close to the north of the site will fall below criteria for annual sunlight, whilst complying for winter sunlight but that they would remain well lit rooms. When considering the scale of the proposed development in regards to the daylight and sunlight results to the neighbouring properties, the report considered that the design of the proposed development would be sympathetic to the daylight and sunlight requirements of the neighbouring properties and concludes that the Council's policy on daylight and sunlight will be satisfied. In light of the findings of the Daylight and Sunlight report, officers consider that whilst there may be some change in light levels to the nearest dwellings to the north-west of the site, the

proposal would not result in material harm to neighbouring residential amenity from loss of light.

Officers are satisfied that a sufficient distance from neighbouring residential occupiers in order to prevent an unacceptable impact on these properties in terms of loss of light, outlook, privacy or overbearing impact and that the proposal would accord with Policy TD1 of the Local Plan Part 1 2018, Policies D1 and D4 of the Local Plan 2002 and Policy FNP1 of the Farnham Neighbourhood Plan 2017 in this regard.

Noise

Retained Policy D1 of the Waverley Borough Local Plan 2002 states that development will not be permitted where it would result in loss of general amenity from disturbance from noise and vibration or levels of traffic which cause significant environmental harm by virtue of noise and disturbance.

The Council's Environmental Health Service has assessed the application and recommended pre-commencement conditions in respect of internal and external noise levels and traffic noise and also agreement to a Construction Environmental Management Plan. Conditions have also been recommended in respect the protection of residents from noise.

Officers are satisfied that, subject to appropriate conditions, the proposed development would be acceptable in this regard.

Flooding and drainage

Policy CC4 of the Local Plan (Part 1) 2018 states that in order to reduce the overall and local risk of flooding, development must be located, designed and laid out to ensure that it is safe; that the risk from flooding is minimised whilst not increasing flood risk elsewhere and that residual risks are safely managed. In those locations identified as being at risk of flooding, planning permission will only be granted where it can be demonstrated that it is located in the lowest appropriate floor risk location, it would not constrain the natural function of the flood plain and where sequential and exception tests have been undertaken and passed. Sustainable drainage systems (SuDS) will be required on major development proposals.

Paragraph 100 of the NPPF 2012 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at high risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

The site lies within Flood Zone 1 and is therefore located within an area which is of the lowest flood risk. As the site is under 1.0 ha, a Flood Risk Assessment is not required to support the application.

Surrey County Council as the Lead Local Flood Authority has reviewed the surface water drainage proposal and assessed it against the NPPF 2012, its accompanying PPG and Technical Standards.

The application is supported by a Surface Water Drainage Statement by RSK (28 February 2018) which demonstrates that there would be no increase in impermeable areas within the site. The surface water runoff rates would therefore be unaltered by the proposed development.

The Lead Local Flood Authority is satisfied that the proposed drainage scheme meets the requirements set out in these documents, however, has recommended that conditions should be applied to ensure that the SuDS scheme is properly implemented and maintained throughout the lifetime of the development.

In terms of foul drainage, Thames Water has raised no objection to the scheme, provided that the developer followed the sequential approach to the disposal of surface water, and therefore it is considered that sufficient capacity exists to accommodate the proposed development.

Policy FNP 14 of the Farnham Neighbourhood Plan 2017 seeks infrastructure contributions towards the upgrade to the existing drainage infrastructure which are likely to be required to ensure sufficient capacity is brought forward ahead of the development. Given that statutory consultees are satisfied that the proposals are acceptable in terms of flooding and drainage and have not raised the need for additional infrastructure for which contributions would be required, officers are satisfied that there would be no reason to seek an additional infrastructure contribution for this and that it would not meet the relevant legal tests for securing infrastructure.

Land contamination

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

Policy D1 of the Local Plan 2002 sets out that development will not be permitted where it would result in material detriment to the environment by virtue of potential pollution of air, land or water and from the storage and use of hazardous substances. The supporting text indicates that development will not be permitted unless practicable and effective measures are taken to treat, contain or control any contamination. Wherever practical, contamination should be dealt with on the site.

A Contamination Assessment by Nott Group dated 05 July 2014 and 2 Reports by GroundSure (references FIND-43016 and FIND-43017) dated 16 April 2014 accompany the application.

The Council's Environmental Pollution Control officer has been consulted on the proposals and is satisfied that the submitted report does not identify any significant ground contamination issues and has therefore confirmed that no action is required in this regard.

Air quality considerations

Paragraph 120 of the NPPF states that planning decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area of the area or proposed development to adverse effects from pollution, should be taken into account.

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

Retained Policy D1 of the Waverley Borough Local Plan 2002 states that the Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment. Development will not be permitted where it would result in material detriment to the environment by virtue of noise and disturbance or potential pollution of air, land or water, including that arising from light pollution.

The site is within a designated AQMA. The proposed development would introduce new residents into an area that has an established road network and therefore may expose future occupants to air pollution associated with road traffic.

A Noise and Air Quality Assessment (September 2015) by Acoustic Air Limited and Detailed Air Quality Assessment by RSK (February 2018) accompany the application.

These reports have been reviewed by the Council's Air Quality consultants. The consultants have agreed that, based on the predicted traffic flows for the existing lawful use of the land, it is predicted that the current proposal would result in a decrease in annual average daily traffic flows, which would be beneficial to air quality. Officers note that the actual current and previous traffic movements may not have tallied with those which could have resulted from the lawful use, however, in reaching conclusions, officers must consider the proposal against the harm resulting from the existing lawful use of the land as these could lawfully occur without any restriction. In any event, given that the lawful use of the land has ceased, it would not be possible to gather actual traffic data from the existing scenario.

The Institute of Air Quality Management (IAQM) guidance suggests 'Principals of Good Practice', which could be defined as 'necessary', for proposed developments with greater than 10 dwellings, which include recommendations in respect of the provision of electric vehicle charging points, agreement to a travel plan and gas-fired boiler specifications. Given the sensitive location, these mitigation measures, along with a Construction Environmental Management Plan (CEMP), are recommended to be secured via condition should permission be granted.

Subject to the imposition of suitable mitigation measures, particularly throughout the construction stage, it is concluded that the impact on air quality would be acceptable.

Archaeology considerations

Retained Policies HE14 and HE15 of the Local Plan 2002 require that appropriate desk based or field surveys should be submitted with an application and appropriate measures taken to ensure any important remains are preserved. These policies are afforded full weight owing to their consistency with the NPPF.

An Archaeological Impact Assessment Report by Archaeology South-East dated March 2018 accompanies the application. The report concludes that the construction of the existing buildings in the 1960s would have been likely to have truncated most archaeological deposits within its footprint but that archaeological deposits relating to former buildings may survive beneath the pavement outside the footprint of the proposed building. However, the

proposed development involves the excavation of an underground car park across the footprint of the site, which would destroy any remaining deposits.

The County Archaeologist has assessed the application and considers that further intrusive archaeological works are required in order to clarify the extent of archaeological survival across the site. The first stage in this process should consist of trial trench evaluation of accessible areas within the site in order to provide a thorough understanding of the level of archaeological survival. Once this has been carried out, a view can be taken on the nature and extent of any mitigation measures that may be required. It is likely that these will consist of various measures such as a watching brief during foundation removal and detailed excavation of any surviving remains that will be impacted upon by the new build.

It is considered that an appropriate condition could be imposed to secure the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation to be agreed by the Local Planning Authority. This would ensure that the proposal would accord with retained Policy HE14 of the Local Plan 2002 and part d) of Policy SS3 of the Local Plan Part 1 2018.

Effect on SPA

The site is located within the 5km of the Thames Basin Heathland Special Protection Area (SPA). The proposal would result in an increase in people (permanently) on the site.

The three tests as set out in Regulation 122(2) require S106 agreements to be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

In light of the recent European Court of Justice ruling (Case C 323/17 - People Over Wind and Sweetman 2018) relating to the Habitats Directive, mitigation cannot be taken into consideration at screening stage. This judgement affects the way the Council approaches Habitats Regulations Assessments and therefore an Appropriate Assessment has been undertaken for the site. The Appropriate Assessment, which has been approved by Natural England, concludes that with appropriate mitigation, in this instance a financial contribution towards the SANG at Farnham Park, the proposal would not affect the integrity of the SPA.

Given the conclusion of the Appropriate Assessment, in order for the development to be acceptable in planning terms, and to comply with the

Conservation of Habitats and Species Regulations 2017 and avoid a likely significant effect upon the Thames Basin Heaths SPA, a S106 agreement is required as part of any subsequent planning approval to secure a financial contribution of £292,557 (£225,231 towards a SANG and £67,326 towards SAMM), in line with the Waverley Borough Council Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy (July 2016). This figure is based on the proposal being for 76 studio and one bedroom units, 57 two bedroom units and 5 three bedroom units.

The pooling of contributions towards SANG, which is for the ongoing maintenance and enhancement of the SANG at Farnham Park, rather than the provision of new SANG, is not considered to be infrastructure and does not therefore need to comply with CIL Regulation 123.

The applicant is willing to enter into a legal agreement to secure the financial contribution so as to adequately mitigate the impact of the development upon the Thames Basin Heaths Special Protection Area. Subject to the applicant entering into a unilateral undertaking to secure this contribution, the effect upon the SPA would be mitigated in accordance with Policies NE1 and NE3 of the Local Plan 2018 (Part 1), Policy FNP12 of the Farnham Neighbourhood Plan 2017 and the adopted Avoidance Strategy.

Infrastructure considerations

The three tests as set out in Regulation 122(2) require s106 agreements to be:

- Necessary to make the development acceptable in planning terms;
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development.

The NPPF emphasises that to ensure viability, the costs of any requirements likely to be applied to development, such as infrastructure contributions should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

Policy ICS1 of the Local Plan Part 1 2018 requires necessary infrastructure to be provided either on or off-site either as requirement of planning conditions or be financial contributions.

Infrastructure providers responsible for the provision of infrastructure within Waverley have been consulted and, as a result, the following contributions are sought and justified:

Future auditing and monitoring of travel plan.	£6,150
Bike or bus pass voucher (£200 per dwelling)	£27,600
Farnham Town Centre transport sustainability and accessibility improvements.	£158,125
Funding and procurement of traffic regulation orders to implement parking restrictions at loading bays.	
Formation of Farnham Town Centre Car Club Scheme for a minimum of 3 years.	
Early years education infrastructure – conversion of community building	£90,189
Primary education infrastructure – St Peter’s CE Primary School, Wrecclesham	£53,127
Secondary education infrastructure – Farnham Heath End School	£112,113
Playing pitch improvement at Farnham Park	£58,000
Refurbishment and extension of Gostrey Meadow Play Area	£54,000
Heathland Hub at Frensham Great Pond	£65,100
Swimming pool equipment and inflatable at Farnham Leisure Centre.	£34,230
Recycling Containers	£1,667
SPA	£285,643
TOTAL	£945,944 plus requirements to be provided by developer.

The contributions are considered to be necessary to make the development acceptable in planning terms, directly related to the development and fairly and reasonably related in scale and kind to the development. The providers have confirmed that the proposed contributions would not result in the pooling of more than 5 contributions towards one specific piece of infrastructure. The infrastructure improvements required would therefore comply with CIL Regulations 122 and 123.

The applicant has indicated a willingness to enter into a suitable legal agreement to secure relevant contributions. Subject to the receipt of a suitable, signed legal agreement to secure infrastructure contributions, it is concluded that the proposal would adequately mitigate for its impact on local infrastructure and the proposal would comply with the requirements of the Local Plan and the NPPF in respect of infrastructure provision.

Crime and disorder

S17 (1) of the Crime and Disorder Act 1998 places a duty to consider crime and disorder implications on local authorities. In exercising its various functions, each authority should have due regard to the likely effect of those functions on, and the need to do all that it can to prevent, crime and disorder in its area.

This requirement is reflected in the National Planning Policy Framework, which states that planning policies and decisions should promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

Secured by Design' is the UK Police flagship initiative, supporting the principles of 'designing out crime' by use of proven crime prevention measures and measurable and appropriate security standards.

The submitted Design and Access Statement states that "Secured by Design principles have been adopted". The Designing out Crime officer has provided guidance in respect of accesses, lighting and privacy which an application for Secured by Design could address.

Should permission be granted, it would be reasonable to recommend an informative that the development may wish to seek the full Secured by Design award for the retail and residential aspects.

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.

Biodiversity and compliance with Habitat Regulations 2017

Policy NE1 of the Local Plan (Part 1) 2018 states that the Council will seek to conserve and enhance biodiversity. Development will be permitted provided it retains, protects and enhances biodiversity and ensures any negative impacts are avoided or, if unavoidable, mitigated.

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

The application property does not fall within a designated SPA, SAC, SNCI or SSSI. It is not within 200m of ancient woodland or water, and is not an agricultural building or barn.

The application is accompanied by an Ecological Appraisal by Derek Finnie Associates (March 2018) following an extended Phase 1 habitat survey, desk top data search and preliminary bat roost assessment. The site was assessed as having negligible ecological value and no significant ecological effects are predicted as a result of the proposed development. Overall, the proposed development, which would include a significant increase in planting on the site, is predicted to result in net biodiversity gain.

Officers are satisfied that the proposal would not result in harm to legally protected species, as the site is ecologically poor as a result of its urban environment and there are no features which require protection. Furthermore, enhancement potential is limited due to its location and surrounding poor habitats.

In light of the above, officers raise no objection on biodiversity grounds.

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

Policy AHN3 of the Local Plan Part 1 (2018) states that the Council will require the provision of new developments to meet Building Regulations M4 (2) Category 2 standard: “Accessible and adaptable dwellings” to meet the needs of older people and those with disabilities.

The supporting text to the policy states that this will be delivered through the implementation of planning permissions. As such, this will be picked up by the building control process when planning permission is implemented.

The proposed apartments, common areas and commercial units have been designed to comply with Approved Document Part M of the Building Regulations (2004) and the requirements of the Equality Act (2010).

There would be 5 wheelchair parking spaces located in the basement parking level, one adjacent to each of the lift cores which extend to all residential floor levels. Level access would be provided to the ground floor entrance lobbies. Part M compliant stairs would be provided from basement level to first floor to enable resident access to mezzanine level refuse storage. The internal layout of the apartments would allow for wheelchair or mobility impaired access. There would be level access to the commercial units.

Sustainability

Policy CC2 seeks to ensure all new development includes measures to minimise energy and water use. The Policy goes on to say that new dwellings shall meet the requirement of 110 litres of water per person per day.

A condition is recommended requiring the submission of details to confirm that the dwellings have been designed and completed to meet the requirement of 110 litres of water per person per day, prior to the occupation of the dwellings.

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.

Third Party Comments

Officers note the concerns raised by the third party to the proposal and these have been carefully considered in the assessment of this application.

Whilst indicative landscaping details have been submitted, full details would be secured by condition, should planning permission be granted.

Officers note that concern are raised in respect of the design of the proposed development, however, note that design is a judgement and, as such, differences of opinion can arise. Officers are satisfied that the proposed design would be appropriate to the constrained site and its surroundings and not result in material harm to neighbouring residential amenity. There would be an appropriate mix of housing and density for the town centre location and it has been demonstrated that it would not be viable for the applicant to provide affordable housing.

Officers are satisfied that the level of residential parking to be provided would accord with the Council's parking standards. Whilst there would be no on-site parking for the commercial elements, this would not differ from the approved outline scheme WA/2015/2387. The County Highway Authority has recommended highways conditions and infrastructure contributions to make the proposed development acceptable in this regard.

Conditions would be secured, should permission be granted, to ensure that the proposal would be acceptable in terms of impact on air quality.

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 benefit of the proposal would be the provision of 138 new dwellings of a mix of sizes considered appropriate to the Town Centre location. The proposal would contribute to meeting the requirements of the Development Plan, as it is an allocated site in both the Local Plan Part 1 2018 and the Farnham Neighbourhood Plan. Officers consider that the proposed development would be of an appropriate design which would enhance the appearance of the area, providing four frontages to each of the sides of the island site.

The site is located in a highly sustainable location in terms of access to services and facilities, and the scale of development would not have a severe impact on the surrounding highway network. There would be adequate on site car and cycle parking for the residential units in accordance with the Council's Parking Guidelines 2013.

There would be no on site vehicle parking spaces for the commercial units, however, the site is in a sustainable location and near public car parks. The County Highway Authority has raised no objection, subject to financial payment for sustainable transport improvements in Farnham Town Centre and conditions.

The proposal would result in the loss of suitably located commercial land and would result in a reduction of retail floor space but does seek to provide a flexible mix of Class A1 (shops), A2 (financial and professional services), Class A3 (café's and restaurant) or Class A4 (drinking establishments) and Class B1 office space, that would add interest to Farnham Town Centre, contributing to the vitality and viability of the area.

The proposal would not result in harm to any surrounding designated or non-designated heritage assets and would preserve the character of the Conservation Area and the setting of the surrounding Listed Buildings. The proposal would not have a likely significant effect on the SPA, subject to the required mitigation being secured via a legal agreement.

The proposal does not include any provision of affordable housing, in conflict with the 30% requirement of Policy AHN1 of the Local Plan Part 1 2018.

However, the applicant has demonstrated that it would not be financially viable to provide any affordable housing, either on site or off site, and this position has been verified by independent assessors.

Not all the units would meet the size standards set out within the Government's Nationally Described Space Standards, however, in a town centre location, and in the absence of a current policy requirement for this, officers consider that this should not warrant a reason for refusal.

As a result of the constrained town centre location, the proposal would fail to provide on site play space in accordance with the Fields in Trust Guidance, and contrary to Policy LRC1 of the Local Plan Part 1 2018, however, there would be communal amenity courtyards, some private amenity spaces and contributions toward play space improvements and refurbishments would be secured by a legal agreement.

Whilst the proposal would not be entirely in accordance with the Development Plan, the benefits of 138 new dwellings in a highly sustainable location, commercial units, and a significantly visually enhanced appearance of the area, resulting in a redevelopment scheme for Farnham, would outweigh the adverse impacts in relation to limited provision of amenity space, lack of commercial parking space and standard of accommodation. As such, planning permission is recommended for approval.

Recommendation

RECOMMENDATION A:

That, subject to the applicant entering into an appropriate legal agreement to secure the provision of: contributions towards education infrastructure, SuDS management/maintenance, open space management/maintenance, contributions to off-site play pitch improvements and play space refurbishments, contribution towards Heathland Hub and Farnham Leisure Centre, contribution to recycling containers, contributions to SANG at Farnham Park, off-site highways improvements, travel plan, bicycle/bus vouchers, funding and procurement of loading bays and creation of car club, and subject to conditions and informatives, permission be GRANTED.

Conditions

1. Condition

The plan numbers to which this permission relates are FNM_EXT_000, FNM_EXT_100, FNM_EXT_200, FNM_EXT_300, FNM_EXT_400, 2750, RSK-C-ALL-04-02-01 P01, RSK-C-ALL-04-02-02 P01, SK-E-001,

SK-E-002, SK-E-003, 17386-BT1, S101A, C101, C102A, P101, P118, P119R, P120N, P121N, P122K, P123C, P125C, P133, P134, P135, P136F, P137E, P138E, P139F, P140E, P141E, P142E, P143E, P144E, P145C, P146C, P147C, P148C, P149C, P150C, P151C, P152D, P153C, P154 1 of 3, P154 2 of 3, P156 3 of 3, P157, P160A, D2548-FAB-XX-XX-DR-L-0400 . 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 Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

2 Condition

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) A design that satisfies the SuDS Hierarchy and that is compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS.
- b) Evidence that the proposed solution will effectively manage the 1 in 30 & 1 in 100 (+40%) allowance for climate change storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storages volumes shall be provided using a Greenfield discharge rate of 49.6l/s (as per the SuDS pro-forma or otherwise as agreed by the LPA).
- c) Detailed drawings to include: a finalised drainage layout detailing the location of SuDS elements, pipe diameters, levels, details of how SuDS elements will be protected from root damage and long and cross sections of each SuDS element including details of any flow restrictions and how they will be protected from blockage.
- d) Details of how the runoff (including any pollutants) from the development site will be managed during construction.
- e) Details of Management and Maintenance regimes and responsibilities for the drainage system.

- f) A plan showing exceedance flows and how property on and off site will be protected.

Reason

To ensure that the drainage system has been designed to fully accord with the requirements of the National SuDS Technical Standards and to avoid adverse environmental impact upon the community and to accord with Policies CC1 and CC4 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the matter goes to the heart of the permission.

3. 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 Drainage System has been constructed as per the agreed scheme.

Reason

To ensure that the drainage system has been designed to fully accord with the requirements of the National SuDS Technical Standards and to avoid adverse environmental impact upon the community and to accord with Policies CC1 and CC4 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

4. Condition

Prior to the commencement of the development hereby approved, a scheme to demonstrate the following should be submitted to, and approved in writing by, the Local Planning Authority:

- the internal noise levels within the residential units will conform to the “indoor ambient noise levels for dwellings” guideline values specified within BS 8233: 2014, Guidance on Sound Insulation and Noise Reduction for Buildings, The scheme should take into account the correct number of air changes required for noise affected rooms.
- the external noise levels within the curtilage of residential units will conform to the “design criteria for external noise” upper guideline value of 55 dB LAeq,T, as specified within BS 8233: 2014, Guidance on Sound Insulation and Noise Reduction for Buildings
- the control of noise emanating from the building(s) and associated plant and equipment.
- a scheme for protecting the proposed dwellings from noise from traffic on the adjacent roads to the proposed development

- if the residential properties are to be completed and occupied prior to the development being finished, a scheme to protect those occupants from noise and vibration

The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.

Reason

In the interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it goes to the heart of the matter.

5. 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:

- An indicative programme for carrying out of the works
- The arrangements for public consultation and liaison during the construction works
- 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)
- Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
- The parking of vehicles of site operatives and visitors
- Loading and unloading of plant and materials
- Storage of plant and materials used in constructing the development
- The erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- Wheel washing facilities
- Measures to control the emission of dust and dirt during construction
- A scheme for recycling/disposing of waste resulting from demolition and construction works
- Hours of construction works.

Reason

In the interest of the highway safety and the amenity of surrounding residents, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as it goes to the heart of the matter.

6. Condition

All plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated so that the rating level of noise emitted does 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 interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

7. 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. The installation of such equipment shall only be carried out in accordance with the approved details.

Reason

In the interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

8. Condition

All vehicles, plant and machinery used on site and those under the applicant's control moving to and from the site that are required to emit reversing warning noise, shall use white noise alarm as opposed to single tone "bleeping" alarms throughout the operation of the development hereby permitted.

Reason

In the interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

9. Condition

No sound reproduction or amplification equipment (including public address systems, tannoys, loudspeakers, etc.) which is audible outside the site boundary shall be installed or operated on the site.

Reason

In the interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

10. Condition

No floodlights or other forms of external lighting shall be installed at the premises without the prior permission in writing of the local planning authority.

Reason

In the interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

11. Condition

No development shall take place until the applicant has 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 by the Planning Authority.

Reason

In the interests of preserving the archaeology of the site in accordance with Policy HE14 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.

12. Condition

The development hereby approved shall not be first occupied unless and until a scheme for the provision of Electric Vehicle Charging Points (EVP's) within the development has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason

To protect the air quality for the existing receptors in the buffer zone to the Air Quality Management Area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002 and to promote sustainable transport in accordance with Policy ST1 of the Local Plan Part 1 2018. This is a pre-commencement condition as this matter goes to the heart of the acceptability of the development

13. Condition

No burning of any materials shall take place on the site.

Reason

To protect the air quality for the existing receptors in the buffer zone to the Air Quality Management Area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

14. Condition

Prior to the first occupation of the development hereby permitted, details of the proposed bin stores and the proposed management of the proposed bin stores shall be submitted to and agreed in writing by the Local Planning Authority. The agreed details shall be implemented and completed and made available for use, and thereafter retained.

Reason

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

15. Condition

Prior to the first occupation of the development hereby permitted, details of the following shall be submitted to, and approved in writing by, the Local Planning Authority:

(a) Full details and specification of secure bicycle storage for residential and commercial units and the management of these.

(b) Full details of secure parking of bicycles on East Street available for public use and the management of these.

The agreed details shall be completed prior to the first occupation of any part of the development, and thereafter retained.

Reason

In the interest of the character of the area in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley

Borough Local Plan 2002 and to support sustainable travel in accordance with Policy ST1 of the Local Plan Part 1 2018.

16. Condition

Prior to the occupation of any Class A3 Unit, full details of the extract ducting for that unit shall be submitted and approved to the Local Planning Authority. The extract ducting shall be installed in accordance with the approved details prior to the occupation of the development. The extract ducting shall thereafter be maintained in accordance with the approved details.

Reason

In the interests of the amenities of the future residents in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

17. Condition

Construction works pursuant to this permission shall not take place other than between the hours of 08:00am and 18.00pm Mondays to Fridays and between the hours of 08:00am and 13:00pm on Saturdays. No works shall take place on Sundays or Bank Holidays.

Reason

In the interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

18. Condition

Prior to the commencement of development, cross sections/details indicating the proposed finished floor levels of the proposed buildings and finished ground levels surrounding the buildings shall be approved in writing by the Local Planning Authority. The works shall be carried out in strict accordance with the approved details.

Reason

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre commencement condition because the details cannot be reasonably discharged after permission has been implemented.

19. Condition

The commercial units hereby approved shall not be open for business outside the hours of 7:00 am and 11:30pm.

Reason

In the interest of the amenities of the area, in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

20. Condition

Prior to the first occupation of any of the units, a detailed soft landscaping scheme shall be submitted to, and approved by the Local Planning Authority in writing. The landscaping scheme shall be carried out strictly in accordance with the agreed details and shall be carried out within the first planting season after commencement of the development or as otherwise agreed in writing with the Local Planning Authority. The landscaping shall be maintained to the satisfaction of the Local Planning Authority for a period of 5 years after planting, such maintenance to include the replacement of any trees and shrubs that die or have otherwise become, in the opinion of the Local Planning Authority, seriously damaged or defective. Such replacements to be of same species and size as those originally planted.

Reason

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

21. Condition

The external materials to be used in the construction of the development shall comprise the following:

- Michelmersh Freshfield Lane Stock Facing Brick
- Wienerberger Olde Cranleigh Multi Brick
- Wienerberger Orange Multi Gilt Stock Facing Brick
- Wienerberger Hurstwood Multi Stock Facing Brick
- Marley Eternit Red Sandfaced Clay Plain Tile
- Terreal Rully Dark Slate Tile
- Weber PRAL M 276 Stone Grey Render
- Weber PRAL M 2500 Chalk Render

No variation to these materials shall be made without the prior written consent of the Local Planning Authority.

Reason

In the interest of the character of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

22. Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with out without modification), no fences, gates, walls, or other means of enclosure whatsoever shall be erected on the site without the permission in writing of the Local Planning Authority.

Reason

In the interest of the character of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

23. Condition

Prior to the first occupation of the development, details of the hard surfacing to be used within the site shall be submitted to, and approved in writing by the Local Planning Authority. All hard surfacing shall be carried out in accordance with the approved details, completed prior to the first occupation of the development hereby permitted and thereafter, permanently retained as such.

Reason

In the interest of the character of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

24. Condition

All installed gas fired boilers shall meet a minimum standard of <40mgNOx/kWh.

Reason

To protect the air quality for the existing receptors in the buffer zone to the Air Quality Management Area, in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

25. Condition

Notwithstanding details already submitted with the application, prior to the first occupation of the development, a detailed specification for the construction of tree planting pits within hard surface areas shall be submitted to, and approved in writing by the local Planning Authority.

The specification to include the provision of a minimum of 10 cubic metres of rooting substrate per tree and means of ensuring appropriate

load bearing capacity and porosity of hard surfacing above the construction. The development shall be carried out in accordance with the approved details.

Reason

In the interest of the character of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

26. Condition

The residential units shall not be first occupied unless and until the proposed vehicular access to Woolmead Road has been constructed and provided with 2.4m x 43m visibility splays in accordance with the approved plans and thereafter the visibility splays shall be kept permanently clear of any obstruction between 0.6m and 2.0m above ground level.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018.

27. Condition

Prior to first occupation of the residential units, details of the proposed barrier/gate to be installed on the ramp leading to the basement car park, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be in place on first occupation of the residential units.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018.

28. Condition

Prior to first occupation of any part of the development the existing accesses from the site to Woolmead Road, made redundant as a result of the development, shall be permanently closed and any kerbs, verge, footway, fully reinstated.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018.

29. Condition

Prior to first occupation of any part of the development, details of a scheme to improve pedestrian crossing provision at the Bear Lane junction with Woolmead, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall then be implemented in accordance with approved details prior to the first occupation of any part of the development.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018.

30. Condition

Prior to first occupation of any part of the development, details of a scheme to permanently close-up the subway on Woolmead, shall be submitted to and approved in writing by the Local Planning Authority. The works to close the subway shall then be completed in accordance with the approved details, prior to the first occupation of any part of the development.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018.

31. Condition

The residential units shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans 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 and turning areas shall be retained and maintained for their designated purpose.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018.

32. Condition

Prior to first occupation of any part of the development the loading bays adjacent to the Woolmead site frontage shall be constructed in accordance with the approved plans and thereafter retained and maintained for their designated purpose.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018.

33. Condition

No development shall commence until a Demolition and 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

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018 and the NPPF. This is a pre-commencement condition as it relates to the construction process.

34. Condition

The development hereby approved shall not be commenced unless and until a Delivery and Servicing Transport Management Plan for the commercial element of the development, to include but not be limited to details of:

- Location of Deliveries and Servicing clearly marked on a Location Plan.
- Times of Deliveries and Collections each day, including communication of delivery timings.
- Number of Deliveries and Collections each day.
- Size and type of the servicing vehicles used.
- Detailed design of loading/unloading bays, including measures to prevent private cars from parking in the bays.

has been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved details shall be implemented.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018 and the NPPF. This is a pre-commencement condition as it relates to the construction process.

35. Condition

No operations involving the bulk movement of 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 in so far as is reasonably practicable to 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

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018 and the NPPF. This is a pre-commencement condition as it relates to the construction process.

36. Condition

Prior to first occupation of any part of the development a Travel Plan for both the residential and commercial uses shall be submitted to and approved in writing by the Local Planning Authority, in general accordance with the approved Framework Travel Plan dated May 2018. The Travel Plans shall then be implemented on occupation of any part of the development and thereafter monitored and reviewed to the satisfaction of the Local Planning Authority, in consultation with the Highway Authority.

Reason

To promote sustainable transport and In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan Part 1 2018.

37. Condition

Prior to the first occupation of the development, a scheme for on and off-site public realm improvements in the area around the site, to include full

details of materials, shall be submitted to, and approved in writing by, the Local Planning Authority. The agreed scheme shall be implemented and completed prior to the first occupation of the development and shall be retained.

Reason

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan Part 1 2018 and Policies D1 and D4 of the Waverley Borough Local Plan 2002.

38. Condition

Prior to the occupation of the dwellings, details shall be submitted to and be approved in writing by the Local Planning Authority to confirm that the dwellings have been completed to meet the requirement of 110 litres of water per person per day.

Reason

To ensure sustainable construction and design in accordance with Policy CC2 of the Waverley Local Plan Part 1 (2018).

Informatives

1. 'IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.
2. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £116.00 or a reduced rate of £34.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.

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

3. This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at

Waverley Borough Council, The Burys, Godalming, Surrey GU7 1HR, telephone 01483 523029 or e-mail waverley.snn@waverley.gov.uk
For further information please see the Guide to Street and Property Naming on Waverley's website.

4. The applicant is reminded that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.
5. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.
6. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service on 01483 523393.
7. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. <https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. Should you require further information please contact Thames Water. Email: developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB
8. A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality.

9. The applicant is advised to seek to attain Secured by Design Gold Status. Secured by Design Gold status will also promote the balance between the physical security standards required by Part Q (Security) alongside Part B (Fire) in Building Regulations.
10. The applicant is advised that advertisements and signage for commercial units may need separate Advertisement Consent.
11. 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.
12. 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.
13. 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.
14. 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.
15. 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.

16. 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).
17. 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.
18. 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.
19. The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.
20. 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.
21. 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>

RECOMMENDATION B:

That, if the requirements of Recommendation A are not met within 6 months of the date of the resolution to grant permission, then permission be REFUSED for the following reasons:

1. In the absence of an appropriate legal agreement to secure a programme of highway improvement works to mitigate the impact of traffic generated by the development, the proposal would have a severe impact on the safety of the surrounding highway network, the application therefore fails to meet Policy ST1 of the Local Plan 2018 (Part 1), Policy FNP30 of the Farnham Neighbourhood Plan (2017) and the transport requirements of the National Planning Policy Framework 2012.
2. In the absence of an appropriate legal agreement to secure appropriate planning infrastructure contributions towards education, recycling, playing pitches and play space refurbishments, and leisure contributions towards Heathland Hub, Farnham Leisure Centre, the proposal fails to limit the impacts of the development on existing infrastructure. The proposal therefore conflicts with Policy ICS1 Local Plan (Part 1) 2018, Policy FNP32 of the Farnham Neighbourhood Plan (2017) and paragraphs 7 and 17 of the NPPF 2012.
3. In the absence of an appropriate legal agreement the proposals (in combination with other projects) would have a likely significant effect on the integrity of the Thames Basin Heath Special Protection Area (SPA). Accordingly, since the planning authority is not satisfied that Regulation 62 of the Conservation of Habitats and Species Regulations 2010 (as amended) (The Habitats Regulations) applies in this case, it must refuse permission in accordance with Regulation 61(5) of the Habitats Regulations and Article 6(3) of Directive 92/43/EE. The proposal conflicts with Policy NE1 and NE3 of the Local Plan (Part 1) 2018, Policies FNP12 and FNP13 of the Farnham Neighbourhood Plan (2017) and paragraphs 118 and 119 of the National Planning Policy Framework 2012.