

WA/2022/01473 – Erection of 4 dwellings following demolition of existing dwelling and outbuildings together with associated works (as amplified by Ecology Report received 12/07/2022, highways information received 21/07/2022 and amended plans received 16/11/2022) at TARN CORNER, TARN ROAD, HINDHEAD, GU26 6TP

Applicant: High Path Homes Ltd & Mr and Mrs Townsend
Parish: Haslemere
Ward: Hindhead
Grid Reference: E: 488110
N: 135405
Case Officer: Philippa Smyth
Neighbour Notification Expiry Date: 22/06/2022
Extended Expiry Date: To be agreed

Committee Meeting Date: Western Planning Committee 11/01/2023

RECOMMENDATION That, subject to conditions, permission be
GRANTED

1. Summary

This application was called into Committee at the request of Cllr Davidson owing to concerns regarding overdevelopment contrary to Policy TD1 of the Local Plan (Part 1) 2018, the proposal not enhancing the street scene contrary to Policy TD1 of the Local Plan (Part 1) 2018 and Retained Policy D4 of the Local Plan 2002, and the proposal not being in keeping with the character of Tarn Road and Grayshott Road and a lack of amenity space for the size of the houses proposed.

The application proposes the erection of 4 detached dwellings following the demolition of the existing dwelling and outbuildings. An access would be created from Headley Road as well as maintaining the existing access from Tarn Corner.

The application site is located in the developed area of Hindhead where the principle of development is considered acceptable, subject to the impact on visual and residential amenity.

2. Site Description

- The application site is located on a corner plot at the junction of Headley Road and Tarn Road.
- The site comprises a large plot occupied by a detached two storey dwelling towards the north of the plot, detached garage, two smaller outbuildings towards the north east corner and surrounding garden.

- The surrounding character is residential, with properties of varying size, form and appearance in the immediate locality.
- Site Levels: Flat

3. Proposal

The application proposes:

- The demolition of the existing dwelling and outbuildings.
- The erection of 4 market dwellings with garages
- Associated works – involving creation of a new access point off Headley Road, areas of hardstanding, landscaping and boundary fencing.

The dwellings proposed would comprise a larger dwelling to the north of the plot, which would benefit from a detached garage located adjacent to the site access, and three slightly smaller dwellings running parallel to Headley Road which would benefit from attached single garages. It is proposed that the dwelling to the north would be a self-build dwelling for the site owner.

All dwellings would be detached and of two-storey form, benefitting from either four (units 1, 2 and 3) or five (unit 4) bedrooms. The associated garages would be single storey. The three dwellings to the south of the plot would all have a ridge height of 7.95m and eaves height of 4.95m. They would all be of a very similar size, albeit unit 3 would be a handed version of units 1 and 2, with a main width of 8.65m and length of 12.25m. The detached dwelling to the north would have a ridge height of approximately 8.5m with eaves 5m, with its length and width measuring 14.6m and 11.5m respectively.

The proposed northern dwelling would be accessed via the existing access point off Tarn Road and the three dwellings to the south would be accessed via a new access point off Headley Road.

During the course of the application:

- An Ecology Report was submitted
- Highways information was submitted
- Amended plans were received which propose:
 - the relocation of a proposed garage to serve unit 3 from being detached to the front of the site to an attached garage at the side of the dwelling

4. Plans

Please see Appendix A

5. Relevant Planning History

No relevant planning history.

6. Relevant Planning Constraints

Developed Area of Hindhead
 Wealden Heaths I SPA 5km Buffer Zone
 Wealden Heaths II SPA 1km Buffer Zone
 East Hants SPA 5km Buffer Zone

7. Relevant Development Plan Policies and Guidance

- Waverley Borough Local Plan (Part 1): Strategic policies and sites (adopted February 2018): SP1, ST1, TD1, NE1
- Waverley Borough Local Plan 2002 (retained policies February 2018): D1, D4
- Haslemere Neighbourhood Plan (2013 – 2032): H1, H2, H3, H5, H6, H7, H8, H9, H10, H12

The Draft Waverley Borough Local Plan Part 2: *Site Allocations and Development Management Policies* has been published and submitted for examination but does not form part of the Development Plan. Given the stage of preparation, some limited weight should be given to the policies in this draft plan.

The degree of weight afforded to policies will increase as the preparation of the plan progresses and will depend on the level of objection received to specific policies.

- Other guidance:
- The National Planning Policy Framework 2021 (NPPF)
- The National Planning Practice Guidance 2014 (NPPG)
- Residential Extensions Supplementary Planning Document 2010 (SPD)
- Council’s Parking Guidelines (2013)
- Surrey Vehicular and Cycle Parking Guidance (2018)
- Haslemere Design Statement (2012)
- National Design Guide (2019)
- Climate Change and Sustainability Supplementary Planning Document (October 2022)

8. Consultations and Town Council Comments

Haslemere Town Council	<p>OBJECTION: Haslemere Town Council wishes to object to this application on the following grounds:</p> <ul style="list-style-type: none"> • Four dwellings on this site amounts to overdevelopment contrary to policy TD1 of the Local Plan Part 1, and retained policy D4 of the Local Plan 2002; • It does not enhance the appearance of the street scene contrary to policy TD1 of the Local Plan Part 1, and retained policy D4 of
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	<p>the Local Plan 2002; and</p> <ul style="list-style-type: none"> It is not in keeping with the character of the area and does not provide adequate amenity space around the dwellings for the number of bedrooms proposed contrary to policy TD1 of the Local Plan Part 1, and retained policy D4 of the Local Plan 2002.
Grayshott Parish Council	<p>OBJECTION:</p> <p>Grayshott Parish Council has concerns about the safety of the development layout which results in three new dwellings having access directly onto Headley Road in close proximity to a traffic-calming pinch point. Residents have made a considerable number of representations about the speed of traffic on this stretch of road which is also where the presence of the pinch point forces traffic towards the proposed access point. The Parish Council would ask both Surrey County Council and Hampshire County Council Highways departments to address this issue in their responses.</p>
County Highway Authority	No objection, subject to conditions
Surrey Wildlife Trust	<p>14/07/2022 No objection, subject to conditions</p> <p>11/07/2022 Further information required in connection with</p> <ol style="list-style-type: none"> bat presence/likely absence surveys Biodiversity net gain assessment
Southern Water	The development site is not located within Southern Water's statutory area for water supply and wastewater drainage services. Please contact the relevant statutory undertaker.
Thames Water	No comments to make at this time.
South East Water	No comments received.
East Hants District Council	Whilst this site is more spacious than many of the neighbouring plots, the area is characterised by detached dwellings set in comparatively spacious grounds with a verdant character, and the proposed development of four by four bedrooomed dwellings would appear somewhat cramped in its setting. It is noted that the application documents refer to a lack of a five year housing land supply in Waverley Borough but of course, the NPPF paragraph 71 also sets

	<p>out the importance of protecting residential gardens from 'inappropriate development', for example where development would cause harm to the local area. No doubt the proposal will be fully assessed in light of NPPF and Local Plan Policies.</p>
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9. Representations

15 letters (from 13 address points) have been received raising objection on the following grounds:

- Plot 4 would be too close to the boundary with 'Draycot' which would result in an overbearing impact, overlooking of the principal frontage and overshadowing of the garden. It could threaten the health of the existing boundary screening between the two sites.
- Impact on neighbouring 'Cedars' in respect of a reduction in the amount of light reaching the neighbouring property and privacy through the removal of shrubs and replacement with dwellings.
- It is not in keeping with the houses of Tarn Road and other surrounding properties.
- Cramped layout and overdevelopment of the plot.
- Development of a residential garden would be inappropriate development, which could set a precedent for other dwellings with large gardens in the area.
- The proposed access to the 3 dwellings along Headley Road is ill-considered and dangerous.
- There is no reference to a drainage impact assessment. Tarn Road has existing drainage and surface erosion problems, which could be aggravated by the proposed development.
- Inadequate proposed parking, spaces are not equally divided. There are no spaces proposed for visitors parking or site personnel.
- Increase in traffic on already congested roads. Reality is that future occupiers would use private vehicles to access Haslemere and its train station.
- Loss of trees within the site.
- Extra pressure on services (public health, transport etc.)
- Although an electric vehicle charging point is to be installed, there is no mention of any other energy saving measures such as solar panels.
- Impact on ecology through demolition – presence of roosting bats.
- A garage would be located forward of the existing build line which would be unacceptable.

10. Planning Considerations:

10.1. Principle of development

Policy SP2 sets out the spatial strategy for the borough up to 2032 and seeks to focus development at the four main settlements. The proposal is in the developed area of Haslemere and therefore accords with the spatial strategy.

10.2. Housing Land supply

The Council published its latest Five Year Housing Land Supply Position Statement, with a base date of 1 April 2022 in November 2022 which calculates the Council's current supply at 4.9 years' worth. As the Council cannot presently demonstrate a five year housing land supply, paragraph 11(d) of the NPPF 2021 is engaged via footnote 7. Therefore, unless the site is located in an area, or involves an asset, of particular importance, that provides a clear reason for refusal, then permission must be granted unless it can be demonstrated that any adverse impacts demonstrably outweigh the benefits when assessed against the Framework as a whole.

The provision of additional dwellings would go towards the Council's housing land supply figures, which would comprise a planning benefit and weighs in favour of the scheme.

10.3. Housing mix

Policy AHN3 of the Local Plan 2018 (Part 1) sets out that 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 H3 of the Haslemere Neighbourhood Plan sets out that residential development of windfall sites within settlement boundaries would be supported where they, inter alia, provide an appropriate mix of housing. Policy H5 goes on to state that new residential developments should provide a range of dwelling types and sizes to meet the needs of the neighbourhood area taking into account the most up to date evidence.

All proposed dwellings would benefit from either 4 or 5 bedrooms. This would conflict with the indicative requirements of the SHMA 2015, which demonstrates the need for a mix of unit sizes, including one, two and three bedroom units. However, as the proposal would result in only a small number of dwellings, it is considered that the associated level of conflict with the SHMA would not be such that it would warrant a reason for refusal of the application as a whole.

10.4. Design and 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 2021.

Policy H2 of the Haslemere Neighbourhood Plan sets out that the density of development proposals should be consistent with the character, appearance and topography of their immediate locality.

Policy H6 of the Haslemere Neighbourhood Plan states that proposals should be of high-quality design and respect the character and appearance of the surrounding area. It is stated that proposals could do this by, inter alia, screening developments from the road, having adequate onsite refuse, recycling and drainage, and avoiding overdevelopment of a site.

It is considered that the proposed three dwellings to the south would be positioned in a manner such that the built form would reflect a continuation of the build line of the two properties to the east on Headley Road. The proposed dwellings would be of a similar size and scale which would tie in with the character of residential properties in the locality. Similarly, the proposed dwelling to the north of the site would be seen in the context of residential properties located along Tarn Road. It is acknowledged that a detached garage to serve plot 4 would be located to the front of the site and the build line of dwellings. This is not ideal; however, it would be sympathetically positioned in the corner of the site adjacent to boundary vegetation and Officers are of the view that it would not be so materially harmful such to warrant a reason for refusal of the scheme as a whole. In addition, it is noted that the built form at The Merrick is orientated in close proximity to Tarn Road. Overall, Officers are satisfied that the proposal would not detract from the character or appearance of the surrounding residential area in this respect.

It is acknowledged that the proposal would result in a net gain of three dwellings on the plot, over and above the existing situation. However, the plot is of a large size and officers are satisfied that, on balance, the development could be delivered on the site without overdevelopment of the plot.

Materials are not confirmed and would be subject of a condition on any grant of permission. However, the application sets out that the dwellings would likely feature a mixture of brickwork and tile hanging or cladding. They would all be two storey, with detailing such as covered porch areas, gable projection, barn hip roof areas. Officers are satisfied that the proposed design, scale and height of the proposed dwellings would be in keeping with the locality.

With regard to lighting, Policy H10 of the Haslemere Neighbourhood Plan sets out that the site would fall just outside of the 'settlement area' for the purpose of the dark skies zones. It would therefore be considered as an outer suburban, relatively dark area. As discussed later in this report, Surrey Wildlife Trust has recommended that a lighting plan be submitted and agreed should permission be granted. Therefore, external lighting details could be appropriately secured by means of a planning condition.

10.5. 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 2021.

Policy H6 of the Haslemere Neighbourhood Plan refers to the need for development proposals to protect the residential amenity of neighbours

The site is bordered by residential dwellings, which includes 'Cedars' to the immediate east, 'Draycot' to the immediate north and 'The Merrick' to the west on the opposite side of Tarn Road. The likely impact on these neighbouring properties will be considered below.

Cedars

Proposed unit 3 would be located adjacent to the western boundary of Cedars, with a separation distance of 3m to the shared boundary which is considered acceptable when considering the likelihood of material overbearing impact. It is considered that the separation distance would be reflective of existing separations between residential properties along Headley Road, and similar to that between Cedars and March Cottage to the east. Unit 3 would be two storey, with the only openings on its eastern elevation serving bathrooms. It would therefore be reasonable for these openings to be obscurely glazed. The rear build line of unit 3 would not extend beyond the rear build line of Cedars. The objection letter received from the occupiers of 'Cedars' refers to a reduction in light reaching two bedrooms, a landing, dining room and kitchen. Having regard to plans available to the Council, it would appear that bedrooms at first floor level would benefit from openings to the front and rear of the property. Light levels for ground floor side windows serving habitable rooms may be affected by proposed unit 3. It is a material consideration, however, that the rear element of Cedars is set 4.5 meters off the shared boundary, meaning that there would be a separation distance of 7.5 meters between the dwellings at this point which would help to mitigate any potential loss of light. Further, it is acknowledged that light levels to Cedars would already be affected by the existing substantial boundary vegetation. Nevertheless, this would be a factor to weigh in the planning balance.

Draycot

It is acknowledged that the proposal would result in built form being sited closer to the shared northern boundary than that of the existing dwelling on the application site. However, there would be separation of just over 2m to the boundary and Draycot is set back over 18m from the boundary. Officers consider that this total separation distance, considering differing land levels and positioning of openings would be sufficient to ensure no material overbearing impact, loss of light or overlooking to the neighbouring dwelling. Draycot benefits from a large garden, including an area of amenity to its south which would be adjacent to proposed unit 4. The introduction of built form closer to the boundary would likely have an impact on light levels for this southern area. However, there would continue to be useable outdoor amenity space closer to the dwelling and to

the east which would not likely be impacted. Nevertheless, this would be a matter to weigh in the planning balance.

The Merrick

The proposed development would be located on the opposite side of the road to The Merrick and, considering this separation, no officer concern is raised with regard to the likely impact to neighbouring amenity.

‘Bilberry Cottage’ and ‘1 The Moorings’ are located to the south of the application site, on the opposite side of Headley Road. It is considered that there would be sufficient distance between these dwellings and the proposed development such that there would be no likely material harm to neighbouring amenity.

10.6. 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 playspace provision, appropriate facilities for the storage of waste and private clothes drying facilities.

The table below confirms that all four dwellings would be of an internal size to adhere with the Nationally Described Space Standard.

Unit No.	Size	Internal floor area	Technical Space Standard	Accords?
1	4b8p	169.22m ²	124m ²	Yes
2	4b8p	169.22m ²	124m ²	Yes
3	4b8p	169.22m ²	124m ²	Yes
4	5b10p	253.9m ²	128m ²	Yes

Private amenity areas would be provided for all dwellings, albeit of varying sizes. Policy DM5 of the Draft Local Plan Part 2 supportive text refers to the depth of a private garden being 10m and the whole width of the dwelling, which as part of the proposed main modifications to the Plan would see it included in the main policy text. This policy cannot yet be afforded full weight; however, three of the four gardens (units 2, 3 and 4) would fully adhere to this requirement. The amenity space to serve unit 1 would be smaller and in some places have a depth of approximately 9m. However, there would be areas adhering to the advised 10m and the garden would exceed the full width of the dwelling and wrap around the unit to the side (west). As such, officers are satisfied that the size of amenity areas to be provided for the development would be sufficient.

It is considered that there would be acceptable separation distance between the proposed units on the site such that, considering their positioning and location of openings, there would be no likely material overbearing harm, loss of light or

overlooking. All first floor side windows of units 1, 2 and 3 would serve bathrooms and could be obscurely glazed via a planning condition on any grant of permission.

10.7. Highways considerations

Policy ST1 of the Local Plan 2018 (Part 1) states that development schemes should be located where it is 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 H7 of the Haslemere Neighbourhood Plan sets out that proposals for new housing should provide off-street parking to comply with approved standards, safe accessible cycle storage, safely located access for pedestrian, cyclist and non-motorised transport, and safe provision for electric car and bicycle technologies.

The application is supported by the following document:

- Transport Statement, Vision Transport Planning Ltd, 10 May 2022

The existing site access point would remain and be utilised by the proposed larger dwelling to the north of the site. A new access point to the south off Headley Road would be created to serve the proposed three dwellings to the south of the site.

The County Highway Authority has confirmed that off-site highway works would be required in connection with the proposed access point, including works to a footway, bus stop pole and uncontrolled crossing. Such works would be subject of a planning condition should permission be granted.

With regard to vehicular parking, each dwelling would benefit from a single garage and additional space for parking would be provided within the site. Overall, a total of 12 spaces are provided for the development as a whole which would exceed the requirement of 10 spaces to comply with the Council's Parking Guidelines. There would be a shortfall on an individual unit basis of 0.5 parking spaces for unit 2, as this unit would benefit from 2 spaces where as units 1 and 3 would benefit from 3 spaces. However, on balance, and considering the proposal as a whole, it is considered that this shortfall would not warrant refusal of the application.

With regard to bicycle spaces, it is proposed that cycle stores would be located within the garages to serve each unit. Similarly, the garages would also be able to accommodate electric vehicle charging points to serve each unit.

The County Highway Authority has reviewed the proposal and is satisfied that, with regard to the likely net additional traffic generation, access and parking provision, the

proposal would not result in a material impact on the safety and operation of the adjoining public highway. Subject to the imposition of recommended conditions in respect of visibility splays, off-site highway works, electric vehicle charging, parking and turning space, and a Construction Transport Management Plan, no objection is raised. The proposal is considered to be acceptable in this respect.

10.8. Effect on the SPAs

The site falls within the Wealden Heaths I SPA 5km Buffer Zone, Wealden Heaths II SPA 1km Buffer Zone and East Hants SPA 5km Buffer Zone. As the proposal would result in the erection of dwellings, there would be an increase in the number of people permanently occupying the site which would have an impact on the SPA. However, the advice from Natural England is that development proposals of a small scale (less than 20 dwellings) would be unlikely to require any mitigation, an Appropriate Assessment or formal consultation with Natural England. Such developments are able to be permitted without any likely significant effects on the SPA. In line with this, no objection is raised by Officers in this regard.

10.9. 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 following reports have been submitted in connection with the application:

- Ecological Impact Assessment, Darwin Ecology, July 2022
- Preliminary Roost Assessment & Preliminary Ecological Appraisal – Constrains and Opportunities, Darwin Ecology, May 2022

Surrey Wildlife Trust has been consulted on the proposed development and provided the Council with ecological advice.

Bats

The submitted ecological report has confirmed the presence of active bat roosts within the development site and these would be subject to loss of disturbance as a result of the proposal. Surrey Wildlife Trust has commented that appropriate outline mitigation has been provided within the submitted report and, if planning permission is granted, an informative should be added to advise the Applicant that a registered consultant would need to undertake the works under the bat mitigation class licence.

Sensitive lighting

Owing to the presence of nocturnal species at the site, the proposal development should ensure that there would be no net increase in external artificial lighting at primary bat foraging and commuting routes across the site. Surrey Wildlife Trust has therefore recommended a condition be attached to any grant of permission in relation to the submission and approval of a Sensitive Lighting Management Plan prior to commencement of development.

Birds

Surrey Wildlife Trust has recommended an informative, should permission be granted, in relation to vegetation and site clearance works being timed to avoid the bird nest season of early March to August inclusive.

Invasive non-native species

Surrey Wildlife Trust has advised that the Applicant would need to ensure that the works would not cause any invasive non-native species to spread. This could be subject of a condition on any grant of permission.

Biodiversity enhancements

Surrey Wildlife Trust has noted that the development would offer opportunities to restore or enhance biodiversity and measures have been proposed within the submitted reports. These could be conditioned should permission be granted.

In light of the above, and subject to compliance with a number of conditions, the proposal is considered to accord with Policy NE1 of the Local Plan (Part 1) 2018.

11. Sustainability

Waverley Borough Council has declared a climate emergency. The motion was passed at a Full Council meeting on Wednesday 18th September 2019 which sets out the Council's aim to become carbon neutral by 2030. Policy CC1 of the Local Plan Part 1 2018 relates to climate change and states that development will be supported where it contributes to mitigating and adapting to the impacts of climate change, setting out a number of measures against which developments should accord. Policy CC2 seeks to promote sustainable patterns of development and reduce the level of greenhouse gas emissions through a number of measures relating to new development.

The policy requirements and measures which are able to be implemented by development proposals are set out in the Council's Climate Change and Sustainability SPD.

The application sets out that the proposed dwellings would be fitted with the most up to date insulation and glazing, and air source heat pumps are intended throughout the site. In addition, electric vehicle charging points are to be provided to serve the dwellings. In the event that permission is granted, such measures, along with water

consumption requirements and permeable paving, could be secured by means of a planning condition.

Similarly, details of refuse and recycling strategies, along with drainage within the site, to serve the proposed dwellings could be secured by an appropriate planning condition on any grant of permission.

12. Response to Town Council and Third Party comments

The objections raised by the Town Councils and third parties are noted by Officers and have been carefully considered. The majority of concerns including those relating to matters of highways, parking, access, residential amenity, character of the area, overdevelopment, ecology and amenity space have all been discussed in relevant sections of this report.

The site does not contain any trees subject of a Tree Preservation Order (TPO), therefore there is no protection afforded to existing vegetation on site.

Whilst it is acknowledged that additional residential development will result in the need for occupiers to access public services such as GPs, public transport and schools etc. however, there is no individual requirement for any financial contributions towards such services given the scale of the development proposed.

With regard to concern that approval of the application would result in a precedent being set for other development in the locality, Officers would advise that each application is judged on its own planning merits.

13. Conclusion

The Council is unable to demonstrate a 5 year supply and therefore Paragraph 11d states that where the most important policies for determining the application are out of date that permission should be granted unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits (the tilted balance).

It is acknowledged that the presence of additional built form within the plot, over and above the siting of a single dwelling, would alter the character of the plot itself. It is also acknowledged that the proposal would alter the relationship between the existing plot and its neighbouring occupiers. However, it is considered that the application site is of a size which could satisfactorily accommodate the proposed development without material harm to the residential character of the area and the visual amenities of the street scene and locality. Further, the proposed dwellings would be sited such as to avoid material harm to residential amenity. As such, officers consider, on balance, that the proposal would not amount to overdevelopment. It is also recognised that there are benefits to the provision of 4 dwellings notably; in terms of supply, temporary employment, infrastructure contributions and providing homes in suitable locations.

Taking this into account, the impact on the character of the area would not significantly and demonstrably outweigh the benefit of granting permission. As such, planning permission is recommended for approval.

Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition:

The plan numbers to which this permission relates are

TC.22.050 Sheet 01

22/5777_P

22/5777_E

TC.22.033

TC.22.044

TC.22.011 REV D

TC.22.012 REV D

TC.22.021 REV D

TC.22.022 REV D

TC.22.031 REV D

TC.22.032 REV D

TC.22.041 REV D

TC.22.042 REV D

TC.22.043 REV D

TC.22.051 REV D

TC.22.061 REV D

TC.22.062 REV D

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:

No development shall take place until samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason:

In the interest of the character and amenity of the area in accordance with Retained Policies D1 and D4 of the Local Plan 2002 and Policy TD1 of the

Local Plan (Part 1) 2018.

3. Condition:

The first-floor bathroom windows in the eastern and western elevations of Plots 1, 2 and 3 and the northern and southern elevations of Plot 4 shall be fixed shut to a height of 1.7m and glazed with obscure glazing to the extent that intervisibility is excluded and shall be retained.

Reason:

Having regard to the relationship with neighbouring properties and to accord with Retained Policies D1 and D4 of the Waverley Borough Local Plan 2002 and Policy TD1 of the Local Plan (Part 1) 2018.

4. Condition:

No above ground development shall commence until details of refuse and recycling storage for each dwelling, along with a recycling/refuse collection point has been submitted to and approved by the Local Planning Authority. The development shall be carried out prior to the occupation of the first dwelling and maintained in accordance with the approved plans.

Reason:

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

5. Condition:

No part of the development shall be commenced unless and until the proposed vehicular access onto Headley Road has been constructed and provided with:

- (i) a means within the private land of preventing private water from entering the highway
- (ii) 2.4m x 43m visibility splays in general accordance with Drawing No. 21087-01 Rev B. and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6m high.

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 in recognition of Section 9, Sustainable Transport' in the NPPF 2021.

6. Condition:

Prior to first occupation of the development the following off-site highway works shall be constructed in general accordance with Drawing No. 21087-03:

- (i) New footway between the proposed site access and the Headley Road junction with

Tarn Corner.

(ii) Re-location and installation of new bus stop pole, flag and timetable case.

(iii) New uncontrolled crossing with tactile paving to link the development site with the footway on the southern side of Headley Road.

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 in recognition of Section 9, Sustainable Transport' in the NPPF 2021.

7. Condition:

The development hereby approved shall not be first occupied unless and until cycle parking located within the garage for each dwelling has been provided in accordance with Drawing No. TC.22.061.REV D.

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 in recognition of Section 9, Sustainable Transport' in the NPPF 2021.

8. Condition:

The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

In recognition of Section 9 of the NPPF 2021 "Promoting Sustainable Transport" and in accordance with Policy ST1 of the Local Plan (Part 1) 2018.

9. Condition:

The development hereby approved 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 area shall be retained and maintained for its 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 and in recognition of Section 9, Sustainable Transport' in the NPPF 2021.

10. Condition:

No development shall commence until a Construction Transport Management Plan, to

include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) measures to prevent the deposit of materials on the highway
- (g) 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 in recognition of Section 9, Sustainable Transport' in the NPPF 2021.

11. 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.

12. Condition:

Prior to the first occupation of the dwellings here by permitted the highest available speed broadband infrastructure shall be installed and made available for use unless otherwise agreed in writing by the Local Planning Authority.

Reason:

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

13. Condition:

No above ground development shall commence (excluding site clearance and demolition) until a scheme of climate change and sustainability measures has been submitted to and approved in writing by the Local Planning Authority. The scheme shall have regard for the content of the Council's Climate Change and Sustainability SPD (2022). The approved scheme shall be implemented prior to first occupation of the development and thereafter retained.

Reason:

In the interests of achieving a high standard of sustainability in accordance with Policies CC1 and CC2 of the Local Plan (Part 1) 2018 and the Council's Climate Change and Sustainability SPD 2022.

14. Condition:

Prior to the occupation of the first dwelling, a Sensitive Lighting Management Plan shall be submitted to and approved in writing by the local planning authority. The development shall be carried out strictly in accordance with the approved details.

Reason:

In order that the development should protect protected species in accordance with Policy NE1 of the Local Plan (Part 1) 2018.

15. Condition:

Following the receipt of planning permission, the developer will be required to:

- Obtain a mitigation license from Natural England prior to any works which may affect bats commencing.
- Undertake all the actions which will be detailed in the Method Statement which must support a mitigation license.

Reason:

In order that the development should protect protected species in accordance with Policy NE1 of the Local Plan (Part 1) 2018.

16. Condition:

In implementing this permission, the developer shall take action to ensure that development activities such as site clearance or the removal of dense vegetation are timed to avoid the bird nest season of early March to August inclusive. The applicant should take action to ensure that significant noise pollution be avoided during this period.

Reason:

In order that the development should protect protected species in accordance

with Policy NE1 of the Local Plan (Part 1) 2018.

17. Condition:

Prior to the occupation of the first dwelling, to prevent the spread of *Rhododendron ponticum* and *Cotoneaster* sp., these species present on site shall be eradicated using qualified and experienced contractors and disposed of in accordance with the Environmental Protection Act (Duty of Care) Regulations 1991.

Reason:

In order that the development should protect protected species in accordance with Policy NE1 of the Local Plan (Part 1) 2018.

18. Condition:

No above ground development shall commence on site until a scheme for the landscaping and replacement tree planting of the site including the retention of existing landscape features has been submitted and approved in writing by the local planning authority. Landscaping schemes shall include details of:

- hard landscaping
- planting plans
- written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment)
- schedules of plants (noting species, plant sizes and proposed numbers/densities and an implementation programme).

All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or use of the approved development or in accordance with a programme agreed in writing with the local planning authority. All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction. Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species.

Reason:

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

19. 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 NonStatutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+45% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. If infiltration is deemed unfeasible, associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 4l/s for the 1 in 2-year rainfall event and 15.9l/s for the 1 in 100 year rainfall event (+CC allowance)
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.). Confirmation is required of a 1m unsaturated zone from the base of any proposed soakaway to the seasonal high groundwater level and confirmation of half-drain times.
- c) A plan showing exceedance flows (i.e., during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason:

In accordance with the Council's Climate Change and Sustainability Supplementary Planning Document and to ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

Informatives:

1. Community Infrastructure Levy (CIL)- - The development hereby permitted is CIL liable. - - 'CIL Form 6: Commencement Notice' must be received by the Council prior to the commencement of development. Commencement of development is defined in Regulation 7 of the CIL Regulations 2010 (as amended).- - Failure to adhere to the CIL Regulations and commencing work without notifying the Council could forfeit any rights you have to exemptions, payment by instalments and you may also incur surcharges.- - For further information see our webpages (www.waverley.gov.uk/CIL) or contact CIL@waverley.gov.uk

2. "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.
3. 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.
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. This development offers opportunities to restore or enhance biodiversity and such measures will assist the Local Authority in meeting the above obligation and also help offset any localised harm to biodiversity caused by the development process.
6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
7. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
8. A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected

within the area of such splays.

9. The developer is advised that as part of the detailed design of the highway works, 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.
10. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
11. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant utility companies and the developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
12. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022.
13. The applicant is expected to ensure the safe operation of all construction traffic in order to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.
14. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway 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/permits-and-licences/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.

The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of Paragraph 38 of the National Planning Policy Framework 2021.