

SCHEDULE "A1" TO THE AGENDA FOR THE
JOINT PLANNING COMMITTEE
1ST JULY 2015

Applications subject to public speaking.

Background Papers

Background papers (as defined by Section 100D(5) of the Local Government Act 1972) relating to this report are listed under the "Representations" heading for each planning application presented, or may be individually identified under a heading "Background Papers".

A1	WA/2014/1754 Crest Nicholson Operations Ltd 01/10/2014	<u>Outline application for the erection of up to 149 dwellings and associated works with access onto Horsham Road. This application affects footpath 378, as amended by additional plans rec'd 25/2/15; additional Agricultural Land Classification Report rec'd 17/3/15 and 8/4/15 and as clarified by emails dated 22/5/15, 12/6/15, 15/6/15 and 17/6/15 at Land At 106 & Chantreys Bungalow & Land To South West Of Horsham Road, Cranleigh</u>
Committee:	Joint Planning	
Meeting Date:	01/07/2015	
Public Notice	Was Public Notice required and posted: Y	
Grid Reference:	E: 506352 N: 138001	
Parish :	Cranleigh	
Ward :	Cranleigh West	
Case Officer:	Mrs J Dawes	
13 Week Expiry Date	31/12/2014	
Neighbour Notification Expiry Date	07/11/2014	
Neighbour Notification (amended Plans)	19/03/2015	
Time extension agreed to	31/07/2015	
RECOMMENDATION	That, subject to the completion of a Section 106 agreement to secure the provision of 40% affordable housing, highway and transport	

improvements and infrastructure including education, environmental enhancements and enhancements to the Downs Link and adjacent public footpaths subject to the completion of a Section 278 agreement to secure highway works, and subject to conditions, permission be GRANTED.

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Introduction

The application has been brought before the Joint Planning Committee because the proposal does not fall within the Council's Scheme of Delegation.

The planning application seeks outline permission of the development proposal with all matters reserved except access.

In relation to access – this covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside of the site.

All other matters are to be reserved for future consideration. An application for outline planning permission is used to establish whether, in principle, the development would be acceptable. This type of planning application seeks a determination from the Council as to the acceptability of the principle of the proposed development. If outline planning permission is granted any details reserved for future consideration would be the subject of future reserved matters applications. The reserved matters would include:

Appearance – aspects of a building or place which affect the way it looks, including the exterior of the development

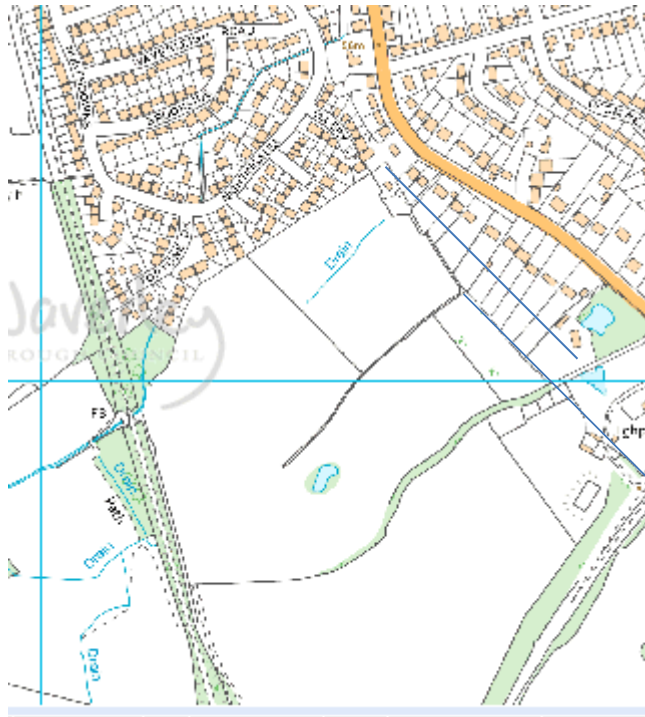
Layout – includes buildings, routes and open spaces within the development and the way they are laid out in relation to buildings and spaces outside the development.

Scale – includes information on the size of the development, including the height, width and length of each proposed building.

Landscaping – aspects of a building or place which affect the way it looks, including the exterior of the development.

If outline planning permission is granted, a reserved matters application must be made within three years of the grant of permission (or a lesser period, if specified by a condition on the original outline approval). The details of the reserved matters application must accord with the outline planning permission, including any planning condition attached to the permission.

Location or Layout Plan



Site Plan



Site Description

The application site measures 9.3 hectares and is generally rectangular in shape.

The site comprises two fields on land to the west of dwellings on Horsham Road. The site is located on the south eastern edge of Cranleigh, to the west of Horsham Road and to the south of the existing residential area, Nightingales. To the west, the site is bounded by an elevated section of the Downs Link, a long distance footpath, with open countryside and fields to the south.

The land is currently used for agricultural purposes and the topography of the site is generally flat, falling to its lowest point in the north western corner. The land rises gently to the south.

Access to the site is from land abutting 106 Horsham Road, an access which currently serves a property, Chantry's Bungalow, set back behind the existing ribbon of development along the road frontage.

Aerial photograph



site

Indicative Layout



Proposal

This application, seeks outline planning permission, with all matters reserved except for access, for the demolition of 106 Horsham Road and Chantreys bungalow and the erection of 149 residential units with a new access from the Horsham Road (B2128), internal access roads and associated landscaping and parking.

Vehicular access to the site would be taken from Horsham Road, between properties number 110 and 104. The application proposes an upgraded pedestrian / cyclist link to the existing Downs Link at the south west corner of the site. The proposal also seeks to make improvements to the existing steps onto the Downs Link.

Whilst the application is in outline with only the access for consideration at this stage, an indicative layout has been submitted which indicates the provision of 149 dwellings located in five clusters, interspersed with area of green space, the retention of existing important tree groups and an area for children's play, (a LEAP). The indicative plan also indicates the provision of a Sustainable Urban Drainage System along the northern section of the site.

The application, as amended, proposes 89 market dwellings, and 60 affordable units (30 social rented / 30 intermediate). This equates to a provision of affordable dwellings of 40%.

The applicants have indicated an indicative unit mix as follows:

Indicative unit mix	1 bed	2 bed	3 bed	4 bed	Total
Affordable	24	18	15	3	60
Open Market	0	6	30	53	89

The proposals would include the following highway improvement works, some of which to be secured via a S278 agreement:

- Provision of a single access point to the north eastern corner of the site via the B2128;
- The provision of two non vehicular access points onto the Downs Link: an upgraded link to the step facilities and a DDA compliant access for multi mode users;
- Inclusion of segregated pedestrian and cycle access points;
- Footpath improvements along the eastern side of Horsham Road together with the provision of an additional crossing point on the Horsham Road;
- The provision of a bus shelter to upgrade existing bus stop;

Water attenuation / drainage would consist of the following:

- The adoption of the principle of Sustainable Drainage (SuDS) to manage runoff from the development, including the provision of underground tanks or landscaped areas, where water will be held back and released very slowly at less than that of greenfield rate directly into the Holdhurst Brook.

The application is accompanied by the following documentation:

Planning Statement

Design and Access Statement

Affordable Housing Statement

Flood Risk Assessment

Foul Sewerage and Utilities Assessment

Landscape and Visual Appraisal

Transport Assessment and Travel Plan Framework

Extended Phase 1 Ecology Assessment and Biodiversity Checklist

Noise Assessment

Air Quality Statement

Statement of Community Involvement

Archaeological Desk Base Assessment
Arboricultural Implications Assessment and Tree Constraints Plan
Illustrative Masterplan

The applicants have indicated their agreement to enter into a legal agreement to secure appropriate and justified contributions against the following Heads of Terms:

- Primary Education
- Playing Pitches
- Equipped and Casual Playspace
- Sport / Leisure Centres
- Community Facilities
- Recycling
- Environmental Improvements
- Transport (outside Town Centre)
- Improvements to public rights of way.

Details of Community Involvement

The applicant has provided a Statement of Community Involvement which sets out details of the public consultation which was carried out prior to the submission of the application.

Community consultations commenced in February 2014 and comprised:

- Letters to local residents;
- Leaflets inviting residents to a Public Exhibition held on 7th March 2014 and emails to the Chamber of Commerce
- Offer of presentation to Parish Council
- Dedicated project website

The public exhibition was attended by 335 people, with 78 feedback forms returned. 16 further people made contact through the website.

The comments raised by local residents at the public exhibition, concern;

- Traffic, at the exit and entrance and traffic through the village centre;
- Use of greenfield site rather than brownfield;
- Implication for services, including doctors, school, energy suppliers;
- Flooding and sewerage
- Too many houses;
- Increase in cars on Horsham Road.

The applicant has indicated that the feedback received was taken into account and where possible amendments have been made to the final application, particularly in relation to access and egress.

Relevant Planning History

SO/2014/0001	Request for screening opinion for proposed residential development of 149 dwellings	Screening opinion Given – EIA required 18/2/2014. Screening Direction from Secretary of State issued EIA not required 25/8/14
WA/1984/0226	Outline application for the erection of 199 houses with garages, together with estate roads, access roads and open spaces.	Refused 13/07/1984 Appeal dismissed 27/11/1985
WA/1979/1834	Erection of one detached bungalow and garage	Full Permission 17/01/1980
WA/1979/0656	The erection of one detached bungalow and garage	Full Permission 02/08/1979
HM/R 20778	Use of 26.85 acres of land for residential development	Refused 13/10/1972 Appeal dismissed 23/05/1974
HM/R 18076	Site for the erection of 166 houses with garages, roads and all other services	Refused 17/10/1969

Environmental Impact Assessment

A request for a Screening Opinion was made by the developer under Regulation 5 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA Regs), reference SO/2014/0001. The Council concluded that the proposed development fell within EIA Regulations, Schedule 2 paragraph 2 10 (b); exceeded the relevant thresholds for infrastructure projects as the site exceeds 0.5 hectares; would exceed the relevant thresholds set for urban development projects as the site exceeds 5 hectares; and the development would result in a significant potential increase in noise, traffic emissions, landscape impacts and impacts on trees and woodland.

However, a Screening Direction issued by the Secretary of State on 25th August 2014 confirmed that the proposal is not EIA Development within the meaning of the 2011 Regulations.

Planning Policy Constraints

Countryside beyond Green Belt – outside any settlement
Footpath 378
River bank within 20m
Design Statement Cranleigh
Neighbourhood Plan Designation
TPO

Development Plan Policies and Proposals

Policies of the Waverley Borough Local Plan 2002:-

D1	Environmental Implications of Development
D2	Compatibility of Uses
D3	Resources
D4	Design and Layout
D5	Nature Conservation
D6	Tree Controls
D7	Trees, Hedgerows and Development
D8	Crime Prevention
D9	Accessibility
D13	Essential Infrastructure
D14	Planning Benefits
C2	Countryside beyond the Green Belt
C7	Trees, Woodlands and Hedgerows
HE15	Unidentified Archaeological Sites
H4	Density and Size of Dwellings
H10	Amenity and Play Space
RD9	Agricultural Land
M1	The Location of Development
M2	The Movement Implications of Development
M4	Provision for Pedestrians
M5	Provision for Cyclists
M14	Car Parking Standards

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications for planning permission to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The adopted Local Plan (2002) and the South East Plan 2009 (solely in relation to

policy NRM6) therefore remain the starting point for the assessment of this proposal.

The National Planning Policy Framework (NPPF) is a material consideration in the determination of this case. Paragraph 215 states that where a local authority does not have a development plan adopted since 2004, due weight may only be given to relevant policies in existing plans according to their degree of consistency with the NPPF. In this instance, the relevant Local Plan policies possess a good degree of conformity with the requirements of the NPPF. As such, considerable weight may still be given to the requirements of the Local Plan.

The Council is in the process of replacing the 2002 Local Plan with a new two part document. Part 1 (Strategic Policies and Sites) will replace the Core Strategy that was withdrawn in October 2013. Part 2 (Development Management and Site Allocations) will follow the adoption of Part 1. The new Local Plan will build upon the foundations of the Core Strategy, particularly in those areas where the policy/ approach is not likely to change significantly. Public consultation on potential housing scenarios and other issues took place in September/October 2014. The timetable for the preparation of the Local Plan (Part 1) is currently under review.

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Policy Guidance (2014)
- Strategic Housing Land Availability Assessment (2014 update)
- Draft West Surrey Strategic Housing Market Assessment (2014)
- Infrastructure Delivery Plan (2012)
- Settlement Hierarchy (Draft 2010 and factual update 2012)
- Climate Change Background Paper (2011)
- Open Space, Sport and Recreation (PPG17) Study 2012
- Statement of Community Involvement (2014 Revision)
- Strategic Flood Risk Assessment (2010)
- Affordable Housing Viability Assessment (Addendum 2010 and update 2012)
- Planning Infrastructure Contributions SPD (2008)
- Cycling Plan SPD (April 2005)
- 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 Transport Assessment (Surrey County Council, September 2014)
- Surrey Design Guide (2002)

Consultations and Parish Council Comments

County Authority	Highway	<p>Recommends an appropriate agreement should be secured before the granting of planning permission to secure the following highway and transportation mitigation package:</p> <ol style="list-style-type: none"> 1. Section 278: <ul style="list-style-type: none"> - Construction of a vehicular access to Horsham Road in accordance with Drawing No SK2135-21 and subject to Highway Authority's technical and safety requirements; - Construction of pedestrian access works in accordance with Drawing SK21325-21 and SK21325-20. 2. Section 106 to include contributions for: <ul style="list-style-type: none"> - Auditing and monitoring of travel plan; - Provision of cycle / public transport vouchers; - Improvements to bus stops on Horsham Road and in the High Street - Surface improvements to public bridleway 566 (Downs Link) - New footbridge to connect Footpath 378 north with Footpath 380 south and surface improvements; - Reinstatement of connection with Footpath 378; - Feasibility studies and works to improve pedestrian safety / accessibility and capacity; - Wayfinding signage; - Lighting scheme for Downs Link. <p>Recommends conditions and informatives.</p>
Cranleigh Council	Parish	<p>Objection:</p> <ul style="list-style-type: none"> - Unsustainable location, lack of infrastructure and expectation of potential residents to walk, cycle, or use public transport. Pedestrian access along the road is dangerous, public transport is poor and the Downs Link is wet and thick with mud for much of the year;

	<ul style="list-style-type: none"> - Access and increased traffic to and from the site would be harmful, one access is insufficient for the site, and existing pavements are inadequate, with all pedestrians forced to cross the Horsham Road. - Risk of further flooding – inadequate indication as to how the increase in flooding will be prevented; - Insufficient affordable housing, should be 40%; - Highlights that water supply has insufficient capacity for development – an impact study on the existing water supply infrastructure is needed; - Overdevelopment of the site, positioning and distribution of dwelling types not in keeping with neighbouring properties; - Cumulative impact of development in Cranleigh must be a material consideration. Cranleigh has 10% of the population in Waverley. WBC has not yet demonstrated that Cranleigh should be required to accommodate this level of development. Application is therefore premature and should be considered under the Local Plan; - The status of the 5 year supply across the whole Borough must be a material consideration when the application is determined and this site considered under the Local Plan process.
<p>County Rights of Way Officer</p>	<p>Original scheme - Concern at the proposed ramp to the Downs Link, proposed planting and vegetation management adjacent to the site and other issues on Footpath 378 at the northern end, which the applicant does not seem to be aware of.</p> <p>Amended Plans In response to amended plan SK21325-22, dispensing with the ramped access, the dedication of part of the existing public footpath on the site as a public bridleway enables a multi-user connection.</p>

	<p>Recommends conditions in relation to improvements to surface of footpath and adjacent ditch line, and a tree safety survey.</p> <p>Developer contributions would also be required to enable improvements to the Downs Link and part of footpath 378 and 380.</p>
Thames Water	<p>In relation to waste water, Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of the application, and if permitted, would require a Grampian style condition to ensure that no development is commenced until a drainage strategy detailing on and / or off site drainage works have been approved by the LPA in consultation with the sewerage undertaker.</p> <p>In relation to water supply, the existing infrastructure has insufficient capacity to meet the additional demands of the proposed development and therefore recommends condition.</p>
Environment Agency	No objection subject to imposition of condition
Southern Gas Network	Note the presence of a low / medium / intermediate pressure gas main in proximity to the site. Should be no mechanical excavations taking place within 0.5m of the low pressure system. 0.5m of the medium pressure system and 3m of the intermediate pressure system. The confirmed position of the mains shall be made using hand dug trial holes. Reference is made to the HSE publication HSG47 'Avoiding Danger from Underground Services.
Natural England	Refers to Standing Advice in relation to Protected Species
Surrey Wildlife Trust	Notes the Extended Phase 1 Survey Report dated October 2013. The applicant should be required to undertake the recommended actions set out in Section 6 of the report in relation to :

	<p>Buffer zones; mitigation; nature corridors; retention and enhancement of semi improved grassland; timing of tree and scrub clearance.</p> <p>Mitigation in Section 7 is essential.</p> <p>Development is likely to offer opportunities to restore and enhance bio-diversity. Provides recommendations</p>
Environmental Health Officer (recycling)	<p>Each dwelling will need to provide storage capacity for 3 bins. The roads within the development will need to be capable of accommodating a collection vehicle 2530 mm wide and 9840mm overall length with a maximum gross weight of 26 tonnes. Suitable turning provision to be included.</p>
Environmental Health Officer (Air Quality)	<p>Some concerns relating to potential emissions during construction phases of the project and by increased traffic to the site during development. The introduction of residential properties may expose the future occupants to air pollution associated with traffic and is likely to increase road usage in the area. Given that the impact on dust and emissions from deconstruction and construction can have a significant impact on local air quality, all reduction in emissions will be beneficial.</p> <p>Given the existing greenfield site, any additional vehicular traffic along with cumulative impacts of other development will have a significant additional effect on air quality, therefore mitigation measures will be required to offset the additional development.</p>
Environmental Health Officer (Noise)	<p>There are no significant sources of noise which will impact the proposed development. Not clear that the assessment of the impact of the road traffic noise takes account of the dwellings to either side of the proposed access road linking the site to Horsham Road. Vehicle noise will be introduced alongside and behind these properties and therefore additional measures may be needed to</p>

	mitigate these impacts.
Council's Agricultural Consultant	<p>In response to the Agricultural Land Survey, whilst it is considered not to be satisfactory, in that the soil profiles may not have been correctly identified, the likelihood is that the site would be classified as Subgrade 3b of 3a land.</p> <p>In response to the revised agricultural report, whilst there remain deficiencies, fundamentally the profile will be Wetness Class III and will be classified as subgrade 3b with a clay topsoil. Whilst a lighter texture topsoil such as medium clay loam or medium silty clay loam could mean a sub grade 3a, the likelihood is that the land would be classified as subgrade 3b and would not comprise the best and most versatile agricultural land.</p> <p>Without substantial farm buildings and given the wet nature of the land the likelihood is that the land is only for seasonal grazing. It is unlikely that the grazier would be relying on this land to sustain the economic viability of a holding. As such no evidence to suggest that the development of this land will seriously undermine the economic viability of the remaining holding.</p>
County Archaeologist	<p>Site is well over 0.4 hectares, whilst a desk based archaeological assessment has been submitted, there appears no analysis of aerial photographs or a walkover of the site which could reveal the presence of earthworks or buried archaeological features. Given the limited archaeological investigations conducted in the vicinity, there is a need for further archaeological work, including trial trenching and the walkover and aerial photographic analysis which will enable suitable mitigation measures to be developed. Recommends a condition to secure a programme of archaeological work in accordance with a written scheme of investigation.</p>
Surrey Police	<p>No concerns at this stage regarding the relationship between the development and security, request consultation at detailed stage. Developer should be encouraged to apply for Secured by Design</p>

	Award.
Council's independent Drainage Consultants	Concludes that the proposed surface water strategy demonstrates that the existing greenfield run-off rates can be maintained, meaning that there will be no increase in flood risk either on-site or elsewhere. The attenuation requirement is currently demonstrated to be met through the use of storage features. Infiltration measures could be considered at the detailed design stage if intrusive testing demonstrates their feasibility.
Auto-Cycle Union Ltd	No comment received
British Horse Society	<p>Objection – development immediately adjoins Bridleway 566 (Downs Link) – proposal shows no understanding and proposes no mitigation of its impact on users of the public right of way. Additional walkers / cyclists / dog walkers etc joining the right of way at high speeds could alarm horses – accident potential – should be a traffic calming barrier at any cyclist junction with the bridleway.</p> <p>Existing bridleway is narrow in places – potential conflict – bridleway should be increased to 10m width, developer should maintain the surface and cut back vegetation, surfacing should be horse friendly.</p> <p>Proposed tree planting adjacent to the bridleway will impact on width of path.</p> <p>Some properties will adjoin the bridleway. Barking dogs rushing at fences cause accidents or frights to horses, fencing / boundaries should minimise this risk.</p>
Byways and Bridleways Trust	No comment received
Cycle Touring Club	No comment received
Ramblers Association	No comment received
The Open Spaces Society	No comment received
British Driving Society	No comment received
NHS England	No comment received

Director of Public Health	No comment received
Guildford and Waverley Clinical Commissioning Group	No comment received
Health Watch	No comment received
Scottish and Southern Energy Plc	No comment received
Scotia Gas Networks	There is a low / medium/intermediate pressure gas main in the proximity to the site. There should be no mechanical excavations taking place above or within 0.5m of the low pressure system, 0.5m of the medium pressure system and 3m of the intermediate pressure system. The position of the mains should be confirmed using hand dug trial holes.
County Lead Local Flood Authority (SCC)	No comment received
County Spatial Planning (SCC)	In relation to waste minimisation, development proposals should demonstrate a commitment to minimise waste production (Surrey Waste Plan Policy CW1), incorporate sustainable construction and demolition techniques (Surrey Waste Plan Policy CW1 and Surrey Minerals Plan Core Strategy Policy MC4, encourage the re-use of construction and demolition waste at source of its separation and collection for recycling (Surrey Minerals Plan Core Strategy Policy MC5) and provide for the efficient use of minerals and enable the incorporation of a proportion of recycled or secondary aggregates in new projects (Surrey Minerals Plan Core Strategy MC4). If minded to grant planning permission, objectives should be secured by condition.
County Health Division (SCC)	No comment received

Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community

Involvement – August 2014” the application was advertised in the newspaper on 17/10/2014, site notices were displayed around the site and neighbour notification letters were sent on 2nd October 2014.

Following the receipt of additional plans indicating proposed off site highway improvements to existing pavements, further neighbour notification was carried out on 26th February 2015.

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

Principle

- Government Policy indicates development on brownfield sites first; sufficient sites available at Hewitts Industrial Estate, Dunsfold Aerodrome and Alfold Glasshouses;
- Why build new homes when there are houses sitting empty;
- Pressure for development in Cranleigh is disproportionate compared to other towns in the Borough which have better road links and train stations;
- Lack of Neighbourhood Plan and absence of Green Belt should not be a given to exploit Cranleigh;
- Large scale applications should be put on hold pending a coherent acceptable plan for the whole area, with the support of the community; Greenfields should not be considered whilst no Local Plan in place;
- Development is at the expense of Cranleigh people;
- No objective assessment of housing needs for Cranleigh, therefore no evidence as to type / number of houses required;
- No. of houses proposed cumulatively far exceeds local demand, but wider shortages in London and south east;
- Proposal is referred to as Phase I – implications of Phase II?;
- Plans include land owned by existing residents; along rear of existing properties – with respect to the ditch;
- Concern at level of notification;
- Detracts from the character of the village – public opinion is strong that relentless development must stop before Cranleigh loses its identity;
- Overcrowding and destruction of village life;
- If substantial development is allowed at Dunsfold, the planning requirement will have been met;
- Development should be on the other side of the village;
- Application should be refused on prematurity grounds;
- Effects to environment are at greater risk than the proposed benefits;
- The character of the village is being eroded by the weight of its population – semi rural life is being lost;
- Impact of traffic should not be viewed in isolation;

- Piecemeal development;
- Cranleigh is in dire need of affordable housing but not large market homes;
- The ownership of the verge in front of 104 Horsham Road is in doubt;

Infrastructure

- Infrastructure will not support development of this site; (congested roads, water / sewerage / electrical supplies are struggling);
- No change in circumstances since previous refusal in 1973 and 1984;
- Implications for schools, medical centre, car parks which are all stretched;
- Local buses are a rural service;
- Infrastructure review and plan is required – developers should pay substantial contributions;
- Need to consider cumulative impact of development on infrastructure;
- Street lighting is at a minimal level;
- Difficulty in policing an enlarged settlement;
- Difficulty in supplying drinking water;
- Schools cannot cope with existing population.

Roads / Highway safety

- Increased traffic (approximately 300 cars) onto Horsham Road will increase congestion, extending into the High Street and Obelisk roundabout;
- Exacerbate existing congestion issues in the village, particularly at rush hour and market day, and beyond to the A281, Shalford and Bramley;
- All roads into the village are B roads, two with narrow bridges and passing spaces;
- Highway safety from a single access is onto a narrow B class road, close to a bend and other junctions, where speeds exceed the 30 mph limit;
- Health and safety implications of a single access;
- Inadequate road and rail infrastructure;
- No pavement on the western carriageway – will encourage unsafe crossing;
- Danger to children and infirm using the footpaths; road is too narrow for a pedestrian refuge in the middle of the road – implications for lorries/ buses/agricultural vehicles;
- Busy road, difficult to access and with no crossings for pedestrians; traffic lights at the access required?
- 3m carriageway either side of refuge should be available;

- Downs Link and footpath are frequently flooded, muddy and poorly lit, not a viable pedestrian /cycle route; route however, should not be tarmaced as it is also a bridleway;
- Walking times and housing figures used in the Transport Assessment / Traffic Impact Assessment are unrealistic;
- Developers have underestimated the additional traffic flows and have not taken account of cumulative impacts, only two relatively small schemes;
- No explanation as to how developers will reduce the reliance on the car
- Traffic counts are misleading;
- Is a roundabout required?
- Increased traffic noise;
- A tram link should be provided along the Downs Link Horsham – Guildford;
- Wear and tear from construction vehicles;
- Drainage from footpaths is not clear;
- Insufficient visibility for crossing;
- Inadequate visibility splays given road speed;
- No train station

Flooding

- Area prone to flooding, ground and surface water;
- Sewers and drains are already overloaded – increased flood risk; adjacent estate drainage is inadequate;
- Thames Water comment that surface and foul water systems are inadequate – reference to recent, severe flooding events on neighbouring properties;
- Laying of new sewers will inconvenience residents;
- Unclear who will be responsible for existing drainage ditch to avoid flooding;
- No assessment of the requirements for sewage drainage from the site;
- Site contains ditches and underground culverts;
- No proper assessment of flooding risks and impact on Emergency Plan;
- Cranleigh sewage works need addressing – required major upgrade and investment from Thames Water before development of the site can be connected;
- Existing drainage pipes are too small to accommodate increased capacity;
- Due to heavy clay soil, subsidence issues;
- The engineered culvert has not been trusted to deal with increased surface water;

- WBC should delay consideration until Surrey County Council has established SuDS Management Board to test and adopt SuDS scheme;
- Green fields retain water, concrete does not;
- New development should be located to avoid flood risk, not increase elsewhere;
- Whilst Environment Agency produces flood risk maps, flooded fields may not be reported;
- Increased flow of water into brook, increased potential for flooding;
- Cranleigh has a history of flooding, surface water flows down from the Surrey Hills and settles on the Weald Clay which is slow to absorb rainfall, hence flooding;
- Insurance premium implications;
- Site slopes towards village.

Ecological

- Loss of ecological habitat – including pipistrelle bats in the trees, badgers, deer and birds of prey;
- Important TPO trees – ecological value;
- Site abuts an SNCI – high banked sides of the old railway cutting;
- High environmental impact on area;

Trees

- Loss of trees and damage to roots;
- TPO trees;

Amenities

- Overshadowing and overlooking and loss of privacy to existing properties;
- Noise / disturbance and loss of quiet environment;
- Loss of public visual amenity;
- Loss of sun light and day light;
- Overbearing nature;

Loss of agricultural use

- Loss of agricultural land use;

Loss of greenfield / countryside

- Diminish the beauty of the AONB;
- Intrusion into the countryside;
- Views from Downs Link are important, the Landscape Visual Appraisal plays down these views;

Unsustainable

- Limited work opportunities in the village, resulting in increased travel and congestion;
- Plans inaccurately indicate Cranleigh has 17% of employment land – inaccurate given closure of brickworks;
- Local jobs need to be created first;
- Least sustainable of greenfield sites;
- Transport Assessment assumes 35% of residents will travel less than 2km to work – ludicrous assumption;
- Site is not within walking distance of schools;
- Employment opportunities are limited.

Design

- Design of properties conflicts with adjoining estate (detached houses), development should respect adjacent form (not 2 bed terrace adjacent to 4 bed houses);
- Density conflicts with existing development;
- Contravenes Cranleigh Design Statement;
- Layout is a reserved matter and should therefore be ignored;
- Layout, density, design, appearance, character not in keeping with neighbourhood;

Overdevelopment

- Overdevelopment could ruin and overwhelm the environs of Cranleigh;

Housing

- 40% of affordable is not achieved;
- Properties should be affordable for young people;

Pollution

- Increased emissions from additional traffic and congestion;
- Noise and light disturbance from perimeter road.

One letter of comment has been received.

Submissions in support

In support of the application, the applicant has made the following points:

- Cranleigh is one of the least constrained areas to aid in meeting the Borough's current and future housing needs, and in the absence of

Green Belt and other special protection areas, will be a focus for the release of greenfield sites;

- The delivery of a significant boost to house building and meeting housing needs is a principal objective for the Country;
- Site is well located in relation to local services and amenities and proposals seek to enhance accessibility and reduce the reliance on the car. It is therefore a sustainable location
- Site is well contained visually, with existing trees and the tree lined Downs Link, proposal seeks to retain as many existing trees as possible;
- Development will adopt SuDS to manage run off and thereby avoid increasing flooding elsewhere;
- No surface water from the site will discharge to any existing sewers;
- A Landscape Assessment concludes that the site has a small Zone of Visual Influence with views limited to locations immediately adjacent to it;
- Proposed density of 17 dwellings per hectare, with a mix of a size and tenure split reflecting the LPA and HA requirements;
- Desk based archaeological assessment concludes that the site has a moderate potential for below ground archaeological deposits associated with prehistoric periods and low archaeological deposits associated with other periods, and further works could be secured by condition;
- The site does not lie in a flood plain, although areas along the northern boundary of the site are susceptible to surface water flooding. The FRA assesses the risk of flooding as low;
- Proposal will deliver significant benefits to provide new market and affordable housing;
- In respect of all other matters including traffic, ecology, trees and landscape, and the loss of a greenfield site, the impacts of the proposal do not outweigh the benefits of providing new houses to meet the Council's housing obligations;
- Site is an edge of centre location, and the proposal is in close proximity to a significant number of services and amenities;
- The site has a single access point on Horsham Road;
- Illustrative Master Plan indicates a scheme of traditional housing, utilising traditional materials, set in a leafy setting with strong structural landscaping;
- Ecological assessments have not highlighted any ecological constraints present on the site, given that the majority of the site is agricultural grassland of relatively low ecological value;

- The visual assessment has found that the development would give rise to no visual effects on the AONB due to the distance of the proposal from the AONB and the wooded nature of the locality;
- Consultation with the public prior to submitting an application included a public exhibition and a dedicated website.

Determining Issues

- Principle of development
- Prematurity
- Planning history and differences with previous schemes
- Lawful use of the land and loss of agriculture
- Location of development
- Housing land supply
- Housing mix and density
- Affordable housing
- Impact on Countryside beyond the Green Belt
- Highways considerations, including impact on traffic and parking
- Impact on visual amenity and trees
- Impact on residential amenity
- Provision of amenity space and play space
- Air quality
- Flood risk and drainage
- Archaeological considerations
- Crime and disorder
- Infrastructure
- Financial considerations
- Climate change and sustainability
- Biodiversity and compliance with Habitat Regulations
- Health and Well being
- Water Frameworks Regulations 2011
- Access and Equalities Act 2010 Implications
- Human Rights Implications
- Issues raised by third parties
- Development Management Procedure Order 2015
- Cumulative / in combination effects
- Conclusion and Planning Judgement

Planning Considerations

Principle of development

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

The planning application seeks outline permission for the development proposal, with all matters reserved for future consideration except for access. As such, the applicant is seeking a determination from the Council on the principle of the residential development and associated access.

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

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

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

Paragraph 14 of the NPPF defines the presumption in favour of sustainable development as approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: *inter alia* any adverse impacts of doing so would significantly and demonstrably

outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this framework indicate development should be restricted.

The NPPF states that, as a core planning principle the intrinsic character and beauty of the countryside shall be recognised.

The NPPF states that, where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

Prematurity

Annex 1 of the National Planning Policy Framework explains how weight may be given to policies in emerging plans. However, in the context of the Framework and in particular the presumption in favour of sustainable development – arguments that an application is premature are unlikely to justify a refusal of planning permission other than where it is clear that the adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, taking the policies in the Framework and any other material considerations into account. Such circumstances are likely, but not exclusively, to be limited to situations where both:

- a) the development proposed is so substantial, or its cumulative effect would be so significant, that to grant permission would undermine the plan-making process by predetermining decisions about the scale, location or phasing of new development that are central to an emerging Local Plan or Neighbourhood Planning; and
- b) the emerging plan is at an advanced stage but is not yet formally part of the development plan for the area.

Refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Where planning permission is refused on grounds of prematurity, the local planning authority will need to indicate clearly how the grant of permission for the development concerned would prejudice the outcome of the plan-making process.

Officers conclude that the emerging Local Plan is not at an advanced stage and that the Cranleigh Neighbourhood Plan is at an early stage in its development. Having regard to the advice in the NPPG, Officers conclude that a reason for refusal based on prematurity could not be substantiated.

Planning history and differences with previous proposal

The planning history is a material consideration. It is noted that planning permission for residential development on the site was refused and dismissed at appeal in 1974, (reference HM/R 20778), and was also refused in 1969 (reference HM/R 18076). Planning permission was also refused and dismissed at appeal, (reference WA/1984/0226) for the erection of 199 new dwellings.

In the case of the most recent appeal proposal the Inspector considered that the development represented a substantial addition to the size of Cranleigh which would have been detrimental to the character of the area, and be an unacceptable intrusion into the countryside. It was considered in relation to that case that in the absence of an over-riding locally-generated demand for housing the release of the site contrary to Local Plan and Structure Plan Policies was not justified.

Members will note that these decisions were made some considerable time ago, over 30 years. Having regard to material changes in planning policy, and in particular policies in the NPPF, and the associated presumption in favour of sustainable development, these decisions are considered to carry very limited weight in relation to the assessment of the current application.

Lawful use of the land and loss of agriculture

The application site consists of agricultural fields. Policy RD9 of the Local Plan outlines that development will not be permitted which would result in the loss or alienation of the most versatile agricultural land unless it can be demonstrated that there is a strong case for development on a particular site that would override the need to protect such land.

Paragraph 112 of the NPPF states that local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.

The application includes an Agricultural Land Classification Report which has been assessed by the Council's Agricultural Consultants. Whilst there are some deficiencies identified within the report in relation to the identification of the soil profiles, the Council's Consultants conclude that the site would be classified as subgrade 3b or 3a.

Furthermore in relation to the second test in Policy RD9 relating to the fragmentation of agricultural holdings the submitted report describes the site as a 'former smallholding' with the conclusions of the report stating:

'There are no agricultural buildings on site and its is surrounded on three sides by a main road, and residential gardens. The land is understood to be let to an agricultural tenant as additional sheep grazing alongside a main farm unit elsewhere. It is therefore unlikely that the permanent loss of the agricultural land at the site will not have a major impact on the agricultural interests of the immediate farm business or the wider local economy.

Without substantial farm buildings and given the wet nature of the land, the likelihood is that the land is let only for seasonal grazing on a grazing licence rather than on an agricultural tenancy, as such there would be no guarantee to the grazier that this land would continue to be available year to year. It is unlikely that the grazier would rely on this land to sustain the economic viability of a holding. As such there is no evidence to suggest that the development of this land will seriously undermine the economic viability of an agricultural holding.

In view of the above, and given that the development of the site would not result in the loss or alienation of the best or most versatile agricultural land and would also not result in the fragmentation of an agricultural holding so as to seriously undermine the economic viability of a remaining holding, it is considered that there is no sustainable objection on the basis of loss of agricultural land. It is considered that the proposal does not conflict with Local Plan Policy RD9 and the advice within paragraph 112 of the NPPF.

Location of development

The site is located within the Countryside beyond the Green Belt outside any defined settlement area. Policy C2 of the Local Plan states that building in the countryside, away from existing settlements will be strictly controlled. However, given that the Council currently can not demonstrate a five year supply of deliverable housing sites, for housing applications, in so far as Policy C2 is a housing supply policy under paragraph 49 of the NPPF, this policy must be considered out of date.

The Key Note Policy of the Waverley Borough Local Plan aims, amongst other matters, to make provision for development, infrastructure and services which meet the needs of the local community in a way which minimises impacts on the environment. The text states that opportunities for development will be

focused on the four main settlements (Farnham, Godalming, Haslemere and Cranleigh), mainly through the re-use or redevelopment of existing sites.

Paragraph 55 of the NPPF states that, to promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. For example, where there are groups of smaller settlements, development in one village may support services in a village nearby. Local planning authorities should avoid new isolated homes in the countryside unless there are special circumstances.

Paragraph 69 of the NPPF states, *inter alia*, that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. It continues, that local planning authorities should create a shared vision with communities of the residential environment and facilities they wish to see.

Whilst the application site falls outside of the settlement boundary, within the Countryside beyond the Green Belt, the application site abuts the south eastern settlement boundary of Cranleigh, and is adjacent to existing built form on both the northern and eastern boundaries. Furthermore, the proposed enhancements of pedestrian/cycle access routes would provide sustainable access links to public transport and to the facilities in Cranleigh Village Centre. 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 rural community of Cranleigh. Therefore, whilst the site is outside of a defined settlement or developed area, taking into account the proximity of the site to the developed area, the proposals would not result in isolated dwellings in the countryside and as such there is no need to demonstrate that there are special circumstances in respect of Paragraph 55 of the Framework.

Housing Land Supply

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

Paragraph 47 of the NPPF states that local planning authorities should use their evidence bases to ensure their Local Plan meets the full needs for market and affordable housing in the Borough, and should identify and update

annually a five-year supply of specific and deliverable sites against their housing requirements. Further, a supply of specific, developable sites or broad locations for growth should be identified for years 6-11 and, where possible, 11-15. LPAs should also set their own approach to housing density to reflect local circumstances and to boost significantly the supply of housing.

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

Paragraph 50 of the National Planning Policy Framework directs that in order to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities, local planning authorities should: inter alia

- plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, service families and people wishing to build their own homes);
- identify the size, type, tenure and range of housing that are required in particular locations, reflecting local demand.

Following the withdrawal of the Core Strategy from examination in October 2013, the Council agreed an interim housing target of 250 dwellings a year for the purposes of establishing five year housing supply in December 2013. That was the target in the revoked South East Plan and is the most recent housing target for Waverley that has been tested and adopted.

However, as a result of court judgements, it is accepted that the Council should not use the South East Plan figure as its starting point for its five year housing supply and that the Council does not currently have an up-to-date housing supply policy from which to derive a five year housing land requirement.

It is acknowledged that both the latest household projections published by the Department for Communities and Local Government and the evidence in the emerging draft Strategic Housing Market Assessment point to a higher level of housing need in Waverley than that outlined within the South East Plan. Specifically, the Draft West Surrey SHMA December 2014 indicates an unvarnished figure of at least 512 dwellings per annum.

Notwithstanding that this is a higher figure than the South East Plan Figure, latest estimates suggest a housing land supply of 3.7 years based on the

unvarnished housing supply figure of 512 dwellings per annum. This falls short of the 5 year housing land supply as required by the NPPF. This is a material consideration to be weighed against other considerations for this application.

However, consistent with paragraph 14 of the NPPF, Members are advised that the presumption in favour of granting planning permission means approving development unless the adverse impacts of doing so significantly and demonstrably outweigh the benefits of doing so.

Housing Mix and Density

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

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

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

The density element of Policy H4 has less weight than policy in the NPPF which states that to boost significantly the supply of housing, local planning authorities should set their own approach to housing density to reflect local circumstances.

Rather than prescribing a minimum or maximum density, the NPPF sets out, at paragraph 47, that Local Planning Authorities should set out their own approach to housing density to reflect local circumstances. Density is a rather crude numeric indicator. What is more important is the actual visual impact of the layout and extent of development upon the character and amenities of the area.

This scheme provides 149 dwellings within a 9.3 hectare site, giving a residential density of approximately 16 units per hectare. This corresponds with the surrounding residential density of between 4.2 and 17.5 dwellings per hectare.

The Council's Draft West Surrey Strategic Housing Market Assessment (2014, SHMA) provides an updated likely profile of household types within Waverley. The evidence in the Draft West Surrey SHMA (2014) is more up to date than the Local Plan. However, the profile of households requiring market housing demonstrated in the SHMA at Borough level is broadly in line with the specific requirements of Policy H4.

This application proposes the erection of 149 units, a net increase of 147 units, with affordable homes representing 40% of the scheme. The proposed housing mix is :

Unit type	1 bed	2 bed	3 bed	4 bed	total
Affordable	24 (40%)	18 (30%)	15 (25%)	3 (5%)	60 (100%)
Open Market	0	6 (6.74%)	30 (33.7%)	53 (59.5%)	89 (99.94%)

The Council's Draft West Surrey Strategic Housing Market Assessment (2014, SHMA) sets out the likely profile of household types in the housing market area. The Draft West Surrey SHMA (2014) provides the follow information with regards to the indicative requirements for different dwelling sizes.

Unit type	1 Bed	2 Bed	3 Bed	4+ Bed
Market homes needed for West Surrey Housing Market Assessment area	10%	30%	40%	20%
Affordable homes needed for West Surrey Housing Market Assessment area	40%	30%	25%	5%

In view of the above it is recognised that the proposed indicative mix of dwellings would not comply with the latest evidence base outlined in the Draft West Surrey SHMA (2014).

The applicants' agents whilst noting that the proposal is indicative contend that the evidence for need in the SHMA relates to a Borough wide need, to be delivered on average across all of the sites to be delivered in the Borough. In the opinion of applicants' agents each development site is different, with different character and density influences shaping the mix and layout. In their opinion, following the character and density of the surrounding area, the proposal would point to a higher percentage of larger open market properties. The applicants' agents also indicate that the outcome of the public consultation pointed firmly to the site being a lower density, family dwelling house scheme. Reference is made to schemes elsewhere in the Borough such as East Street which has an over provision of smaller units and an under provision of large units. The agents are also of the view that whilst they have indicated an indicative housing mix, the application only seeks approval for the access with the details to be agreed at the reserved matters stage.

Officers recognise that the SHMA does not provide a Cranleigh focused housing need. However, Cranleigh is one of the more sustainable parts of the Borough and as such would be expected to provide a not in significant proportion of the identified housing need. Furthermore, the characteristics of the site which seek to justify the applicants' approach would be broadly similar to each of the settlements within the Borough, and if repeated, could result in the failure of the Borough to deliver the identified housing needs indicated in the SHMA. The range of dwelling sizes identified in the SHMA seeks to provide a wide choice of homes for the needs of different groups in the community.

The proposal would not comply with the indicative requirements for different dwelling sizes as evidenced in the SHMA and therefore the proposal would not meet the identified housing needs of the Borough. This failure to comply with the identified need would need to be weighed against other considerations in the assessment of the application.

Affordable Housing

The Local Plan is silent with regards to the delivery of affordable dwellings in locations such as this. Specifically, there is no threshold or percentage requirement in the Local Plan for affordable housing on sites outside of settlements. This is because, within an area of restraint, housing development under the current Local Plan, is unacceptable in principle, including affordable housing.

If, however, Members decide to support the principle of housing on this site, then the provision of affordable housing could be regarded as a benefit of considerable weight to justify releasing the site from the countryside.

There is a considerable need for affordable housing across the Borough and securing more affordable homes is a key corporate priority.

As a strategic housing authority, the Council has a role in promoting the development of additional affordable homes to help meet need, particularly as land supply for development is limited. Planning mechanisms are an essential part of the Council's strategy of meeting local housing needs.

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

As at 23.03.2015, there are 1,575 households registered on the Council's Housing Register, who are unable to access housing to meet their needs in the market. This has been broken down as follows:

	1bed	2bed	3bed	TOTAL
No of applicants on Council's Housing Register	950	466	159	1575
No of applicants on Council's Housing Register applying from Cranleigh	85	37	19	141

This need shows a borough wide need and a much smaller local demand for affordable housing in Cranleigh. It is acknowledged that there is already an existing large local needs scheme of 79 affordable homes at Wyphurst Road in Cranleigh, which prioritises local households. Therefore, in the event that permission is granted for the proposed development the affordable housing proposed for this development should be offered on a Borough wide eligibility rather than restricting them, in the first instance, to a local connection to Cranleigh.

The demand for shared ownership is indicated by the information held on the Help To Buy Register, which is administered by the government-appointed Help To Buy Agent, BPHA.

As at 1 April 2014, there were 226 applicants registered for affordable home ownership options living or working in Waverley. Over 70% of households on the Help Buy Register are single people or couples without children. However, shared ownership purchasers are able to purchase a property with one

bedroom more than they have been assessed to need, and so many couples and single applicants will prefer a two bedroom property.

Additionally, the Draft West Surrey SHMA (2014) indicates a continued need for affordable housing, with an additional 337 additional affordable homes required per annum.

The Draft West Surrey SHMA (2014) provides the follow information with regards to the indicative requirements for different dwelling size affordable units.

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

The Draft West Surrey SHMA (2014) also recommends 30% of new affordable homes to be intermediate tenures and 70% rent.

Under Local Plan Policy H5, which refers to development in settlement area, 30% of affordable housing would be required. However, given that this site lies outside of any defined settlement area, the level of affordable housing offered is a material consideration and its acceptability will depend on the weight to be attached to it as a benefit in the planning balance. Members will recall that at Amlets Lane, another greenfield site in Cranleigh, which is also outside the developed area, received planning permission which included 40% affordable housing with 25% for shared ownership and 75% for rent.

The application proposes the provision of 40% of affordable housing with a tenure split of the affordable provision of 50 % affordable social rented, and 50% intermediate. The proposed affordable housing mix would be:

Unit Type	1 bed	2 bed	3 bed	4 bed	Total
No of units	24	18	15	3	60
%	40%	30%	25%	5%	100%

Whilst the percentage mix of dwellings is in full accordance with the Draft SHMA for affordable housing dwelling sizes, the Housing Enabling Team recommends an affordable tenure split of 70% rent / 30% intermediate to meet the need demonstrated in the Draft SHMA 2014. The applicant has, however, failed to provide this affordable tenure mix, instead offering an affordable split of 50:50.

No evidence has been provided regarding viability and deliverability of the proposed scheme with particular reference to the effect of the affordable tenure split recommended by Officers. Nor has any evidence been submitted to demonstrate that 40% is the maximum level of affordable housing that could be achieved on site. However, the provision of 40% affordable housing on this site would offer a significant community benefit, albeit not as great as would be provided by a 70:30 affordable tenure split.

Officers therefore conclude that the proposed affordable housing mix and the tenure mix would contribute to meeting local needs and that this weighs significantly in favour of the application, albeit the weight is limited by the failure to completely accord with the desired tenure split and dwelling mix.

Impact on Countryside beyond the Green Belt

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

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

Policy C2 of the Local Plan states that building in the countryside, away from existing settlements will be strictly controlled. This site is located within the Countryside beyond the Green Belt outside the recognised settlement boundary of Cranleigh.

The proposed development would involve the development of open fields. The site is acknowledged to lie within the Low Weald which is characterised by low lying and gentling rolling landscape which is moderately densely wooded with pasture. The landscape is generally rural in character. The application site is acknowledged to be an area of relatively flat pasture, with a rural appearance and therefore is considered to display characteristics of the wider Low Weald landscape.

The currently open fields would be replaced by built form. It is noted that established hedgerows and trees would be retained as green infrastructure and that the well treed established boundaries of the site would also be retained. It is accepted that the views of the site would be localised, rather than far reaching, the longer distance views into the site would be fairly limited

from the south, due to the topography of the land. Whilst views into the site would be possible from the Downs Link, given its elevated position, views would not be more widely achieved from the west. Whilst views would clearly be possible from within existing properties which bound the site on the north and east, more wider public views would also be limited.

The Landscape and Visual Appraisal submitted with the application concludes that the visual assessment would give rise to no visual effects on the AONB, which lies to the north of the village of Cranleigh, due to the distance of the proposal from the higher ground, and the heavy wooded nature of the local area. Officers also recognise that the existing settlement of Cranleigh lies between the site and AONB and therefore any development would be viewed within and as part of this wider village context.

Notwithstanding the above, however, Officers are of the view that the proposal would have an impact on the intrinsic character and beauty of the countryside by virtue of the urbanising effect of an existing undeveloped and open field, which, whilst relatively contained and with limited far reaching views, is visible as an open field when viewed from the Downs Link. However, the Downs Link is currently abutted by residential development. Thus, although the proposed development would also be visible from the Downs Link, this would not appear out of character along this stretch of the long distance route and any additional impact created could be softened and mitigated to some degree with additional landscaping.

The additional urbanising impact of the proposal on the countryside is to be balanced against other issues in the assessment of the proposal.

Highways considerations, including impact on traffic and parking

The National Planning Policy Framework 2012 outlines that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. In considering developments that generate significant amounts of movements local authorities should seek to ensure they are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. Plans and decisions should take account of whether improvements can be taken within the transport network that cost-effectively limit the significant impact of the development.

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

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

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

The application is accompanied by a Transport Assessment (TA) which assesses existing transport conditions in the area and assesses the impact of the proposed development.

The Transport Assessment concludes that the site is well located in relation to local services and amenities and that existing safe walking, cycling and public transport routes offer opportunities for future residents to access these modes. The proposal includes measures to enhance accessibility, reduce the reliance on the private car and integrate the proposals with the existing community.

The TA indicates that a safe and ‘to standard’ vehicular access to the site could be gained from Horsham Road and the proposal includes segregated pedestrian and cycle access points that would link to existing, good quality infrastructure.

The TA shows that the proposal would not result in a ‘severe’ residual impact on the highway network and would not cause significant environmental harm. In particular, the TA shows that the junction from the site onto Horsham Road would operate well within capacity thresholds. It would not materially change the operation of the junction of Horsham Road / Ewhurst Road and the High Street when compared with baseline conditions and would not have a severe impact at this location. The TA confirms that the proposal would not have a residual impact on road capacity or safety and that all of the junctions operate within theoretical capacity limits in the 2019 base scenario.

Furthermore, the growth factors included within the assessment sufficiently replicate the cumulative traffic situation that would occur with the inclusion of other committed development and future growth in housing and indicate that the network would continue to operate within limits of capacity and the residual cumulative impact would not be severe.

The vehicular access to the site would be taken from Horsham Road, and the County Highway Authority has assessed this access for safety and is satisfied with its design. The application includes the provision of additional improvements to existing pavements and the addition of pedestrian crossing points on the Horsham Road.

In addition to highway safety and capacity concerns, the scheme must also be acceptable in terms of sustainability. The NPPF advises that plans and decisions for developments that generate a significant amount of traffic should take account of whether opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure.

Paragraph 29 of the NPPF highlights the recognition of Government that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

The County Highway Authority is satisfied that the proposed package of transport mitigation measures does improve accessibility to the site by non-car modes of travel. Therefore, the planning application does meet the transport sustainability requirements of the National Planning Policy Framework. Furthermore, the Highway Authority is satisfied that the proposed access and movement strategy for the development would enable all highway users can travel to/from the site with safety and convenience.

In relation to the submitted TIA, the Highway Authority is satisfied that this provides a robust and realistic assessment of the likely impact of the development on the highway network, within the context of the likely future cumulative impact of development in Cranleigh. The applicant has agreed to provide a package of mitigation measures that directly mitigates the impact of traffic generated by their development and is also providing a reasonable and proportionate level of mitigation to help mitigate the cumulative impact of future development in Cranleigh.

In relation to the overall access strategy, the site has been designed to maximise accessibility by non-car modes of travel and includes links between the application site and Public Bridleway 566 (Downs Link) and Public Footpath 378/380. The development includes a scheme to provide safe pedestrian access between the site and Horsham Road. The Highway Authority is satisfied that all new access points provide safe and suitable access for all highway users.

In relation to the level of proposed traffic generation, the proposed trip generation assessments are based on trip rates obtained from the TRICS

database. The Highway Authority has assessed the assumptions used by the applicant to calculate the trip rates and is satisfied that they are fit for purpose. The proposed development is likely to generate the following number of trips:

-AM Peak: 25 Arrivals and 64 Departures

-PM Peak: 60 Arrivals and 34 Departures

In relation to traffic distribution from the proposed development, this has been calculated using Journey to Work data from the 2011 Census and a gravity model based on the ONS 2012 business register and employment survey. The development trip distribution is based on journey to work data for Cranleigh, because these journeys represent the majority of journeys by car during the AM and PM peak periods on the local highway network. The Highway Authority has assessed the trip distribution methodology and is satisfied that it is robust, realistic and suitable for modelling the impact of the proposed development on the surrounding highway network. The trip distribution calculation informs how development generated trips have been assigned to the highway network. From the proposed site access, it is estimated that 76% of vehicles would travel north and 24% south on the Horsham Road.

In relation to traffic flow data, Manual Classified Turning Counts were undertaken on 18 March 2014 during the AM and PM peak periods. An Automatic Traffic Count (ATC) survey has also been used to establish speeds and volumes of traffic passing the proposed site access on Horsham Road.

Assessment of this data confirms that the peak periods of the network are 0800-0900 (the AM peak period) and 1645-1745 (the PM peak period).

The Highway Authority has interrogated the applicant's traffic survey methodology and is satisfied that the data is robust for the purposes of assessing the impact of development generated traffic on the local highway network.

In respect of Traffic impact Assessment scenarios, the Highway Authority advises that in accordance with the requirements of the National Planning Policy Framework (NPPF), the TA addresses the impact of development generated traffic using a cumulative impact assessment methodology. This methodology ensures that the assessment takes into consideration both the committed planning applications within Cranleigh and the quantum of development earmarked for Cranleigh in Waverley's emerging Local Plan. The results of the traffic modelling assessment show that whilst the development would increase traffic flows on the local highway network

surrounding the site, during the AM and PM peak periods, development generated traffic would not have a material impact on the operation of the local highway network. It is important to note that the growth factors included within the assessments replicate the likely cumulative impact of development, with the inclusion of committed development and future growth in housing. The Highway Authority is satisfied that the highway network would continue to operate within the limits of capacity and the residual cumulative impact would not be severe.

The application includes the provision of an upgraded access onto the Downs Link to facilitate access for wheelchairs, prams and bikes. The County Rights of Way Officer has identified a number of mitigation measures to improve accessibility to the site by non-car modes, including

- £96,000 towards access improvements to the Downs Link and surrounding footpaths
- Providing for bus stop enhancements, including new shelters

The applicants have agreed to provide for these.

It is considered that the measures proposed would go some way towards mitigating the impact of traffic generated by the development, and would provide a reasonable and proportionate level of mitigation to address the cumulative impact of possible future development in Cranleigh.

The TA states that the details of parking spaces would be submitted with a reserved matters application. The Highway Authority would assess the internal layout of the site when details are submitted with any reserved matters application for the site. Any request made by the developer for the adoption of roads within the application site will be considered in accordance with the County Council's policy on road adoption.

The construction of the site access and the off-site pedestrian access works would be done via a S278 agreement with the County Council, if permission is granted.

The development's car parking provision should be in accordance with Waverley Borough Council's Car Parking Standards. The Highway Authority has recommended a condition requiring the applicant to submit a plan showing the required car parking provision with any reserved matters planning application. Officers consider that, having regard to the nature of the proposed development, and the size of the application site, sufficient parking spaces could be provided in line with Waverley Borough Council's adopted Guidance 2013 without being detrimental to character and appearance.

In relation to road safety, the Transport Assessment has analysed Personal Injury Accident (PIA) for the latest three year period, for the highway network in the vicinity of the site.

The PIA data for Horsham Road shows three accidents have occurred and were classified as slight. There have been no recorded accidents at or in the immediate vicinity of the proposed site access and there have been no recorded accidents involving pedestrians. The proposed development would provide two crossing points to enable residents of the development to safely walk across Horsham Road. New 30mph speed limit roundel road markings would also be provided to the north and south of the proposed site access.

In relation to sustainability, in accordance with the requirements of the NPPF and Waverley Borough Council's Local Plan 2002, the proposed development needs to demonstrate that opportunities to promote access by sustainable transport modes have been maximised.

The Highway Authority considers the proposed development is sustainable in transport terms, being within a reasonable walking and cycling distance to a wide range of service and amenities within Cranleigh and the surrounding area.

With regard to the public transport network, Cranleigh has a good level of bus service provision, with the nearest bus stops located approximately 150 metres to the north of the proposed site access on Horsham Road.

Having regard to the expert views of the County Highway Authority, the proposal is considered to be acceptable in terms of highway safety, capacity and policy considerations. Subject to completion of an appropriate Section 278 legal agreement, a 106 agreement and appropriate safeguarding conditions, the proposal would not cause severe residual cumulative impact in transport terms.

Impact on visual amenity and trees

The NPPF attaches great importance to the design of the built environment as a key part of sustainable development. Although planning policies and decisions should not attempt to impose architectural styles or particular tastes, they should seek to promote or reinforce local distinctiveness. Policies D1 and D4 of the Local Plan 2002 accord with the NPPF in requiring development to have high quality design and to be well related in size, scale and character to its surroundings.

Paragraph 58 of the Framework further directs that planning decisions should establish a strong sense of place, creating attractive and comfortable places to live in and respond to local character and reflect the identity of local surroundings.

The site is relatively well contained visually and would accommodate the proposed development with predominantly localised visual impacts, principally from the properties adjoining the site and from the Downs Link long distance Footpath. Whilst there would be some adverse visual impacts from those utilising the Public Footpath and the Downs Link, it is proposed to mitigate these impacts through additional planting and it is acknowledged that the existing built form is already visible from the Footpath and the proposed development would extend this impact. The views from the Downs Link to the west remain open countryside and distinctly rural in character.

Whilst the application is in outline form, with all matters reserved except access, illustrative layout plans and a Design and Access Statement have been submitted which provide some details.

The indicative plan gives some basic information about the parameters including the quantity of the proposed development. Whilst this is an indicative plan, it does clearly explain how the development could fit on the site.

The surrounding area is typified by low to medium density residential development. Whilst the application is in outline form, the applicants indicate that the proposed development would seek to replicate this with smaller mews properties, semi detached properties and detached dwellings, with a mix of 2, 3, 4 and 5 bed houses with a maximum height of 2.5 storeys. It is also anticipated that a small number of flats would be included. An indicative layout illustrates a number of character areas with continual active frontages overlooking retained and new green spaces on the fringe or within the proposed development site. Within the perimeter blocks, it is proposed to incorporate smaller streets of mews houses with rear gardens backing onto one another. A single spine road is proposed with secondary roads providing permeability throughout the site.

The indicative plan indicates a tree lined primary street with houses set behind grass verges and pavements. A main central green space would connect the two existing hedgerows and tree belts and provides for new planting and the LEAP, set back from the road. Smaller greens are also proposed to the south west and north west of the proposed layout, which would include SuDS features.

The applicants have undertaken a Landscape and Visual Appraisal which concludes that the proposal would maintain and enhance the local landscape character and conserve and enhance trees, hedgerows, ponds and ditches; it would restore boundaries and shaws and the local character would be maintained through the use of locally appropriate building materials. The density and layout have taken account of local character, appropriate to the edge of village location. Furthermore, the report concludes that the proposal will have no visual effect on the AONB and additional landscaping would help to mitigate the views into the site and would provide a green wooded framework to the new development, reinforcing the wooded character of the area.

Officers consider that the indicative layout would respond to the character of the surrounding built environment, and could accommodate a scheme which could be developed to function well and be of a high quality design, integrate well with the site and complement its surrounding and establish a strong sense of place.

The site is served from a single access point onto the Horsham Road. However, a principal feature of the proposals is also the creation of a new pedestrian and cycle connection to the Downs Link which runs along the western boundary of the site. Such links would increase the permeability of the site and provide pedestrian and cycle connections to the Village Centre to the north.

The provision of car parking spaces and cycle and bin storage needs to be considered so that they would not dominate the layout, and again would be considered in greater detail at a reserved matters stage if outline permission were to be granted.

The site has a number of trees bounding the field edges that have been made the subject of TPOs. The trees would not be directly impacted upon by the proposed access. The application includes Tree Impact Assessment which identifies the trees directly affected by the proposal. The proposed access would involve the loss of one oak tree which is considered to have high public amenity value situated in the ditch to the front of the 106 Horsham Road, (the property to be removed). The proposal would also involve the loss of a cypress tree and a group of 5 A grade oak trees within the boundary belt to the rear of the property. These trees are also considered to be of significant public visual amenity, being a contiguous feature of the area, visible above and between properties in keeping with the urban fringe character of the area.

Tree and hedgerow loss/diminution associated with the development would be principally limited to the removal of trees for the access creations. Whilst the

loss of existing trees which are considered to have significant public amenity value is regrettable, this harm must be balanced against any benefits of the scheme, taking account of the mitigation including additional landscaping that could be secured through condition , if permission is granted.

The Council's Tree and Landscape Officer has recommended a number of conditions to cover issues to be dealt with in a reserved matters application in the event the permission is granted.

The Cranleigh Design Statement was adopted in 2008. The design guidelines indicate that sites for new development should have regard to the traditional character of the Cranleigh Area, by relating to the form and scale of existing buildings and using material of local provenance, such as clay tiles, bricks and local stone; should harmonize with the rural character of the locality and be of sustainable construction; the height of new building should be sympathetic to its context and roofs should normally be pitched. New development should also retain the balance of buildings and open spaces.

Whilst the application is in outline only, with all matters except access reserved, it is considered that the indicative layout plan shows distinct character areas interspersed with areas of open green space. These are considered to demonstrate an appreciation and understanding of the village and the transition to the countryside.

Whilst the indicative layout demonstrates that an appropriate residential scheme could be accommodated on the site, it is accepted that the proposed development would result in material harm to visual amenity by virtue of the urbanising effect on the character of the area. This harm should be balanced against any benefits of the scheme, taking into account the mitigation that could be secured through condition, if permission is granted.

Officers consider that the proposal would be in accordance with Policies D1, D4, D6 and D7 of the Waverley Local Plan and guidance contained within the NPPF.

Impact on residential amenity

The NPPF identifies that within the overarching roles that the planning system ought to play, a set of core land use planning principles should underpin both plan-making and decision making. These 12 principles include that planning should seek to secure a good standard of amenity for all existing and future occupants of land and buildings. These principles are supported by Policies D1 and D4 of the Local Plan and guidance contained within the Council's SPD for Residential Extensions.

Existing neighbouring development lies along the northern boundary of the site within the Hitherwood Estate, and in particular, Fortune Drive, Thurlow Walk, Nappier Place and Ellery Close, and to the east of the site along the Horsham Road.

The layout plan is only indicative at this stage. However, given the length of gardens to the properties in Horsham Road, the position of the proposed dwellings, and intervening tree screening, it is considered that the proposed development would not result in any detrimental loss of light or privacy to the properties in Horsham Road. It is noted that the proposed access would be between two dwellings, 104 and 110 Horsham Road, and that there may be some impact on these properties in terms of noise and disturbance. However, the width between the two retained dwellings is approximately 20m and a tree lined avenue is proposed with a verge either side in excess of 3m. Given the proximity of the properties to the proposed access, it is considered reasonable, in this instance, to include a condition to secure acoustic fencing along the south eastern boundary of number 104 and the north western boundary of 110 Horsham Road, if permission is granted.

In relation to the properties to the north, the proposed indicative layout has avoided positioning properties opposite rear elevations. Instead the housing is proposed to be back into the site and separated from the existing housing with a wide area of open space incorporating SuDS features and small secondary roads. This indicative layout results in a separation distance of between 15 and 20m from the proposed front of the proposed properties to the site boundary. A proposed property in the north western corner would be approximately 12m from the boundary.

The existing ditch is shown to be within the application site with the northern boundary beyond the ditch. Existing stock fencing has been erected on the southern boundary of the ditch which has resulted in some of the existing properties making use of land on the northern side of the ditch. The majority of the existing properties do not have established fence boundaries, but have remained more open to enjoy the views of the existing open fields. Whilst the proposed development would undoubtedly change the outlook from the existing properties, given the proximity to boundaries, it is considered that there would not be a level of unacceptable overlooking, loss of privacy or loss of light.

The construction phase of the development has the potential to cause disruption and inconvenience to nearby occupiers and users of the local highway network. However, these impacts would be transient and could be

minimised through the requirements of planning conditions, if outline permission is granted.

Although in outline with all matters reserved, Officers consider that sufficient evidence has been submitted to demonstrate that, subject to detailed consideration at a future stage, a scheme could be developed which would provide a good standard of amenity for future and existing occupiers. Officers consider that the proposal would be in accordance with Policies D1 and D4 of the Waverley Local Plan and guidance contained within the NPPF.

Provision of amenity and play space

On promoting healthy communities, the NPPF sets out that planning policies and decisions should aim to achieve places which promote safe and accessible developments, with high quality public space which encourage the active and continual use of public areas. These should include high quality open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities. Policy H10 of the Local Plan addresses amenity and play space in housing developments. Although there are no set standards for garden sizes, the policy requires that a usable 'outdoor area' should be provided in association with residential development and that 'appropriate provision for children's play' is required.

The Council uses the standard recommended by Fields in Trust (FIT) for assessing the provision of outdoor playing space.

The proposed indicative scheme identifies provision of a LEAP (Local Equipped Area for Play), a small area of undisturbed woodland, areas of flower meadows and area of lawn to encourage informal play.

A LEAP comprises a play area equipped mainly for children of early school age (4-8 years old). LEAPs should be located within five minutes walking time from every home (400m walking distance).

The main activity area should be a minimum of 400sqm with a buffer between it and the boundary of the nearest residential property. This buffer zone would include footpaths and planted areas.

Whilst the application is in outline form, with the design and layout reserved for future consideration, the indicative layout does indicate the provision of a LEAP on the southern boundary of the site. It is indicated that the LEAP would use natural materials to complement the rural setting of the site and the

area would be planted with meadow grass and trees with tactile bark. Paths would be mown through the grass to provide access to the LEAP.

Officers consider that sufficient evidence has been submitted to demonstrate that, subject to detailed consideration at a future stage, a scheme could be developed which would provide a good standard of play space for the future community.

The provision of areas of open public space in the layout would contribute to creating the sense of place and character of the area. The indicative layout also indicates that supplementary planting would be carried out adjacent to the Downs Links to enhance the green corridor character of the Downs Link as well as enhance views towards the site from the footpath.

The submitted plans show an indicative layout which indicates that individual garden sizes would be appropriate.

The proposal is considered to be in accordance with Policy H10 of the Local Plan and the guidance of the NPPF 2012.

Air quality

Paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by: inter alia preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.

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.

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 inter alia (c) loss of general amenity, including material loss of natural light and privacy enjoyed by neighbours and disturbance resulting from the emission of noise, light or vibration; (d) levels of traffic which are incompatible with the local highway network or cause significant environmental harm by virtue of noise and disturbance; (e) potential pollution of air, land or water, including that arising from light pollution and from the storage and use of hazardous substances; In the same vein Policy D2 states that the Council will seek to ensure that proposed and existing land uses are compatible. In particular inter alia (a) development, which may have a materially detrimental impact on sensitive uses with regard to environmental disturbance or pollution, will not be permitted.

There is no Air Quality Management Area in Cranleigh. However, the impact on air quality remains an important material consideration.

There are some concerns relating to potential emissions during the construction phases of the project, affecting existing receptors in the area. It should also be noted that the introduction of residential properties may expose the future occupants to air pollution associated with road traffic and is likely to increase road usage in the area by the occupants. Therefore mitigation measures would be required to offset the additional development.

The application has been accompanied by an Air Quality Statement which states that having regard to the Transport Assessment, which demonstrates that the proposed development is likely to contribute a negligible increase in vehicular trips along the Horsham Road, an assessment of the proposed development on local traffic levels has not been undertaken. The report concludes that the main air quality impact, in relation to the development, would be construction related activities. Furthermore, it should be noted that the impact of dust and emissions from construction can have a significant impact on local air quality. As there is no safe level of exposure, all reduction in emissions will be beneficial.

The Council's Air Quality Officer has advised that there are some concerns relating to the potential emissions during any construction phases of the proposed development and the increase road usage. Given that the site is currently a greenfield site the additional traffic and cumulative impact of other development would have a significant additional effect on air quality. The Air Quality Officer considers that the proposal would be a medium risk proposal in

terms of the Mayor of London, London Council's Best Practice Guidance, 'The Control of dust and emissions from construction and demolition 2006'.

The Council's Air Quality Officer has advised that a report commissioned by Waverley Borough Council, The Farnham Traffic Management and Low Emission Feasibility Study carried out by AEA Technology in April 2012, noted that the highest emissions affecting the air quality is directly related to diesel cars and not HGVs and buses. Therefore, consideration has been given to the additional impact on this location of any vehicular use and mitigation measures which would be required to offset the additional development.

In the light of the conclusions of the Council's Air Quality Officer, it is considered that, subject to suitable mitigation measures, particularly throughout the construction stage, the impact on air quality from the proposed development would be acceptable.

Flood Risk and Drainage

Paragraph 100 of the NPPF 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.

Paragraph 101 of the NPPF states that the aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding. The Strategic Flood Risk Assessment will provide the basis for applying this test. A sequential approach should be used in areas known to be at risk from any form of flooding.

Paragraph 103 of the NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

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

In a Written Ministerial Statement on the 18th December 2014, the Secretary of State for Communities and Local Government set out the Government's expectation that sustainable drainage systems (SuDS) will be provided in new developments, wherever this is appropriate.

Decisions on planning applications relating to major developments should ensure that SuDS for the management of run-off are put in place, unless demonstrated to be inappropriate. Under these arrangements, local planning authorities should consult the relevant Lead Local Flood Authority (LLFA) on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The SuDS should be designed to ensure that the maintenance and operation requirements are economically proportionate. This policy came into effect on the 6th April 2015 and from the 15th April 2015, the LLFA in respect of surface water drainage and SuDS will be Surrey County Council.

The NPPG states that whether SuDS should be considered will depend on the proposed development and its location, for example where there are concerns about flooding. SuDS may not be practicable for some forms of development. New development should only be considered appropriate in areas at risk of flooding if priority has been given to the use of SuDS. When considering major development, SuDS should be provided unless demonstrated to be inappropriate. Whether a SuDS system is appropriate to a particular development proposal is a matter of judgement for the Local Planning Authority and advice should be sought from relevant flood risk management bodies, principally the LLFA.

The Department for Environment, Food and Rural Affairs (DEFRA) has published non-technical standards for SuDS (March 2015) which will be taken into account by the LLFA and local planning authorities in assessing the acceptability of SuDS schemes.

The application site, including the access, falls wholly within Flood Zone 1. Therefore, whilst the proposed development for residential purposes is classified as 'More Vulnerable', the use is consistent with the appropriate uses for Flood Zone 1, as outlined in Table 2 of the NPPF – Technical Guidance Document. It is not therefore necessary to consider the sequential or exception tests in this instance. However the application relates to a major development and the site area exceeds 1 ha in site area. Therefore, a site specific Flood Risk Assessment (FRA) is required and one has been submitted with the application.

Part of the site also lies within 20m of Holdhurst Brook, which flows in a westerly direction crossing the application site in the north western corner of the site. A number of ditches also exist on the northern part of the site, one of which has a culverted section which would be realigned during the proposed works.

The proposed development would include a number of environmental factors which would require consideration in relation to flood risk, including a significant increase in hard standing across the site and the impact of the development on the disposal of surface water run-off and foul drainage.

A substantial number of representations have raised concern regarding the potential for the development to exacerbate existing flooding in the vicinity. It is acknowledged that there have been recent flooding incidents within the existing residential development to the north of the site.

The FRA outlines that the site has a low probability of flooding and comprises land assessed as having a less than 1 in 1000 year annual probability of fluvial flooding, which is within acceptable limits for fluvial flooding.

The FRA identifies that the Holdhurst Brook flows in a westerly direction, crossing the site in the north western corner of the site. The report details that the Environment Agency flood maps do not indicate any flooding associated with the Holdhurst Brook and, given the existence of a larger culvert immediately downstream of the site, the culvert has adequate capacity to convey the surface water run off from the upstream catchment, including discharges from the proposed development. Discharges for the proposed development would be restricted to existing greenfield run off rates. The FRA considers that the development would have no adverse impact on the fluvial flood regime in relation to downstream flood risk or that of the proposed development.

The submitted Flood Risk Assessment has been subject to an independent assessment by independent drainage and flooding consultants to consider whether the FRA adequately addresses the requirements of the NPPF with regard to surface water attenuation. The submitted FRA identifies an indicative SuDS strategy which demonstrates that attenuation is provided for surface water flows arising from the 1 in 100 year plus 30% climate change allowance storm. It is proposed that surface water flows arising from the development will be discharged at a rate of 4.8 l/s/ha (the calculated greenfield rate). Attenuation is proposed to be provided by way of a combination of attenuation ponds and below ground attenuation tanks.

The FRA outlines the principles by which surface water could be dealt with, so as not to pose a flood risk to the proposed development, as well as to limit the discharge from the development, so as to not increase flood risk elsewhere. The Council's appointed consultants have advised that the proposals outlined in the FRA appear to represent a methodology by which surface water could be drained from the site, should infiltration drainage be demonstrated not to be feasible. In relation to surface water management therefore, it is considered that the proposed surface water strategy adequately demonstrates that there would be no increase in flood risk as a result of surface water run-off from the development site and the requirements of the NPPF are therefore met.

The Council's consultants have advised that the proposed surface water strategy demonstrates that the existing greenfield run-off rates could be maintained, meaning that there would be no increase in flood risk either on site or elsewhere. The attenuation requirement is currently demonstrated to be met through the use of storage features but infiltration methods could be considered at the detailed design stage if intrusive testing demonstrates their feasibility.

The Environment Agency considers that the applicant has met the minimum requirements of the NPPF, and raises no objection subject to the imposition of a condition requiring a surface water drainage scheme to be submitted and agreed, including where appropriate a Surface Water Management Plan, to prevent an increased risk of flooding.

In view of the above and given that the site lies within Flood Zone 1 where no significant sources of flooding have been identified, the FRA concludes that there will be no interference to any known flood paths for 1 in 100 year and 1 in 1000 year flood events and as such there will be no impact on flood risk elsewhere. Furthermore, with respect to the mitigation measures proposed including the attenuation SuDS features, the flood risk for the proposal is considered to be low. This is a conclusion which is confirmed by the Council's independent drainage consultants.

Thames Water has commented in relation to surface water drainage that it is the responsibility of a developer to make proper provision for drainage to ground water courses or a suitable sewer. In respect of surface water, it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separated and combined at the final manhole nearest the boundary. Connection are not permitted for the removal of groundwater.

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Whilst at present there is insufficient capacity in relation to waste water infrastructure, Thames Water does not raise an objection in principle to the proposal, subject to the provision of a suitably worded condition in relation to the provision of a drainage strategy, to be handled at reserved matters stage, in the event that outline permission is granted.

Furthermore, the existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development, and therefore, in the event of permission being granted a condition requiring the submission of an impact study of existing water supply infrastructure be submitted, indicating the magnitude of any additional capacity required in the system and a suitable connection point.

It is considered that, subject to the imposition of appropriate conditions, the proposal would accord with the requirements of the NPPF and Local Plan Policies D1 and D4.

Archaeological considerations

Paragraph 128 of the NPPF sets out that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

The site is not within an Area of High Archaeological Potential. However, due to the size of the site and pursuant to Policy HE15 of the Local Plan, it is necessary for the application to take account of the potential impact on archaeological interests. The applicant has submitted an Archaeological Desk-Based Assessment, which concludes that the site has a moderate potential for below ground archaeological deposits associated with the pre-historic periods and a low potential for archaeological deposits associated with all other periods. The report also concludes that given that the site is likely to have been used as agricultural land, ploughing is likely to have had a

widespread negative impact on any surface horizon. It is further suggested that any further archaeological mitigation could be secured by condition.

The County Archaeologist has considered the information put forward by the applicant and has noted that there has been no analysis of aerial photographs or a walkover across the site has been undertaken, which may have revealed the presence of earthworks or buried archaeological features. The County Archaeologist has advised that given that there has been little archaeological investigation conducted in the vicinity of the site, and that currently unknown and unexpected Archaeological Assets would be destroyed during the extensive groundworks that would be proposed on this undeveloped site. In line with the National Planning Policy Framework and Local Plan Policy HE15, it is recommended that further archaeological work be undertaken. In the first instance this should comprise archaeological evaluation trial trenching, together with the walkover and aerial photograph analysis. The results of the mitigation would enable suitable mitigation measures to be developed.

To allow for the implementation of suitable mitigation measures appropriate to the archaeological significance of the Assets that may be present, the County Archaeologist recommends that a condition of any outline planning permission be that any detailed planning application be accompanied by the results of the evaluation.

The impact on archaeological interests could be sufficiently controlled through the imposition of conditions if permission is granted. The proposal is therefore considered to comply with Policy HE15 of the Local Plan and advice contained within the NPPF 2012.

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.

Paragraph 69 of the National Planning Policy Framework 2012 highlights that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities.

To this end, planning policies and decisions should aim to achieve places which promote inter alia safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

The proposal is in outline form and the detailed design and layout would be considered at reserved matters stage if outline permission is granted.

The Crime Prevention Design Advisor has been consulted on the application and has indicated that at this stage he has no concerns regarding the relationship between the development and security. The Crime Prevention Design Advisor has, however, urged that the developer would consider applying for the Secured by Design Award.

In view of the above, it is considered that the proposal would not lead to crime and disorder in the local community and would accord with the requirements of the NPPF and the Crime and Disorder Act 1998.

Infrastructure

Policy D13 of the Local Plan states that “development will only be permitted where adequate infrastructure, services and facilities are available, or where the developer has made suitable arrangements for the provision of the infrastructure, services and facilities directly made necessary by the proposed development. The Council will have regard to the cumulative impact of development, and developers may be required to contribute jointly to necessary infrastructure improvements”.

Local Plan Policy D14 goes on to set out the principles behind the negotiation of planning obligations required in connection with particular forms of new development. The current tests for legal agreements are set out in Regulation 122 (2) of the CIL Regulations 2010 and the guidance within the NPPF.

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.

From 6th April 2015, CIL Regulation 123 is amended to mean that the use of pooled contributions under Section 106 of the Town Country Planning Act are restricted. At that point, no more may be collected in respect of a specific infrastructure project or a type of infrastructure through a Section 106 agreement, if five or more obligations for that project or type of infrastructure have already been entered into since 6th April 2010 and it is a type of infrastructure that is capable of being funded by CIL.

In the light of the above change, the infrastructure providers have been requested to confirm that the identified contributions contained within the PIC calculator meet the tests of CIL Regulations 122 and 123. The final obligations to be included within the Section 106 agreement will need to satisfy the tests of the Regulations.

This application proposes the erection of 149 dwellings (a net increase of 147) and the following infrastructure contributions are considered to be justified under CIL Regulations 122 and 123:

Education (Primary)	£556,670
Environmental Improvements	£37,440
Transport (Outside town centre)	£305,190 (including footpath improvements)

Additional works to the public highway, which would be controlled through a S278 agreement are as follows:

Prior to the commencement of the development to construct the vehicular site access to Horsham Road in general accordance with Drawing No SK21325-21 and subject to the Highway Authority's technical and safety requirements. Once provided the access and visibility splays shall be permanently retained to the satisfaction of the Local Planning Authority.

Prior to the first occupation of the development to construct the pedestrian access works in general accordance with Drawing No's SK21325-21 and SK21325-20 and subject to the Highway Authority's technical and safety requirements.

The applicant has indicated a willingness to enter into a suitable legal agreement to secure relevant contributions. As of yet a signed and completed legal agreement has not been received. However, it is envisaged that an

agreement will be provided by the applicant. This matter is addressed in the Officer recommendation.

Subject to the receipt of a suitable, signed legal agreement to secure appropriate and justifiable infrastructure contributions, it is concluded that the proposal has adequately mitigated for its impact on local infrastructure and the proposal would comply with the requirements of the Local Plan and the NPPF with regards to infrastructure provision.

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.

The weight to be attached to these considerations is a matter for Committee.

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. In the current case, the approval of the application would mean that the NHB would be payable for the net increase in dwellings from this development. The Head of Finance has calculated the indicative figure of £1,450 per net additional dwelling, (Total of £216,050) per annum for six years. A supplement of £350 over a 6 year period is payable for all affordable homes provided for in the proposal.

Climate change and sustainability

The Local Plan does not require this type of development to achieve a particular rating of the Code for Sustainable Homes or include renewable energy technologies. The Design and Access Statement, however, indicates an intention to use locally sourced bricks and tiles. The lack of any policy backing in this regard, however, prevents conditions being added to require this.

Biodiversity and compliance with Habitat Regulations 2010

The NPPF states that the Planning System should contribute to and enhance the natural and local environment by minimising impacts upon biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including

by establishing coherent ecological networks that are more resilient to current and future pressures.

When determining planning application, local planning authorities should aim to conserve and enhance biodiversity by applying the following principles:

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

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

The National Environment and Rural Communities Act 2006 states that the Council as local planning authority has a legal duty of care to protect biodiversity.

The application property does not fall within a designated SPA, SAC, SNCI or SSSI. Although there is an area of ancient woodland to the south of the site and a Regionally Important Geological/Geomorphical site lies on the Downs Link to the south of the site.

The application has been accompanied by an extended Phase 1 Survey or water. The study identifies the majority of the site as being short improved grassland which is common, widespread and of relatively low ecological value, although the mature trees and hedgerows and semi improved grassland has intrinsic value for the protected species.

The existing buildings do not support any bat roosts and the ponds within the vicinity are considered unsuitable to support Great Crested Newts, although reptile surveys did find grass snakes in the south west of the site. The report details recommendations and mitigation measures to ensure that any impacts on protected species and the biodiversity of the site would be adequately and appropriately mitigated for.

Surrey Wildlife Trust has advised that the Extended Phase 1 Survey report dated October 2013 provides much information which will be useful to the Local Planning Authority in determining the likely effects of the development on protected and important species using the site.

Surrey Wildlife Trust has advised that the application should be required to undertake the recommended actions set out in Section 6 of the report and

furthermore advised that the 'advised enhancements' in Section 7 be considered as essential mitigation.

Surrey Wildlife Trust considers that the proposed development is likely to offer some opportunities to restore or enhance biodiversity and will assist in offsetting any localised harm caused by the development process.

In view of the above, and subject to the imposition of suitable conditions, if permission is granted Officers consider that the bio-diversity interests of the site would be conserved and the proposal would accord with Local Plan Policy D5 and the guidance contained within the NPPF.

Health and wellbeing

Local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in local and neighbourhood plans and in planning decision making. Public health organisations, health service organisations, commissioners and providers, and local communities should use this guidance to help them work effectively with local planning authorities in order to promote healthy communities and support appropriate health infrastructure.

The NPPG sets out that the range of issues that could be considered through the plan-making and decision-making processes, in respect of health and healthcare infrastructure, include how:

- development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital;
- the local plan promotes health, social and cultural wellbeing and supports the reduction of health inequalities;
- the local plan considers the local health and wellbeing strategy and other relevant health improvement strategies in the area;
- the healthcare infrastructure implications of any relevant proposed local development have been considered;
- opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to

healthier food, high quality open spaces and opportunities for play, sport and recreation);

- potential pollution and other environmental hazards, which might lead to an adverse impact on human health, are accounted for in the consideration of new development proposals; and
- access to the whole community by all sections of the community, whether able-bodied or disabled, has been promoted.

The provision of open space in the scheme is considered to be positive in terms of the health and well being of future residents and also existing residents near the site. Additionally, the risk of pollution is minimised through the suggested mitigation measures

The Council has sought the views of NHS England, Health Watch, Guildford and Waverley Clinical Commissioning Group and the Director of Public Health for Surrey. At the time of preparation of the report, the comments of these consultees have not been received. Any views received will be reported orally to the meeting.

Nonetheless, officers are satisfied that the scheme makes provision for access for the whole community and that any environmental hazards arising from the development would be minimised or sufficiently mitigated.

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

Water Frameworks Regulations 2011

The European Water Framework Directive came into force in December 2000 and became part of UK law in December 2003. It gives us an opportunity to plan and deliver a better water environment, focusing on ecology. It is designed to:

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

The proposal would not conflict with these Regulations.

Accessibility and Equalities Act 2010 Implications

Policy D9 of the Waverley Borough Local Plan encourages and seeks provision for everyone, including people with disabilities, to new development involving buildings or spaces to which the public have access.

Officers consider that the proposal complies with this policy. A full assessment against the relevant Building Regulations would be captured under a separate assessment should permission be granted.

From the 1st October 2010, the Equality Act replaced most of the Disability Discrimination Act (DDA). The Equality Act 2010 aims to protect disabled people and prevent disability discrimination. Officers consider that the proposal would not discriminate against disability, with particular regard to access. It is considered that there would be no equalities impact arising from the proposal.

Human Rights Implications

The proposal would have no material impact on human rights.

Issues raised by third parties

A number of concerns have been highlighted in third party representations. These comments have been very carefully considered by officers.

The majority of the concerns relate to the impact on the countryside, the level of 'disproportionate' growth of Cranleigh, the resultant impact on existing residential properties, infrastructure and the impact on traffic and congestion, particularly through the village and concerns regarding flooding. The report is considered to have addressed these issues.

The Local Plan and Cranleigh Neighbourhood Plan are both at early stages. The advice from Government sets out that refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Therefore, Officers conclude that the application could not reasonably be refused on the basis of prematurity.

The site is in the Countryside Beyond the Green Belt and therefore proposes the development of a greenfield site and it is recognised that there would be an urbanising impact on an undeveloped and open field which would have an impact on the intrinsic character of the countryside. However, this issue must be balanced against the immediate requirement for a significant increase in housing supply and the lack of a five year housing supply.

The concerns regarding flooding have been carefully considered. Thames Water and the Environment Agency have both reviewed the application documents from a technical point of view and have raised no in principle objections to the proposal. Furthermore, the Local Planning Authority have commissioned an independent Drainage Consultant to review the proposals and concludes that the proposed surface water strategy demonstrates that the existing greenfield run-off rates can be maintained, meaning that the proposals would not increase flooding either on the site or elsewhere. Therefore, Officers advise that a refusal on technical grounds of flooding could not reasonably be substantiated.

Concern has also been expressed with respect to the maintenance of the ditch running along the northern boundary of the site. The applicants' agents have confirmed that whilst the ditch would not form part of the SuDS Management, the ditch would be maintained as part of the wider management to be undertaken by the Management Company

The County Highway Authority has reviewed the proposed development. The County Highway Authority has not raised objection in terms of the proposed development. Therefore, Officers advise that an objection on technical highway safety and capacity grounds could not reasonably be substantiated.

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.

Cumulative / in combination effects

It is important that the cumulative effect of the proposed development and any other committed developments (ie schemes with planning permission, (taking into consideration impacts at both the construction and operational phases), or those identified in local planning policy documents) in the area are considered.

Cumulative effects comprise the combined effects of reasonably foreseeable changes arising from the development and other development within a specific geographical area and over a certain period of time. The significance of cumulative impacts needs to be addressed in the context of characteristics of the existing environment. This is to ensure that all of the developments:

- are mutually compatible; and
- remain within the environmental capacity of the area and its environs.

It is acknowledged that permission has been granted for 125 dwellings in Amletts Lane (WA/2014/1038) but there are no other schemes of significant scale which have been granted permission although there has been a recent refusal for circa 425 dwellings on land west of Knowle Lane (WA/2014/0912) and there are other applications currently under consideration.

In view of the above, it is considered that the proposed development would not cause harm, in combination with other developments, to the character and amenity of the area.

Conclusion/ planning judgement

The application is for outline planning permission with all matters reserved except means of access. Therefore the detail of the reserved matters scheme will be critical to ensure that the proposed development is acceptable in planning terms.

In forming a conclusion, the NPPF requires that the benefits of the scheme must be balanced against any negative impacts of the scheme.

The site is located in the Countryside beyond the Green Belt and as such the development would encroach into the countryside. The Council's preference would be for previously developed land to be developed prior to green field sites. However, the Council cannot currently identify a deliverable supply of housing from the identified sites which would sufficiently meet the housing demand for the next five years. This is a material consideration of significant weight in this assessment. Linked to this, Policy C2 is a housing land supply policy and given the lack of a 5 year supply of housing, Members are advised that Policy C2 can only be afforded limited weight in respect of constraints on development in principle.

The proposal would result in an urbanising impact on the intrinsic character and beauty of the countryside. However, the site is relatively well contained with limited far reaching views into the site. Whilst the proposal would be visible from the Downs Link, the footpath runs alongside the existing built up area of Cranleigh, and over time and with additional planting, the proposal would be seen as a further extension of the existing built form. The harmful urbanising impact of the proposal on the countryside, must be balanced against the immediate requirement for a significant increase in housing supply and the Council's inability to make provision for a five year housing supply.

The scheme would not result in the loss or alienation of the best and most versatile agricultural land, and would not result in the fragmentation of an agricultural holding so as to seriously undermine the economic viability of the remaining holding.

The scheme would result in an increase in traffic movements onto the Horsham Road. However, the County Highway Authority has considered the Transport Assessment submitted and considers that the access would be acceptable from a highway safety point and that there are no objections in relation to highway capacity. Furthermore, the proposed highway improvements to the existing pavements and the proposed upgrading of the existing public rights of way would help to encourage alternative means of travel into the village centre other than the car.

The scheme would deliver a substantial level of both market and affordable housing, which would contribute significantly towards housing in the Borough. Furthermore, the proposal would provide for on site affordable housing, an important consideration which weighs in favour of the scheme. The scheme would not fully meet the Council's aspirations for the precise mix of dwellings and affordable tenure split as informed by the SHMA (2014). This concern weighs against the proposal but, in itself, in the officers' view, would not justify refusal of the application, in that it would not outweigh the benefit of the provision of housing overall.

Given the immediate need for additional housing and the lack of alternative deliverable sites to achieve the level of housing that is required, it is considered that the adverse impact on the character of the Countryside beyond the Green Belt and concerns regarding precise tenure split and mix would not significantly and demonstrably outweigh the benefits achieved by the scheme, and in particular the significant delivery of housing, when assessed against the policies in the NPPF taken as a whole or specific policies in the NPPF.

The proposal has adequately mitigated for its impact on local infrastructure and the proposal would comply with the requirements of the Local Plan and the NPPF with regards to infrastructure provision.

In view of the above, whilst recognising the substantial level of local opposition, officers consider that the scheme could be supported.

Recommendation

That subject to the completion of a S106 agreement to secure the provision of 40% affordable housing and the provision of a Local Equipped Area of Play, highway and transport improvements, footpath improvements and infrastructure including education, and environmental improvements and the setting up of a Management Company to manage open spaces, the play area and SuDS scheme and subject to conditions, permission be GRANTED.

1. Condition

Details of the reserved matters set out below ("the reserved matters") shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:

1. layout;
2. scale;
3. appearance;
4. landscaping;

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

Reason

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

2. Condition

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

Reason

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

3. Condition

The development hereby approved shall not be first occupied unless and until works to improve the surface of Public Footpath 378 within the application site, re-profile the adjacent ditch line, and provide new links between the application site and Public Footpath 378/Public Bridleway 566 have been provided, in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason

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

4. Condition

The development hereby approved shall not be first occupied unless and until the applicant has undertaken a tree survey of woodland coverage along the old railway embankment and to action works where necessary to remove those trees considered to be in a deteriorating condition, in accordance with a scheme to be first submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy M2 and M4 of the Waverley Borough Local Plan 2002.

5. Condition

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

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and Policy M2 of the Waverley Bough Local Plan 2002.

6. Condition

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (j) measures to prevent deliveries at the beginning and end of the school day
- (k) 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 Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and Policy M2 of the Waverley Bough Local Plan 2002.

7. Condition

No operations involving the bulk movement of earthworks/materials to or from the development site shall commence unless and until facilities have be

provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably practicable prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and Policy M2 of the Waverley Bough Local Plan 2002.

8. Condition

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

- (a) The secure parking of bicycles within the development site.
- (b) Providing safe routes for pedestrians / cyclists to travel within the development site.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012 and Policy M2 of the Waverley Bough Local Plan 2002.

9. Condition

Prior to the commencement of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with SK Transport Planning's Framework Travel Plan document dated August 2014. The approved Travel Plan shall be implemented prior to first occupation of the development, and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason

The above conditions are required in recognition of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

10. Condition

Development shall not commence until a drainage strategy detailing any on and / or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason

To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community, in accordance with policies d1 and d4 of the Waverley Borough Local Plan and the NPPF.

11. Condition

Development should not be commenced until: impact studies of existing water supply infrastructure have been submitted to, and approved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.

Reason

To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand and to accord with Local Plan Policies D1 and D4 of the Waverley Borough Local Plan and the NPPF.

12. Condition

Development shall not begin until a surface water drainage scheme for the site, based on the agreed Flood Risk Assessment Land to the West of Horsham Road, Cranleigh, GU6 8DQ reference :CS Cranleigh. 10 dated August 2014 produced by Mayer Brown Ltd has been submitted to and approved in writing by the Local Planning Authority. If the development is to be carried out in phases, then an overarching Master Surface Water Management Plan should be submitted with each phase detailed within it and it should be demonstrated that these will work independently of another phase. This is so that should one phases not be carried out there will be no impact on the development as a whole. The scheme shall subsequently be

implemented in accordance with the approved details before the development is completed. The scheme shall include:

- Attenuation ponds / attenuation basins and permeable paving as outlined in the FRA
- An outfall into the main river
- A retention of the existing Greenfield run off rate
- A maintenance plan for the SUDs
- Infiltration testing results

Reason

To prevent increased risk of flooding in accordance with local Plan Policies D1 and D4 and the NPPF.

13. Condition

The development shall be carried out in strict accordance with the recommendations, as set out in Section 6, and specifically sub-sections 6.6; 6.9; 6.11; 6.13 and 6.18 of the JFA Extended Phases 1 survey report dated October 2013 and with Section 7, which although indicated to be 'advised enhancements' are considered to be 'essential mitigation' in respect of:

- BS standard protection of retained trees and hedgerows;
- The design of external lighting to be bat-friendly, minimising lightspill onto mature trees and hedgerows, particularly on boundaries;
- Design of boundary treatments to allow continued access for wildlife, especially badgers.

Reason

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

14. Condition

No development shall 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

The development covers a large area and it is considered likely that unknown and unexpected Archaeological Assets will be destroyed during the extensive groundworks. It is important the site is surveyed and work is carried out as

necessary in order to provide the opportunity to influence the design and logistics of the development and accommodate any Archaeological Assets worthy of preservation in situ revealed in accordance with Policy HE15 of the Waverley Borough Local Plan 2002.

15. Condition

Prior to the commencement of works, a scheme detailing the provision of Electric Vehicle Charging Points (EVP's) within the development shall be first submitted to and approved in writing by the Local Planning Authority. The developer may suggest measures to the Planning Authority which may include a requirement to install electric charging points at a ratio of 1:10 for privately accessible car parking spaces, or 1:20 for publicly accessible car parking spaces, to encourage the uptake of low emission vehicles. The development shall be carried out in strict accordance with the scheme and maintained thereafter.

Reason

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

16. Condition

No development shall take place until a written Waste Minimisation Statement, confirming how demolition and construction waste will be recovered and reused on site or at other sites has been submitted to and approved in writing by the Local Planning Authority. The measures shall be implemented in strict accordance with the approved details.

Reason

To ensure that the development would include the re-use of limited resources, to ensure that the amount of waste to landfill is reduced and to comply with Policy D3 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

17. Condition

No development shall take place until details of earthworks have been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the relationship of proposed mounding to existing vegetation and surrounding landform. Development shall be carried out in accordance with the approved details.

Reason

In the interest of character and appearance of the area in accordance with Policies C3, D1 and D4 of the Waverley Borough Local Plan 2002.

18. Condition

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

Reason

In the interest of the character and amenity of the area in accordance with Policies C3, D1 and D4 of the Waverley Borough Local Plan 2002.

19. Condition

Prior to the commencement of works, a Construction Environmental Management Plan, to control the environmental effects of the construction work, shall first be submitted to and agreed in writing by the Local Planning Authority. The scheme shall include:

- (i) control of noise;
- (ii) control of dust, smell and other effluvia;
- (iii) control of surface water run off;
- (iv) proposed method of piling for foundations;
- (v) hours during the construction and demolition phase, when delivery vehicles or vehicles taking away materials are allowed to enter or leave the site;
- (vi) hours of working.

The development shall be carried out in strict accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason

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

20. Condition

Prior to the commencement of development, a Landscape and Ecology Management Plan, relating to the public spaces within the site, shall first be submitted to and agreed in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details and plans.

Reason

In the interests of the character and ecological amenities of the site in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

21. Condition

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, no development within Schedule 2 Part 1, Classes A-H shall take place on the dwellinghouses hereby permitted or within their curtilage, unless otherwise first agreed in writing by the Local Planning Authority.

Reason

In the interest of the character and amenity of the area in accordance with Policies C2, C3, D1 and D4 of the Waverley Borough Local Plan 2002.

22. Condition

Prior to the commencement of any development, details shall first be submitted to and approved in writing by the Local Planning Authority of a Programme of Phased Implementation for the permission hereby granted. The development shall thereafter be carried out in accordance with the agreed Phasing Programme unless otherwise first agreed in writing by the Local Planning Authority. The phasing plan shall indicate the timing of construction of the scheme phases, including the provision of associated external works (such as parking and landscaped areas), commensurate with the phases and associated areas/uses being brought into use. The development shall be carried out in full accordance with the approved phasing plan, unless otherwise in writing by the Local Planning Authority.

Reason

To ensure the proper and effective development of the site in the interests of the amenity of the area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

23. Condition

Before the development hereby permitted commences, the applicant shall undertake an acoustic survey. The acoustic survey shall determine the existence of any adverse noise impacts on adjoining occupiers arising from the proposed development. The survey shall be submitted to and approved in writing by the local planning authority.

Reason

To ensure the proper and effective development of the site in the interests of the amenity of the area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

24. Condition

Where the acoustic survey has identified a potentially adverse noise impact, a scheme of works to reduce the intrusion of noise shall be drawn up. The scheme shall have regard to the requirements of BS8233:2014. The scheme shall be submitted to and approved in writing by the local planning authority. The scheme as approved by the local planning authority shall be fully installed before the development is occupied and shall be maintained for as long as the use continues.

Reason

To ensure the proper and effective development of the site in the interests of the amenity of the area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

25. Condition

The plan numbers to which this permission relates are Site Location Plan 21750A/02 rev B; Illustrative master Plan 21750A/100F; Plan Nos SK21316-11; SK21316-12; SK21325-13; SK21325-14; SK21325-15; SK21325-16; SK21325-20; SK21325-21; SK21325-22; SK21325-23; Tree Constraints Plan and Illustrative Area of Public Open Space 21750A/200 Rev C. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

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

Informatives

1. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.

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

8. The developer is advised that Public Bridleway Number 378 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.
9. 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.
10. 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.
11. 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.
12. 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>
13. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.
14. The applicant's attention is drawn to the advice contained in the letter from Surrey Wildlife Trust dated 24th November 2015.

15. The applicants attention is drawn to the comments of Thames Water contained in their response dated 17th October 2014.
16. "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.
17. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £97.00 or a reduced rate of £28.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.
18. 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.
19. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.