

Area Planning Committee

WA/2019/0770

Land North of Coxbridge Farm,

West Street,

Farnham

Summary

This application was considered by Members of the Western Planning Committee on 18th May 2021 and it was resolved to approve the application as below:

Recommendation A: That, subject to the applicant entering into an appropriate legal agreement by 18/11/2021 to secure the provision of 30% affordable housing (70% social rented and 30% shared ownership) contributions towards SANG and SAMM, travel plan vouchers, contribution towards and carrying out of highways improvements; SuDS management/ maintenance, open space management/ maintenance; provision of LEAP/LAP; contribution towards waste and recycling containers; subject to conditions and informatives, permission be GRANTED.

Recommendation B: That, in the event that the requirements of Recommendation A are not met, permission be REFUSED.

This application is being referred back to the Western Planning Committee as the completion of the S106 agreement has gone past the 6 months that was originally agreed by the Council as the period in which it should be completed by, from the resolution to grant at Western Planning Committee in May 2021. Officers are seeking to extend the resolution to grant until 29th June 2023.

Officers also consider that it is appropriate to highlight to Members that the highways improvement works originally proposed to be secured via the S106 would now be secured via condition (for reasons explained in the main body of this report), that various conditions are proposed to be amended to allow for the phased construction of the development and that a number of additional conditions are required. These minor changes, that do not significantly alter the terms of the planning permission or the nature of the scheme, are being put forward to Members for the sake of completeness.

As the adoption of Local Plan Part 2 is imminent, this report also lists the policies that are relevant to this proposal and advises that adoption of these policies will not require any material change to the permission as there is no conflict with these policies.

Officers advise Members that this is not an opportunity to re-open the debate about the acceptability of the scheme, merely to consider the changes that are set out in detail in the remainder of this report.

Extension to time to complete S106

Due to the complexities of the S106 agreement and the death of two of the landowners, the S106 agreement has taken a significant length of time to complete and has gone beyond the original 6 months that recommendation A allowed for (i.e up until 18/11/2021). Officers are therefore requesting an extension of time for the resolution to grant until 29th June 2023. A final draft of the S106 agreement is nearing agreement and is moving forwards to completion. The deadline of 29th June 2023 is therefore considered realistic and achievable.

Additional highways conditions

As set out in the original Recommendation A (above), the S106 agreement was to include the carrying out of highway improvements. These comprise the following:

- New footway on north side of West Street between the proposed vehicular site access and the existing footway adjacent to the Old Exchange building.
- New footway link between the south western boundary of the site and West Street.
- New footway and controlled pedestrian crossing on West Street to provide a safe continuous route between the south western boundary of the site and the existing footway on the south side of West Street.
- New pair of bus stops on West Street, on either side of the new controlled pedestrian crossing. The bus stops shall include new bus shelters, accessible height kerbing, new bus stop poles/timetables, and Real Time Passenger Information.
- Widening of the existing footway on the south side of West Street between the controlled pedestrian crossing and Coxbridge roundabout.
- New footpath link connecting West Street to Public Footpath No.167.
- Provision of travel plan.

The inclusion of these provisions within the S106 agreement presents a technical issue as Surrey County Council has an interest in the land and is therefore required to be a signatory on the S106 agreement. However, the County Council cannot enter into a S106 agreement with itself. Given this constraint, it is considered appropriate that the highways works are secured by condition instead. This is a robust method of securing the works. Therefore, in addition to the conditions listed in the original report, the following condition, that captures all the highway improvements works, is proposed:

Condition 23

The development hereby permitted shall not be first occupied unless and until the following package of highway safety and sustainable transport

improvements have been constructed, in general accordance with Drawing No's. 076.0001.011 Rev C and 076.0001.013 rev C:

- New footway on north side of west street between the proposed vehicular site access and the existing footway adjacent to The Old Exchange building.
- New footway link between the south western boundary of the site and West Street.
- New footway and controlled pedestrian crossing on West Street, to provide a safe continuous route between the south western boundary of the site and the existing footway on the south side of West Street.
- New pair of bus stops on West Street, on either side of the new controlled pedestrian crossing. The bus stops shall include new bus shelters, accessible height kerbing, new bus stop poles/timetables, and Real Time Passenger Information.
- Widening of the existing footway on the south side of West Street between the controlled pedestrian crossing and Coxbridge roundabout.
- New footpath link connecting West Street to Public Footpath No. 167

Through discussions with the applicant with regards to the S106 agreement, the requirement for a travel plan is now proposed to be a condition rather than form part of the legal agreement (new condition 24) as follows:

Condition 23

Prior to first occupation of the development to submit a full Travel Plan, in accordance with the approved Framework Travel Plan (dated March 2019), for the written approval of the Local Planning Authority, in consultation with the Highway Authority. The approved full Travel Plan shall then be implemented and thereafter maintained to the satisfaction of the Local Planning Authority.

Amendment of conditions to allow for phasing

Since the resolution to grant permission in May 2021, the applicant has advised that they may wish to phase the development. This is not unusual on a development of this scale and it is considered appropriate to have conditions worded in such a way that allows this to occur. In order to enable the developer to phase the construction process, a condition is required for a phasing plan to be provided with the reserved matters application and various other conditions require amendment to enable works to take place on a phased basis. The additional phasing condition (22) would read as follows

Condition 22

Any reserved matters application shall be accompanied by a phasing plan to include details relating to the timing of delivery for the LEAPS, LAPs, SUDs and open space. The development shall be carried out in complete accordance with the phasing plan unless otherwise agreed in writing by the Council.

Reason

In order to ensure satisfactory playspace and SUDS provision, in accordance with Policies LRC1, TD1, CC1 and CC4 of the Local Plan 2018 (Part 1), Policy FNP1 of the Farnham Neighbourhood Plan (2013-32) and with Paragraphs 163 and 164 of the NPPF 2018.

Below are the conditions that would require amendment to reflect a phased construction programme.

Condition 7 – amended

~~The development hereby approved shall not be occupied~~ *Within each phase of the development as shown in the agreed phasing plan required by condition 22 no units shall be occupied within the relevant phase unless and until each of the proposed dwellings in that phase (houses and flats) are provided with an electric vehicle fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.*

Reason

To ensure sustainable construction and design in accordance with Policy CC2 of the Waverley Local Plan Part 1 (2018) and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

Condition 9 - amended

No development shall commence *on any phase of the development as detailed in the agreed phasing plan agreed under condition 22* until a Construction Transport and Environmental Management Plan *covering that phase*, to include detail 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 and maintenance of boundary hoarding behind any visibility zones including decorative displays and facilities for public viewing, where appropriate;

- (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) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am, 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, on the public highway during these times;
- (k) on-site turning for construction vehicles;
- (l) the arrangements for public consultation and liaison during the works;
- (m) measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method for piling foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s);
- (n) details of any floodlighting including location, height, type and direction of light sources and intensity of illumination;
- (o) measures to control the emission of dust and dirt during construction;
- (p) a scheme for the recycling/disposing of waste resulting from demolition and construction works;
- (q) confirmation that the development shall be carried out in accordance with the dust and emissions mitigation measures detailed in Table 7.1 of the Air Quality Assessment (WYG, Job No: A075824; April 2019);
- (r) details of the control of run-off from the site during construction to prevent pollution of the adjacent water courses;
- (s) details of the protection of native species of trees and hedgerows to be retained during construction.

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.

Condition 12 – amended

Each phase of the development hereby permitted (as agreed under condition 22) shall not commence until details of the design of the surface water drainage scheme has been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) The results of additional groundwater monitoring levels, in the location of the proposed above ground attenuation basins to ensure no ingress of groundwater into the attenuation features.

- b) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep during all stages of the development and follow the principles of the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 27.2l/s for the whole development. Each phase should discharge proportionately based on proposed impermeable area.
- c) Detailed drainage design drawings and calculations for each phase to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc).
- d) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
- e) Details of drainage management responsibilities and maintenance regimes for the drainage systems.
- f) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Condition 13 – amended

Prior to the first occupation of *each phase* of the development as shown on the agreed phasing plan required by condition 22, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations) *for that phase*, provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Additional market housing mix condition

In order to ensure that the Council has control over the market housing mix at reserved matters stage, Officers are recommending an additional condition as follows:

Condition 25

Any reserved matters application shall include details of the market housing mix included within the development, to be agreed by the Council.

Compliance with Local Plan Part 2

Since the application was last considered by the Western Planning Committee, significant progress has been made on Local Plan Part 2. The Inspector's report has now been received and it concludes that, subject to the Main Modifications, Local Plan Part 2 is legally compliant and sound. Therefore, at the time of writing, substantial weight can be given to all Local Plan Part 2 policies. The adoption of Local Plan Part 2 is being considered by the Executive and Full Council on 21st March 2023. If the Council agrees the adoption of the Local Plan Part 2 at this meeting, full weight will then be applied to it.

For the purposes of this current application, given the substantial weight now accorded to Local Plan Part 2 policies, it is necessary to consider whether the development conflicts with any of these new policies. The relevant policies are as follows:

- DM1 – Environmental Implications of Development
- DM2 – Energy Efficiency
- DM3 – Waste Water Supply and Waste Water infrastructure
- DM4 – Quality Places Through Design
- DM5 – Safeguarding Amenity
- DM7 – Safe Places
- DM9 – Accessibility and Transport
- DM11 – Trees, Woodland, Hedgerows and Landscaping
- DM20 – Development Affecting Listed Buildings and/or their Settings
- DM25 – Archaeology
- DM34 – Access to the Countryside
- DM36 – Self-build and Custom Housebuilding

The proposed development is not considered to conflict with any of these policies. This is largely because this is an outline application that has been assessed against the strategic policies of Local Plan Part 1. The policies within Local Plan Part 2 mainly relate to the detail of a scheme that would be assessed at the reserved matters stage. However, an additional condition would be required in order to satisfy Policy DM36 of Local Plan Part 2 that relates to self and custom builds. This policy states:

“To support prospective self and custom builders, development proposals of 20 or more additional dwellings, will be expected to make available at least 5% of dwelling plots for sale to self or custom builders, having regard to the level of outstanding demand on the Self-build and Custom Housebuilding Register. Where an applicant considers that it is not feasible or viable to meet the 5% requirement the Council will expect this to be demonstrated with robust evidence and where appropriate, may negotiate a proportion which is achievable”.

In order to satisfy this policy, an additional condition is proposed (condition 26) as follows:

Condition 26

Any reserved matters application shall include the provision of at least 5% of dwellings plots for sale to custom or self-builders, unless the applicant can demonstrate that this is not feasible or viable in which case an alternative level of provision will be agreed. Any self and custom build plots approved shall be made available and be priced and marketed appropriately as self-build or custom-build housebuilding plots for at least 12 months.

Revised recommendation

As a result of the changes outlined above, the amended resolution would be:

Recommendation A

That, subject to the applicant entering into an appropriate legal agreement by 29/06/2023 (unless an alternative date is subsequently agreed by the Chair and Vice Chair of the Planning Committee) to secure the provision of 30% affordable housing (70% rented and 30% shared ownership) contributions towards SANG and SAMM, travel plan contribution, £25,000 for highways improvement works, provision of car club scheme, sustainable travel vouchers for each dwelling SuDS management/ maintenance, open space management/ maintenance; provision of LEAP/LAP; contribution towards waste and recycling containers; subject to conditions and informatives, permission be GRANTED.

Recommendation B

That, in the event that the requirements of Recommendation A are not met, permission be REFUSED.

List of conditions:

1. Condition

Approval of the details of the appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before development is commenced and shall be carried out as approved.

Reason

To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

2. Condition

Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

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 comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3. Condition

The development shall be carried out in accordance with the following approved plans:

SLP-01C

IMP-01N (pedestrian and vehicular site accesses only)

076.0001.013C

076.0001.011C

Reason

In order to ensure adequate and safe access for vehicles and pedestrians, in accordance with Policy ST1 of the Local Plan Part 1 2018 and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

4. Condition

Before any other operations are commenced, the proposed vehicular access onto West Street shall be constructed and provided with 2.4m x 55.6m visibility splays in accordance with Drawing No. 076.0001.011 Rev C and appropriate drainage provided to prevent private water from entering the highway. The visibility splays shall thereafter be permanently provided with no obstruction between 0.6m and 2.0m above ground level.

Reason

In order to ensure adequate and safe access for vehicles, in accordance with Policy ST1 of the Local Plan Part 1 2018 and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

5. Condition

The development hereby approved shall not be commenced unless and until the layout of internal roads, footpaths, footways, and cycle routes have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the provision of visibility splays (including pedestrian inter-visibility splays) for all road users, pram crossing points and any required signage and road markings. Once agreed the approved details shall be implemented to the satisfaction of the Local Planning Authority. There shall be no obstruction to visibility splays between 0.6m and 2m high above ground level.

Reason

In order to ensure adequate and safe access for vehicles and pedestrians, in accordance with Policy ST1 of the Local Plan Part 1 2018 and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

6. Condition

Prior to the occupation of the 50th dwelling, the provision of cycle paths within the site to a minimum width of 3 metres, to include a link between the south western and south eastern boundaries of the site and their associated links between the site and West Street, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason

In order to provide opportunities for the use of sustainable modes of transport, in accordance with Policy ST1 of the Local Plan Part 1 and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

Condition 7

Within each phase of the development as shown in the agreed phasing plan required by condition 22 no units shall be occupied within the relevant phase unless and until each of the proposed dwellings in that phase (houses and flats) are provided with an electric vehicle fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason

To ensure sustainable construction and design in accordance with Policy CC2 of the Waverley Local Plan Part 1 (2018) and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

Condition 8

No dwelling hereby approved shall be first occupied unless and until space for the parking of vehicles and space for vehicles to turn so that they may enter and leave the site in a forward gear has been provided for that dwelling, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018, FNP30 of the Farnham Neighbourhood Plan (2013-2032) and the NPPF 2019.

Condition 9

No development shall commence on any phase of the development as detailed in the agreed phasing plan under condition 22 until a Construction Transport and Environmental Management Plan covering that phase, to include detail 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 and maintenance of boundary hoarding behind any visibility zones including decorative displays and facilities for public viewing, where appropriate;
- (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) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am, 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, on the public highway during these times;
- (k) on-site turning for construction vehicles;
- (l) the arrangements for public consultation and liaison during the works;
- (m) measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method for piling foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s);
- (n) details of any floodlighting including location, height, type and direction of light sources and intensity of illumination;
- (o) measures to control the emission of dust and dirt during construction;
- (p) a scheme for the recycling/disposing of waste resulting from demolition and construction works;
- (q) confirmation that the development shall be carried out in accordance with the dust and emissions mitigation measures detailed in Table 7.1 of the Air Quality Assessment (WYG, Job No: A075824; April 2019);
- (r) details of the control of run-off from the site during construction to prevent pollution of the adjacent water courses;
- (s) details of the protection of native species of trees and hedgerows to be retained during construction.

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, nor result in unacceptable levels of noise, dust, air and water pollution, so as to result in harm to residential amenity and biodiversity,

in accordance with Policy ST1 and NE1 of the Local Plan (Part 1) 2018, FNP1 and FNP13 of the Farnham Neighbourhood Plan (2013-32) and retained Policies D1 and D4 of the Local Plan 2002.

Condition 10

The development hereby approved shall not be first occupied unless and until a scheme to provide independently accessible secure parking of bicycles, integral to each dwelling or building within the development site, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be provided prior to the first occupation of each dwelling.

Reason

In order to encourage sustainable travel, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and the NPPF 2019.

Condition 11

There shall be no occupation beyond the 160th dwelling until confirmation has been provided that either:

- a. All foul water network upgrades required to accommodate additional flows from the development have been completed or;
- b. A development and infrastructure phasing plan is agreed, no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason

In order to ensure that the necessary foul water infrastructure is in place, in accordance with Policy ICS1 of the Local Plan Part 2 2018 and Policy FNP31 of the Farnham Neighbourhood Plan 2013-32.

Condition 12

Each phase of the development hereby permitted (as agreed under condition 22) shall not commence until details of the design of the surface water drainage scheme has been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- g) The results of additional groundwater monitoring levels, in the location of the proposed above ground attenuation basins to ensure no ingress of groundwater into the attenuation features.
- h) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep during all stages of the development and follow the principles of the approved drainage strategy. Associated discharge rates

and storage volumes shall be provided using a maximum discharge rate of 27.2l/s for the whole development. Each phase should discharge proportionately based on proposed impermeable area.

- i) Detailed drainage design drawings and calculations for each phase to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc).
- j) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
- k) Details of drainage management responsibilities and maintenance regimes for the drainage systems.
- l) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason

To reduce the risk of flooding to the proposed development and future occupants, in accordance with Policies CC1 and CC4 of the Local Plan 2018 (Part 1), Policy FNP1 of the Farnham Neighbourhood Plan (2013-32) and with Paragraphs 163 and 164 of the NPPF 2018.

Condition 13

Prior to the first occupation of each phase of the development as shown on the agreed phasing plan required by condition 22, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations) *for that phase*, provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason

To reduce the risk of flooding to the proposed development and future occupants, in accordance with Policies CC1 and CC4 of the Local Plan 2018 (Part 1), Policy FNP1 of the Farnham Neighbourhood Plan (2013-32) and with Paragraphs 163 and 164 of the NPPF 2018.

Condition 14

No machinery or plant shall be operated, no process shall be carried out and not deliveries taken or dispatched from the site except between the hours of 08:00-18:00 Monday to Friday, 08:00-13:00 on Saturday and not at any time on Sundays, Bank or Public Holidays.

Reason

In order to ensure no harm to neighbouring residential amenity, in accordance with Policy FNP1 of the Farnham Neighbourhood Plan 2013-2032 and Policies D1 and D4 of the Local Plan 2002.

Condition 15

Prior to above ground works commencing, a scheme to demonstrate that the internal noise levels within the residential units will conform to the "indoor ambient noise levels for dwellings" guideline values specified within BS 8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings, shall be submitted to and approved in writing by the Local Planning Authority. The scheme should take into account the correct number of air changes required for noise affected rooms. The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.

Reason

In order to ensure an acceptable quality of accommodation for future occupiers, in accordance with Policy TD1 of the Local Plan Part 1 (2018) and policies D1 and D4 of the Local Plan 2002.

Condition 16

Prior to the commencement of the development above ground, a scheme to demonstrate that the external noise levels within the curtilage of residential units will conform to the "design criteria for external noise" upper guideline value of 55dB LAeq,T as specified within BS 8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings, shall be submitted to and approved in writing by the Local Planning Authority. The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.

Reason

In order to ensure an acceptable quality of accommodation for future occupiers, in accordance with Policy TD1 of the Local Plan Part 1 (2018) and policies D1 and D4 of the Local Plan 2002.

Condition 17

Prior to the submission of any reserved matters application relating to layout/landscaping (as required by condition 2), further badger surveys shall be submitted to and approved in writing by the Local Planning Authority. The badger

surveys shall establish the presence of any setts on site, characterise the badger setts, and where necessary detail appropriate mitigation including alternative sett provision. The development shall be undertaken in accordance with any mitigation measures identified as necessary.

Reason

In order that the development should protect protected species in accordance with Policy NE1 of the Local Plan Part 1 2018 Policy FNP13 of the Farnham Neighbourhood plan (2013-32).

Condition 18

Any reserved matters application relating to layout/landscaping (as required by condition 2) shall include an updated Ecological Mitigation and Management Plan and this shall include the following:

- The application of the DEFRA Biodiversity Metric V2.0 to the proposed development site and to design and provide ecological net gain enhancements are designed in accordance with the findings if the Net Gain Metric.
- Description and evaluation of features to be managed and created including measures to compensate for loss of proposed tree and hedge removal
- Numbers and locations of bat and bird boxes, including provision integral to the design of the new buildings.
- Aims and objectives of management
- Appropriate management options to achieve aims and objectives
- Prescriptions for management actions
- Preparation of a work schedule for securing biodiversity enhancements in perpetuity
- Details of the body or organisation responsible for implementation of the Ecological Mitigation and Management Plan
- Ongoing monitoring and remedial measures.
- Details of legal / funding mechanisms.

Reason

In order that the development should protect protected species in accordance with Policy NE1 of the Local Plan Part 1 2018 Policy FNP13 of the Farnham Neighbourhood plan (2013-32).

Condition 19

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 to and approved by the Local Planning Authority.

Reason

In order to safeguard any archaeological remains of significance, in accordance with Policy HA1 of the Local Plan Part 1 (2018) and Policies HE14 and HE15 of the Local Plan 2002.

Condition 20

Any reserved matters application shall be accompanied by a Sensitive Lighting Scheme and Management to accord with shall comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and The Built Environment Series".

Reason

In order to ensure no harm to the character of appearance of the area or to biodiversity, in accordance with Policy TD1 and NE1 of the Local Plan Part 1 (2018) and Policy FNP1 and FNP13 of the Farnham Neighbourhood Plan 2013-22.

Condition 21

The proposed development shall be carried out in accordance with the recommendations set out within the Recommendations in Section 6 of the Breeding Bird Survey Report dated November 2019, the Recommendations in Section 6 of the Bat Survey Report dated October 2019, Dormouse Presence/Likely Absence Survey Report dated August 2019 and the Recommendations set out within the Letter Report relating to Great Crested Newts dated 17/04/2019, all produced by WYG.

Reason

In order that the development should protect protected species in accordance with Policy NE1 of the Local Plan Part 1 2018 Policy FNP13 of the Farnham Neighbourhood plan (2013-32).

Condition 22

Any reserved matters application shall be accompanied by a phasing plan to include details relating to the timing of delivery for the LEAPS, LAPs, SUDs and open space. The development shall be carried out in complete accordance with the phasing plan unless otherwise agreed in writing by the Council.

Reason

In order to ensure satisfactory play space and SUDS provision, in accordance with Policies LRC1, TD1, CC1 and CC4 of the Local Plan 2018 (Part 1), Policy FNP1 of the Farnham Neighbourhood Plan (2013-32) and with Paragraphs 163 and 164 of the NPPF 2018.

Condition 23

The development hereby permitted shall not be first occupied unless and until the following package of highway safety and sustainable transport improvements have been constructed, in general accordance with Drawing No's. 076.0001.011 Rev C and 076.0001.013 rev C:

- New footway on north side of west street between the proposed vehicular site access and the existing footway adjacent to The Old Exchange building.
- New footway link between the south western boundary of the site and West Street.

- New footway and controlled pedestrian crossing on West Street, to provide a safe continuous route between the south western boundary of the site and the existing footway on the south side of West Street.
- New pair of bus stops on West Street, on either side of the new controlled pedestrian crossing. The bus stops shall include new bus shelters, accessible height kerbing, new bus stop poles/timetables, and Real Time Passenger Information.
- Widening of the existing footway on the south side of West Street between the controlled pedestrian crossing and Coxbridge roundabout.
- New footpath link connecting West Street to Public Footpath No. 167

Reason

In order to provide sustainable transport links, in accordance with Policy ST1 of the Local Plan Part 1 2018.

Condition 24

Prior to first occupation of the development to submit a full Travel Plan, in accordance with the approved Framework Travel Plan (dated March 2019), for the written approval of the Local Planning Authority, in consultation with the Highway Authority. The approved full Travel Plan shall then be implemented and thereafter maintained to the satisfaction of the Local Planning Authority.

Reason

In order to encourage the use of sustainable transport, in accordance with Policy ST1 of the Local Plan Part 1 2018.

Condition 25

Any reserved matters application shall include details of the market housing mix included within the development, to be agreed by the Council.

Reason

In order to ensure that the proposed development satisfies an identified housing need in the borough, in accordance with Policy AHN3 of the Local Plan Part 1 2018.

Condition 26

Any reserved matters application shall include the provision of at least 5% of dwellings plots for sale to custom or self-builders, unless the applicant can demonstrate that this is not feasible or viable in which case an alternative level of provision will be agreed. Any self and custom build plots approved shall be made available and be priced and marketed appropriately as self-build or custom-build housebuilding plots for at least 12 months.

Reason

In order to ensure sufficient that the site contributes to the provision of self-build and custom homes, in accordance with emerging Policy DM36 of the Local Plan Part 2, Main Modifications (9th December 2022).

Appendices

WA/2019/0770 - Outline Application with all matters reserved except access for the erection of 320 dwellings (including 96 affordable) with associated landscaping, public open space and infrastructure (as amended by plans received 01.02.2021, 12.02.2021 and 12.03.21) at Land North Of Coxbridge Farm, West Street, Farnham

Committee Meeting Date: Western Planning Committee 18/05/2021

Ward: Farnham Castle

Case Officer: Ruth Dovey

Expiry Date/ Extended Date: 01/06/2021

Neighbour Notification Expiry Date: 25/03/2021

RECOMMENDATION A

That, subject to the applicant entering into an appropriate legal agreement by 18/11/2021 to secure the provision of 30% affordable housing (70% social rented and 30% shared ownership) contributions towards the SANG and SAMM, travel plan vouchers, contribution towards and carrying out of highways improvements; SuDS management/maintenance; open space management/maintenance; provision of LEAP/LAP; contribution towards waste and recycling containers; subject to conditions and informatives, permission be GRANTED.

Recommendation B

That, in the event that the requirements of Recommendation A are not, permission be REFUSED

1. Summary

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

The application is an outline application for 320 dwellings with all matters reserved except for pedestrian and vehicular access. Matters to be dealt with at the reserved matters application stage and which do not form part of the consideration of this

application are appearance, landscaping, layout and scale, although indicative details have been provided in these respects.

The site is a strategic housing site that is allocated for 350 dwellings in the Local Plan Part 1 and the Farnham Neighbourhood Plan. Although the site is a greenfield site, it is within the Built Up Area Boundary of Farnham as a result of its allocation for housing and the consequent expectation that it will deliver residential dwellings. The proposal is therefore in accordance with Waverley's spatial strategy regarding the location of development and allocation of sites for housing. The site is considered to be in a sustainable location with good accessibility to local services and facilities. The principle of development on this site is therefore acceptable and the site is considered key in assisting the Council in achieving its housing targets set out in the Local Plan Part 1.

The highways matters pertaining to this scheme have been considered extensively. It is inevitable that a scheme of this nature will result in an increase in traffic generation, however, it has been demonstrated that the development would not have a harmful impact on the local road network, particularly when various mitigation measures are taken into account and the junction improvements that are anticipated to come forward through the Farnham Infrastructure Programme (funded via CIL). The proposals are also considered acceptable from a highway safety perspective and various highways improvements accompany the proposal including the upgrading of two sub-standard bus stops.

There are three pedestrian accesses to the site all along the southern boundary. Although there are no other pedestrian connections out of the site on other boundaries, various pedestrian improvements (such as a signalised crossing along West Street, the widening of pavements and a new footpath link on the south side of West Street) are proposed which balance against this negative.

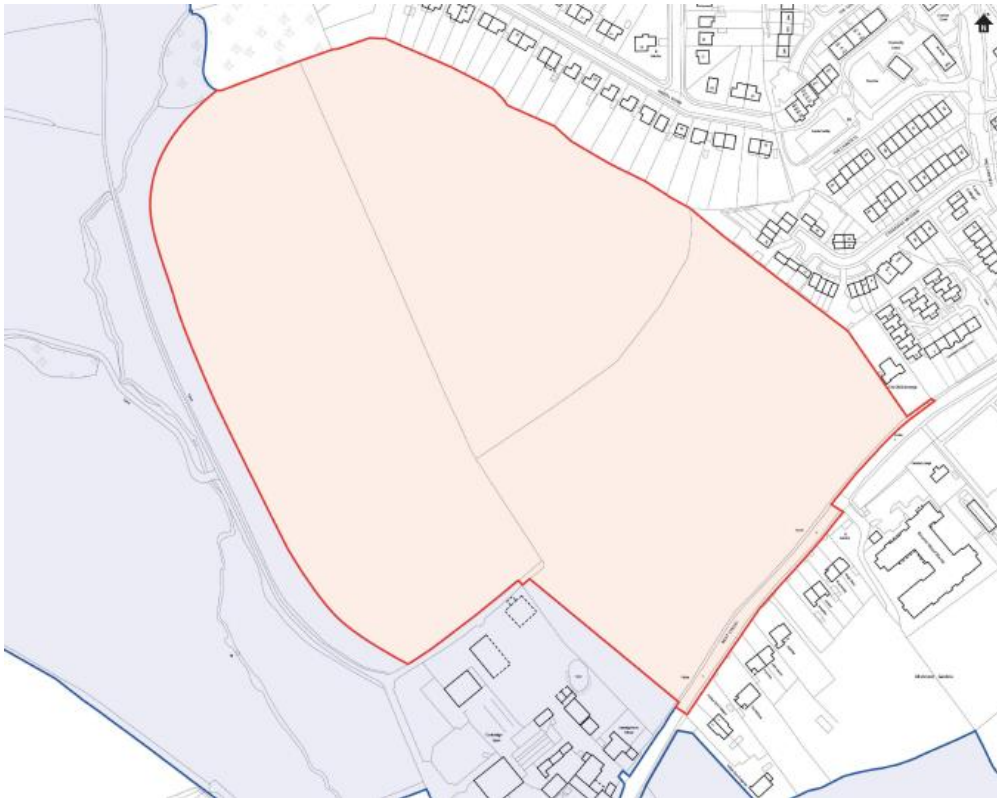
The proposal accords with the Council's policies in relation to affordable housing provision (30% with a 70/30 split – social rented and home ownership respectively), biodiversity, impact on the SPAs, SuDs, flood risk and various others. It has also been satisfactorily demonstrated that a development of this scale could be provided on the site that does not have a harmful impact on neighbouring residential amenity.

It is recognised that the development will have an urbanising impact which will arise as a result of the change from fields to housing. However, the indicative masterplan shows that a scheme can be delivered with a softer edge along the western boundary and along the site's frontage to assist in the transition from Built Up Area Boundary to Countryside Beyond the Green Belt and the adjacent Area of Great Landscape Value. Whilst some less than substantial harm would result to the setting of Grade II Listed Buildings at Coxbridge Farm, the significant benefits of the proposal through the provision of much needed market and affordable housing are considered to outweigh this harm.

The Council currently does not have a 5 year housing land supply, with a housing land supply of 4.99 years. This means that the 'tilted balance' is engaged and that planning permission should be granted unless any adverse impacts significantly and

demonstrably outweigh the benefits, when assessed against the NPPF as a whole. There are no adverse impacts that would significantly and demonstrably outweigh the benefits of securing 320 much needed residential dwellings including 96 affordable. Furthermore, even in the event the Council has a 5 year housing land supply, as the proposal accords with the Development Plan, it would be considered acceptable.

2. Location Plan



3. Site Description

The site covers 11.44ha and is irregular in shape. It is located on the western fringe of the defined town of Farnham, on the north side of West St and 120m east of the Wrecclesham/A31 roundabout. The site is bound to the east by residential dwellings (a mix of detached, semi-detached and terrace) that are on the edge of, but contained within the developed area of Farnham. Bourne Wood Manor Care Home and a number of detached and semi-detached dwellings are located opposite the site on the southern side of West St. The site is bounded by woodland and agricultural land to the north, with the buildings of Coxbridge Farm to the west.

The site largely comprises three fields that form part of the holding of Coxbridge Farm. The fields are used for grazing. There is an area of hardstanding behind the Coxbridge Farm building complex that is also included in the application site. The site slopes from

north to south and also east to west with a relatively steep gradient on land in the western portion of the site behind the farm buildings. There are two hedgerows in the centre of the site, one running north/south and the other east/west. The site also bounded by a hedgerow at the front.

There are no public rights of way across the site. However, there is a private farm track that runs along the western boundary of the site. Beyond this farm track is a tributary of the River Wey that runs parallel to the track and the western boundary of the site.

Immediately to the west of the site fronting West Street are the farm buildings of Coxbridge Farm – a complex of buildings in a range of uses. The complex includes several late 16th century Grade II listed buildings including a farmhouse, former hop kilns and outbuildings. There are also a number of more modern farm structures in uses such as offices and workshops.

4. Proposal

This application seeks planning permission for the erection of 320 dwellings (Class C3) including 30% affordable (96 dwellings), new access from West Street and other associated highway works to West Street and associated highways infrastructure. All detailed design considerations, except for access, would be determined at Reserved Matters stage. The only matter under consideration in this application, therefore, is that of access. However, a number of design parameters have been set out in the Design and Access Statement and accompanying indicative site layout to inform any future reserved matters application. This includes the provision of two and two and half storey buildings in the form of flats and dwellings; two and half storey buildings to be located within the centre.

The access to the site is located approximately two thirds of the way along the site frontage towards the eastern boundary, opposite Bourne Wood Manor Care Home. There would be a dedicated right hand turn into the site from West Street and a dedicated right hand turn into the Bourne Manor Wood Care Home and the Town Council depot beyond. Traffic islands are proposed within the hatching of the right turn lanes to reduce the opportunities for vehicle conflicts when turning and restrict overtaking through this section of West Street. As a result of the required highway works the existing hedgerow that runs along the site frontage would be lost but a replacement hedgerow is proposed.

There would be three main points of entry to the site for pedestrians – alongside the proposed vehicular access, an access in the south east corner of the site and also the south west corner.

The pavement that runs along the northern side of West Street would be extended up to and then alongside the vehicular access point to the development.

On the western side of the vehicular access point, rather than a pavement running immediately adjacent to the highway, there would be a footpath running parallel to West Street but behind the replacement hedgerow. This would exit in the south west corner of the site providing direct access to a signalised crossing on West Street and new replacement bus stops on the northern and southern side of West Street.

The application has been the subject of extensive negotiation and various resultant amendments which has seen a reduction in the number of units from 350 dwellings to 320 due to urban design considerations, the re-location of the access from its originally proposed location, the provision of a signalised pedestrian crossing in the south west corner of the site, the upgrading of the existing bus stops and other associated highways improvements.

Indicative masterplan



The applicants have provided an indicative housing mix as follows:

<u>Unit type</u>	<u>Affordable Mix</u>	<u>Market Mix</u>
1 bed	40% (39 units)	18% (41 units)
2 bed	30% (29 units)	29% (64 units)
3 bed	25% (24 units)	35% (77 units)
4 bed	5% (4 units)	18% (42 units)
TOTAL	100% (96 units)	100% (224 units)

In terms of public open space and play provision, the following is proposed:

- LEAP
- 2 LAPs
- On the indicative masterplan other green areas are also shown throughout the site, including along the frontage and also along the south western boundary.

The indicative layout shows the LEAP to be provided centrally on the site with a LAP located towards the southern end of the site and a LAP at the northern end. Other areas of informal open space are shown throughout the site. Landscape buffers and the planting of new trees are indicated along with the retention of the hedgerows within the centre of the site. However, the details of open space and landscaping would form part of the Reserved Matters application.

The indicative layout plan shows dwellings benefitting from garages and driveways and parking. In total, the indicative proposal shows 634 parking spaces.

5. Heads of Terms

The proposal would be subject to CIL contributions. However, the following contributions and measures are required, in addition to the CIL contribution, to be secured through a S106 agreement and are required to make the development acceptable.

Waste and Recycling Contribution

- towards the provision of refuse and recycling containers to serve each residential unit – contribution to be dependent on type of dwellings proposed at reserved matters stage

SuDS and Open Spaces:

- Future ownership, management and maintenance of on-site SuDS.
- Setting up of a community trust for the future ownership, management and maintenance of public open space and play facilities provision.

SANG

- A financial contribution towards SANG and SAMM in accordance with the housing mix to be established at reserved matters stage.

Affordable Housing Provision:

- 30% Affordable Housing
- Proposed mix that would be a 30/70 split affordable and social rented.

Highway contributions/measures:

- £6,150 Travel Plan Auditing fee
- £25,000 for improving pedestrian crossing provision at the Crondall Lane junction with West Street
- Provision of car club scheme
- £100 sustainable travel voucher for each dwelling
- New footway on north side of West Street between the proposed vehicular site access and the existing footway adjacent to the Old Exchange building.
- New footway link between the south western boundary of the site and West Street.
- New footway and controlled pedestrian crossing on West Street, to provide a safe continuous route between the south western boundary of the site and the existing footway on the south side of West Street.
- New pair of bus stops on West Street, on either side of the new pedestrian controlled crossing. The bus stops shall include new bus shelters, accessible height kerbing, new bus stop poles/timetables, and Real Time Passenger Information.
- Widening of the existing footway on the south side of West Street between the controlled pedestrian crossing and Coxbridge roundabout.
- New footpath link connecting West Street to Public Footpath no. 167.

6. Details of Community Involvement

The applicant has provided a detailed Statement of Community Involvement to support this outline application.

The applicants held two public exhibitions, one at the end of 2018 and the other at the beginning of 2019 with the aim of giving local residents, businesses and community stakeholder groups the opportunity to comment on and influence the emerging development proposals. A meeting was also held with the Farnham Society.

A dedicated website was set up displaying information about the proposals and this was regularly updated throughout the public consultation and planning process.

The applicant also liaised with various statutory consultees such as Surrey County Highway Authority, Surrey Wildlife Trust, Natural England, Surrey Lead County Local Flood Authority, the Environment Agency and Thames Water. The applicant has undertaken pre-application consultation with representatives of Waverley Borough Council's Planning Department.

As a result of the public consultation, a number of changes were made to the illustrative masterplan which included the retention and enhancement of the existing hedgerows linking habitats, new native planting including a landscape buffer on the site's western edge, buildings set back from West Street, a transition of densities reducing towards the site's boundaries, pedestrian permeability and connectivity improved throughout the site and development following the contours of the land where possible to minimise excessive engineering works.

7. Relevant Planning History

SO/2018/0011	Request for Screening Opinion for up to 350 homes, including a new vehicular access to West Street; associated landscaping; public open space and other supporting infrastructure.	EIA not required 28/11/2018
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8. Relevant Planning Policy Constraints

Built Up Area Boundary of Farnham
Ancient Woodland 500m Buffer Zone

Wealden Heaths I SPA 5km Buffer Zone
Thames Basin Heath 5km Buffer Zone
Strategic Site - SS1 (Local Plan Part 1)
Allocated Site for Housing – FNP14(g) (Farnham Neighbourhood Plan)
Flood zone 2
Flood zone 3
Biodiversity Opportunity Area – adjacent to river
AGLV – site not within but lies adjacent to it

9. Development Plan Policies and Guidance

The relevant development plan documents comprise:

- Waverley Borough Local Plan, Part 1, Strategic policies and sites (adopted February 2018)
- Farnham 2013-2032 Neighbourhood Plan (made April 2020)
- Waverley Borough Local Plan 2002 (retained policies February 2018)
- South East Plan (saved policy NRM6)

In accordance with the National Planning Policy Framework (NPPF) due weight has been given to the relevant policies in the above plans. The weight is made clear in the appropriate paragraphs of the report.

A Pre-Submission Local Plan Part 2 has been drafted and a Regulation 19 consultation undertaken, which ended on 29 January 2021. The Local Development Scheme indicates that it will be submitted to the Secretary of State for examination in April 2021, with anticipated adoption in January/February 2022.

In accordance with paragraph 48 of the NPPF 2019, although Local Planning Authorities may give weight to relevant policies in emerging plans, the level afforded is determined by the stage the Plan has reached, the extent to which there are any unresolved objections to it and the degree of consistency of the relevant policies in the emerging plan to this Framework.

At this time, the Local Planning Authority has yet to establish whether the objections made on the previous Regulation 18 consultation on the Local Plan Part 2 preferred options and draft policies have been resolved through the pre-submission plan. Given this position, very limited weight can be attributed to the policies emerging Local Plan Part 2. There are no policies within the Local Plan Part 2 that have significant implications for this development.

Waverley Borough Local Plan, Part 1, Strategic Policies and Sites (adopted February 2018):

SP1: Presumption in favour of sustainable development

SP2:	Spatial Strategy
ALH1:	The Amount and Location of Housing
AHN1:	Affordable Housing on Development Sites
AHN3:	Housing Types and Size
NE1:	Biodiversity and Geological Conservation
NE2:	Green and Blue Infrastructure
CC1:	Climate change
CC2:	Sustainable Design and Construction
CC4:	Flood Risk Management
ICS1:	Infrastructure and Community Facilities
LRC1:	Leisure, Recreation and Cultural Facilities
ST1:	Sustainable Transport
RE3:	Landscape Character
TD1:	Townscape and Design
HA1:	Protection of Heritage Assets
SS1:	Strategic Housing Site at Coxbridge Farm, Farnham

Farnham Neighbourhood Plan 2013-2032:

FNP1:	Design of New Development and Conservation
FNP12:	Thames Basin Heath Special Protection Area (SPA)
FNP13:	Protect and Enhance Biodiversity
FNP14:	Housing Site Allocations
FNP15:	Small Scale Dwellings
FNP27:	Public Open Space
FNP30:	Transport Impact of Development
FNP31:	Water and Sewerage Infrastructure Capacity
FNP32:	Securing Infrastructure

Waverley Borough Local Plan 2002 (retained policies February 2018):

D1:	Environmental Implications of Development
D4:	Design and Layout
D7:	Trees, Hedgerows and Development
D8:	Crime Prevention
D9:	Accessibility
C6:	Landscape Enhancement
C7:	Trees, Woodlands and Hedgerows
M5:	Provision for Cyclists
M7:	Footpaths and Cycleways
M9:	Provision for People with Disabilities and Mobility Problems

In accordance with the National Planning Policy Framework (NPPF) due weight has been given to the relevant policies in the above plans.

Other guidance:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (as updated)
- Climate Change Background Paper (2011)
- Statement of Community Involvement (2014 Revision)
- Cycling Plan SPD (April 2005)
- Council's Parking Guidelines (2013)
- Residential Extensions SPD (2010)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2018)
- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Surrey Design Guide (2002)

Evidence

- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Strategic Flood Risk Assessment (2015/2016) (updated 2018)
- Land Availability Assessment (2018)
- West Surrey Strategic Housing Market Assessment (2015)
- Infrastructure Delivery Plan (2016)

10. Consultations and Town Council Comments

The various responses from consultees are set out below in relation the proposal:

Surrey County Highway Authority

No objection, subject to conditions and the completion of a S106 agreement requiring the following:

- a contribution of £6,150 as a travel plan auditing fee;
- a contribution of £25,000 for improving pedestrian crossing provision at the Crodall Lane junction with West St;
- various highway safety and sustainable transport improvements (set out within the highways section of this report)

Farnham Town Council

Acknowledges that this is an approved development site in the Farnham Neighbourhood Plan April 2020 Policy FNP14(g). The development must adhere to the requirements of the development plan with particular attention to Policies FNP1 New development and Conservation, FNP30 Transport Impact of Development including appropriate access, emergency access, bus stops and improved

pedestrian links, FNP31 Water and Sewerage Infrastructure Capacity including the upgrading of waste water infrastructure on West Street. The application must comply with the Farnham Design Statement and LPP1 policies TD1 Townscape and Design, CC1 Climate Change and CC2 Sustainable Design and Construction. The Construction and Transport Management Plan must include provision for all construction vehicles and materials to be accommodated on site.

County Council Archaeological Officer

No objection subject to conditions

Thames Water

No objection subject to conditions.

Thames Water has identified that some capacity exists within the foul water network to serve 160 dwellings but beyond that, upgrades to the waste and water network will be required. Condition recommended such that there is no occupation beyond the 160th dwelling until confirmatoin has been provided either that all foul water network upgrades required to accommodate the additional flows from the development have been completed or that a development phasing infrastructure plan is agreed with Thames Water to allow additoinal development to be occupied (for further detail see section entitled Foul Water Drainage).

Natural England

No objection, subject to appropriate mitigation measures being secured in relation to the Thames Basin Heath SPA.

Surrey Wildlife Trust

No objection, subject to conditions that to ensure that the recommendations made in each of the ecological reports submitted are undertaken and the provision of a Landscape and Ecological Management Plan (LEMP) to ensure ecological enhancements are also provided.

Environment Agency

No objection.

Lead Local Flood Authority

No objection, subject to conditions

Surrey Rights of Way Officer

Suggestions made to improve pedestrian connectivity as follows:

- to provide a new link between the site and Public Footpath 1 which lies to the north of it.
- Provide a link through the field directly opposite the site to connect onto Public Footpath 167.

The Forestry Commission

Refer to standing advice

Environmental Health – contaminated land

No objection – the submitted report in relation to contaminated land does not indicate any significant contamination related issues.

Environmental Health – Waste

The development should comply with the Waste Guide for Developers.

Environmental Health – Noise and light pollution

No objection, subject to conditions.

Surrey Fire and Rescue Service

No need for secondary access for emergency vehicles. Concern over some of the indicative blocks of development.

11. Representations

The council has received 105 letters of representation in total from 53 addresses 102 of which object to the proposal, one supports it and two representations neither object nor support. These representations include letters from the North West Farnham's Residents' Association. Whilst the Farnham Society supports the principle of the development, they raise concerns in relation to it that are included in the summary below. The representations are summarised below.

Objections and concerns relevant to all iterations of the development scheme:

Harm to countryside

- The proposed development by virtue of its location, number of dwellings, density, scale and urbanising impact would cause material and detrimental harm to the intrinsic character and beauty and openness of the countryside and character and appearance of the Coxbridge area.
- Developments within the town should be completed before building upon green fields.
- The proposal would result in the loss of visual amenity. The site is open agricultural land forming the main approach to Farnham from the west. It is of visual importance, providing separation of the town centre from Wrecclesham and is of a scenic nature, being part of a semi-natural downland area linking the North Downs and the Hampshire Downs.
- The proposal would breach Farnham Neighbourhood Plan policies which seek to prevent coalescence of the distinctive parts of Farnham.
- The existing hedgerow would retain a rural feel upon entering the town and ensure a green buffer between West Street and the new buildings. However, the plan shows a large extent of hedgerow being removed.

Townscape

- The proposal would conflict with the Farnham Neighbourhood Plan which states that only two storey dwellings would be acceptable. This scheme indicates the inclusion of some two and half and three storey buildings which would be harmful to the townscape.
- Much more greenery on the site is required in order to create a more successful buffer with the countryside along with setting the development further back into the site.
- There should be a reduction in the number of houses based on the site area.
- Too many houses for the site.
- Density of development not in keeping with character of area.
- Indicative masterplan shows bland car parking arrangements and this should be avoided at reserved matters stage.
- Comments received from the Farnham Society making suggestions in relation to design and layout for the reserved matters application.

Transport

- Provision of 350 new homes will result in traffic congestion. West Street is already at a standstill at peak hours. This proposal will cause gridlock.
- No mention of public transport links or services to ease congestion
- There needs to be a mini roundabout onto West Street to allow the many cars to enter and leave the development.
- The heavy traffic means that it can be difficult to cross West St on foot.

- There is a need for a flashing 30mph sign as when the traffic is moving as it moves very fast.
- For pedestrians leaving the new houses, the footpath towards the town centre should be improved.
- The proposal for a single access to serve 350 houses should not be allowed on the grounds of health and safety as if there were an accident at the entrance, there would be no access for emergency vehicles.
- The traffic assessment does not include details of construction traffic.
- More direct pedestrian access to Bishops Meadow should be provided as this provides a valuable amenity for dog walkers and recreational walkers.
- There should be a significant improvement in the informal footpath (about 100m) at the side of the by-pass which connects the north side of the pedestrian crossing across the by-pass to the public footpath connecting the Bishop's Meadow to the bridge across the Wey on Wrecclesham Road.
- New bus stops near the town centre pedestrian exit from the site should be part of the proposal. To rely on the existing stops next to Coxbridge Farm is not consistent with the encouragement of public transport which should be underpinning sustainable development.
- The development presents an opportunity to redesign this part of West Street to include safe cycle lanes.
- Objection to any pedestrian refuge opposite the residential dwellings on the south side of West Street.
- Consideration needs to be given to the effects of this development within the context of the proposed pedestrianisation of Farnham.
- This development will worsen the existing car parking problem in the town.
- Crondall Lane junction already overburdened and beyond capacity.
- Peak time only traffic lights should be installed at the bottom of Crondall Lane.
- A resultant queue of 48 cars at peak times at the Crondall Lane junction is unacceptable.
- The developers should be required to ensure that all site vehicles enter and leave in a forward gear with no reversing onto West Street.
- All construction staff must park on site and specifically not on West Street, the grass area outside the cemetery, Bourne Wood Manor or Coxbridge Meadows.
- All vehicles used on site or delivering must be fitted only with squawker reversing alarms and not beepers.
- It must be ensured that West Street is swept and cleaned frequently to prevent mud on the road during construction.
- Increasing the frequency of buses should be discussed to ensure the sustainability of the site.

Flood risk and watercourse pollution

- The site provides natural drainage from high land towards the county boundary. The proposal would massively increase the amount of run-off and would

necessitate building new culverts and other drainage infrastructure such as filter beds. The increased flow into the River Wey would further increase flood risks downstream in areas which already suffer flooding, such as Guildford.

- This part of West Street is regularly covered with water. The water turns to ice during the winter months. The development would result in a lot more water falling on the road increasing the potential danger that ice causes on this part of West Street.

Residential Amenity

- Resultant noise, light and air pollution during the construction period and once built.
- Loss of privacy and light to properties in Hazell Road.
- The junction to the site should not be located opposite residential dwellings. This will result in increased noise and petrol pollution at these properties from vehicles negotiating the junction and the resultant congestion arising from the development.
- If the junction is opposite residential properties, as vehicles leave the site their headlights will face towards the residential properties on the opposite side of West Street, harmful to residential amenity.
- The noise report does not cover mitigation measures for existing residents for during and after construction.
- Houses in West Street opposite the development will lose light and be overshadowed.
- There needs to be a buffer of mature trees behind the hedgerow bordering West Street so the houses in West Street are not overlooked.
- Overlooking of properties in Hazell Road.
- The originally planned access point through Coxbridge Meadow would cause loss of privacy.
- Measures must be put in place to mitigate noise nuisance to houses on West Street (e.g. double glazing).

Ecology

- The proposal would result in the harmful loss of hedges, trees and wildlife
- Potential harm to bats
- The site is home to common and scarcer species of birds and is a hunting and feeding area for birds of prey and a number of protected species of animal.
- The land is a 'wildlife corridor' providing a green link between the downland and the river valley and meadows. The proposal will result in the loss of flora and fauna.
- The Ecological Assessment is not fit for purpose. The date is valid for up to 2 years but much of it is based on surveys in 2016 and data from 2015 and earlier. The site is assessed for potential for bats, reptiles, badgers, dormice and high potential for breeding birds, but there is no analysis of breeding birds, and no

proposed mitigation or net biodiversity improvement for any of these species or any other species, as required by the NPPF.

- The Ecological report dismisses the stream to the west of the development which is a very important refuge and breeding ground for fish. Any future development near this stream should not be approved until an aquatic survey has been undertaken to ascertain the steps to be taken to improve the specific ecology of the stream and its contiguous land. Any landscape buffer strip must be re-wilded.
- The stream must not be used as the uncontrolled discharge point for the development's ground water run-off.
- The loss of the hedgerow would be harmful as many birds nest within it.
- The developer must fully mitigate, compensate for the destruction of habitat, biodiversity and hydrological function and make a net contribution to the positive mitigation of overall human impact.
- Insufficient emphasis in the Ecological Appraisal on the importance of scrub for wildlife.
- Swift bricks and boxes should be installed in the new development.
- There should be a buffer between the dwellings on the eastern boundary of the site and Hazell Road to enable wildlife to roam freely and obtain access into the gardens of Hazell Road.
- The application should be accompanied by a badger survey.

Impact on SPAs

- Conflicts with policies within the Farnham Neighbourhood Plan to ensure that new development complies with the European Directive in relation to the Thames Basin Heath Special Protection Area and protects and enhances other biodiversity interests.

Infrastructure provision

- No additional health service provision
- Social services, schools, doctors' surgeries and public transport already stretched and this proposal will increase the burden.
- Inadequate infrastructure to deal with sewage, drainage, gas, electricity and water.
- As Thames Water has advised that there is only sufficient sewage infrastructure capacity for 160 dwellings, the number of dwellings proposed should be reduced to 160 or fewer.
- There is no guarantee that Thames Water will undertake the necessary sewage infrastructure upgrade. If they do undertake it there is no guarantee of timescales.

Housing need and affordable housing

- There is sufficient housing in the local area already.
- The provision of 350 houses is very far in excess of what a small town, as Farnham is, could or should be reasonably expected to sustain.
- Whilst there is a strong need for affordable housing in Farnham to provide homes for the children of local people, this development will not service that need, and instead, will simply encourage buyers from other parts of the country, adding further pressure on infrastructure now and in the future.
- The affordable housing will not be truly affordable.
- With the Dunsfold Aerodrome application going ahead, there is less pressure to meet government targets.
- The latest available figures show there are more than 5,800 outstanding permissions in Waverley and over 1,100 in Farnham. Before any large scale developments are approved these existing permissions should be built.
- A more creative approach is needed to fulfil the government's quotas of building new homes. The new Brightwells Yard scheme could be re-purposed into a wholly residential development
- Given Surrey County Council's interest in the site, consideration should be given to increasing the affordable housing provision.

Sustainability

- The development should be carbon neutral with heat exchange systems and photovoltaics for the houses so that they do not rely on fossil fuels.
- No cars should be allowed and walking and cycling should be enabled.
- Users of the development will be reliant the car as the site is nearly a mile away from the town centre and there is no adequate alternative transport given the site's distance from the station (more than a mile) and public transport provision is not sufficient.
- The developers should be required to provide electric vehicle charging points.
- The proposal conflicts with the NPPF with regard to sustainability.

Other uses

- The proposal could be improved with the addition of facilities such as local shop, nursery, health care provision, community facilities, allotments, starter studios/ office workspaces

Landscaping

- Whilst the planting of native species and wild flowers is welcomed, it is not clear how this will be managed post development.
- Proposal has limited amount of green spaces for the number of houses proposed.

- The wetland areas will be so boggy that they will not be useable for any sort of play/recreation.

Air quality

- There will be harmful levels of pollution during construction
- The proposal will result in harmful air pollution resulting from increased congestion and car usage. The Borough has been recorded as exceeding accepted levels of carbon monoxide and other petrol and diesel derived pollutants and near Farnham Station. These levels can be expected to leap as a result of this development.
- Many of the historic buildings in Farnham town centre are already showing damage by traffic and the proposal will exacerbate this.
- The proposal would result in harm to air quality which would have a consequent harmful impact on the Thames Basin Heath SPA.
- The cumulative effects of this proposal need to be considered alongside other developments within the town and the project for several hundred new homes at Northbrook Park, Bentley. Any pollution assessment undertaken by the developer before the details of the development of Northbrook Park are known are meaningless and invalid. This is also true of a number of developments that are under construction but not inhabited so their impacts on air quality are unknown.

EIA

- The development is significant enough to warrant an Environmental Impact Assessment.

Land Stability

- The site lies in an area that is geologically unstable, with a “moderate to high potential for natural ground subsidence², and non-natural ground instability has also been identified. The additional measures required to stabilise the foundations of the new properties together with the amount of concrete already required on the site, would lead to increased surface water run-off into a location on West Street where there are historic problems of flooding and ice accumulation.

Pedestrian connections

- The developers should be required to link to the footpath to the north, as required under the site specific policy in the Farnham Neighbourhood Plan and Paragraph 75 of the NPPF. This is a key provision for those that have dogs or enjoy walking.

- A pedestrian route via Coxbridge Meadow should be provided as it would be the shortest route to Potters Gate primary school avoiding West Street and therefore the safest and least stressful route for those with young children.
- A crossing on West Street should be provided as part of the 'Safe Route to School' scheme for those attending Weydon School which is the nearest secondary school to the development.
- Pavements along this area of West Street are currently insufficient and there are no managed crossing points so access for pedestrians to the bus stop from the development will be very dangerous.
- The submitted plans show a potential footpath entering Coxbridge Meadows. No rights of way exist for this and the owner of the strip of land would not consent to this.
- There would not be sufficient space to provide the pedestrian access to Coxbridge Meadows shown on the original plan.
- Improved pedestrian links could be provided.

Comments specific to current proposals:

- Access located further eastwards would worsen pollution because even more traffic would build up at the bottleneck of the Crondall Lane/West Street junction as a result of the access being moved further eastwards towards town, therefore encouraging cars to use the route through the town centre.
- Provision of turning lanes laudable but likely impact on traffic flows if more than one vehicle is attempting to turn right in or out of either the development or the care home or allotments opposite. This will also be dangerous with drivers taking chances as they attempt to exit and join West Street.
- The lanes into the proposed development on West Street do not appear long enough to manage the flows of traffic.
- Having the access opposite the entrance to a care home could impact on access to the home for emergency vehicles.
- The access opposite the care home is unsuitable as this should be a quiet area for care home residents.
- 320 dwelling is too many
- Objection to loss of pedestrian connection into Coxbridge Meadows
- Fewer trees and more wetland proposed. This will impact on screening and water uptake in an area that already floods badly onto West Street.
- The community orchard should not be fronting West St but should be at the rear of the site.
- Access should be opposite the care home and a roundabout provided rather than a staggered junction.

Comments in support:

- Support for the principle of housing on the site
- Efforts to minimise loss of hedgerow within site welcomed.
- Support for proposal to transplant native trees onto the development site including the community orchard.
- The building density can be increased acceptably using terraced and/or three storey buildings in appropriate locations.
- The movement of the site entrance gives improved access and mitigates any vehicular access problems to the site.
- Not having a footpath running northwards to connect to existing footpaths north of the site is good to enable the re-wilding of the farm.
- New footpath across land opposite Coxbridge Farm to link with Bishops Meadow welcomed

12. Determining Issues

Planning considerations for outline application

Housing land supply

Principle and location of development

Loss of agricultural land

Design, visual amenity and setting of AGLV

Housing mix

Affordable housing

Highways – vehicular access, pedestrian access, traffic generation, improvement package, parking, electric vehicle charging points

Flooding and drainage – flood risk, surface water drainage, foul water drainage

Impact on adjacent Listed Buildings

Archaeology

Provision of amenity space

Trees and landscaping

Utilities

Noise for future occupiers

Sustainability

Land contamination and stability

Air quality

Biodiversity and compliance with Habitats Regulations 2017

Impact on Residential Amenity

Effect on the SPAs

EIA Regulations 2017

13. Planning Considerations for Outline Application

The planning application seeks outline permission for the erection of up to 320 dwellings 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 reserved matters, which do not form part of the current planning application, therefore comprise: -

- Appearance - aspects of a building or place which affect the way it looks, including the exterior of the development.
- Landscaping - the improvement or protection of the amenities of the site and the surrounding area, this could include planting trees or hedges as a screen.
- 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

The current application does, however, provide indicative details in respect of layout scale and landscaping.

14. Housing land supply

The Council published its latest Five Year Housing Land Supply Position Statement, with a base date of 01 April 2020, in October 2020. It concluded the Council had a housing land supply of 5.3 years. The recent planning appeal for Land at Lower Weybourne Lane, Farnham challenged the Council's five year housing land supply position. During the Inquiry the Council conceded that it had a 4.99 year supply of housing land.

Whilst this is very slightly below 5 years, the degree of the shortfall is still a material consideration. The Council keeps its Five Year Housing Land Supply Position Statement under constant review and is also working on a new Five Year Housing Land Supply Position with a base date of 01 April 2021.

Notwithstanding this, as the Council cannot demonstrate a Five Year Housing Land Supply, paragraph 11 (d) of the NPPF 19 is engaged via footnote 7. The consequent impact of paragraph 11(d) is that the policies most relevant for determining the application are deemed out of date. Unless the site is located in an area, or involves an asset, of particular importance that provides a clear reason for refusal, then permission must be granted unless it can be demonstrated that any adverse impacts significantly and demonstrably outweigh the benefits when assessed against the Framework as a whole. This position is reflected in Policy SP1 – Presumption in Favour of Sustainable Development - of the Local Plan Part 1.

For the purposes of Paragraph 11(d) of the NPPF, the most important policies for the determination of this application are those that relate to the principle of the acceptability of the development.

A table containing those policies and the weight to be accorded to them are set out below:

Policy	Weight
SP2 – Spatial Strategy (LPP1)	Significant
ALH1 – Amount and location of housing	Significant
SS1 – Strategic Housing Site at Coxbridge Farm	Full
FNP14 – Site allocations (and in particular 14(g) which is the site specific policy)	Full

Whilst Policy SP2 and AHL1 (which set out where housing should be located and how much should be provided) are considered to be out of date, significant weight can be attached to them given that the Council is only 0.01 years from having a 5 year housing land supply, which is a material factor in considering the weight to be applied.

Full weight is attached to the site allocation policies (SS1 and FNP14(g)) on the basis that these policies support the delivery of much needed housing in the Borough, particularly in the light of the absence of a 5 year housing land supply.

Whilst the tilted balance applies to the proposal, paragraph 14 of the NPPF is also engaged. This paragraph states as follows:

In situations where the presumption (at paragraph 11d) applies to applications involving the provision of housing, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits, provided all of the following apply:

- a) *The neighbourhood plan became part of the development plan two years or less before the date on which the decision is made;*
- b) *The neighbourhood plan contains policies and allocations to meet its identified housing requirement;*
- c) *The local planning authority has at least a three year supply of deliverable sites (against its five year housing supply requirement, including the appropriate buffer as set out in paragraph 73); and*
- d) *The local planning authority's housing delivery was at least 45% of that required over the previous three years.*

All of the above conditions are met and therefore paragraph 14 is engaged. Whilst this does not dis-engage the tilted balance, it does make clear that 'normally' development that conflicts with a neighbourhood plan will be refused.

15. Principle and location of development

The Local Plan Part 1: Strategic Policies and Sites sets out the strategic policies relating to the development and use of land in Waverley and development proposals for the strategic sites identified within it. The Local Plan Part 1 directs new development in the Borough for the period up to 2032.

Policy SP1 stipulates that where planning applications that accord with the Policies in the Local Plan Part 1 (2018) will be approved without delay unless material considerations indicate otherwise.

Policy SP2 details the Spatial Strategy to ensure development needs are met in a sustainable manner which maintains Waverley's character up until 2032. Policy SP2 sets out the general approach to spatial strategy for the Borough and seeks to focus development at the four main settlements – Farnham, Godalming, Haslemere and Cranleigh (of which Farnham is the largest). As the site is located within the settlement of Farnham, the proposed development accords with this policy.

Policy ALH1 details the amount and location of 11,210 net additional dwelling in the period from 2013 to 2032 to meet the full, objectively assessed needs for market and affordable housing. Farnham has, as part of the overall strategy, been allocated 2780 new homes to accommodate. This figure is also reflected in the Farnham Neighbourhood Plan 2013-2032 (Made April 2020). The application site forms a strategic housing allocation set out and adopted as part of the Local Plan Part 1 with the intention of delivering around 350 new homes towards the housing allocation number for Farnham and the Borough's housing land supply. This approach is reflected in the Farnham Neighbourhood Plan 2013-2032 (made April 2020).

The development has been adopted as a strategic housing allocation within the Local Plan Part 1 (2018) Policy SS1 of the Local Plan Part 1 (2018) which states as follows:

Land at Coxbridge Farm, as identified on the Adopted Policies Map, is allocated for around 350 homes subject to the following:

- a) Safeguard and enhance the setting of the adjoining heritage assets at Coxbridge Farm.
- b) The maintenance of, or provision of, appropriate landscaped buffers, including trees and hedgerows, particularly on the western boundary of the site where it meets open countryside.
- c) The achievement of satisfactory access arrangements to the development, including from West Street.

- d) Built development should be focused on the parts of the site at lowest risk of flooding (Zone 1). A Flood Risk Assessment (FRA) will be required given that part of the site lies within an area of identified high and medium flood risk.

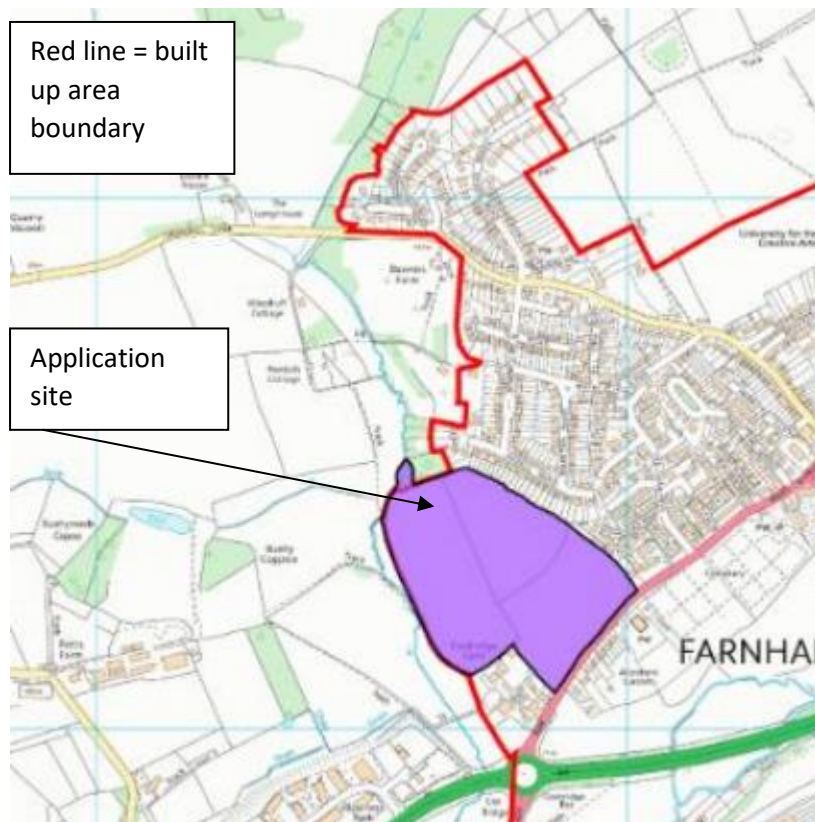
Extract map – Policy SS1 Local Plan Part 1 2018



The site is also allocated for housing in the Farnham Neighbourhood Plan under Policy FNP14(g). This identifies the site as 12.36 hectares, with approximate capacity for 350 dwellings at a density of 30 dwellings per hectare. The policy sets out further guidelines for the site that will be considered in more detail within the remainder of this report.

Although this site largely comprises green fields, the settlement boundary of Farnham has been expanded within the Neighbourhood Plan to run along the western and northern boundary of the site, effectively, including this site within Farnham's Built Up Area Boundary. Therefore, the principle of development accords with Policy SS1 of the Local Plan Part 1 2018 and Policy FNP14(g) of the Farnham Neighbourhood Plan.

The Built Up Area Boundary of Farnham, encompassing the site, is shown below:



Paragraph 103 of the NPPF states that significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. The opportunities available to maximise sustainable transport solutions will vary between urban and rural areas, which should take into account in both plan-making and decision-taking.

The application is accompanied by a Design and Access Statement which sets out the surrounding amenities and infrastructure. Within 1km of the site is a secondary school, convenience store and dentist. Within 1.5km are a pharmacy, supermarket, post office, doctor's surgery and primary school. A bank is located just over 1.5km away and the railway station is located 2km away.

There is a bus stop approximately 190m from the site (approximately 2 minute walk). There are bus services that run along West Street including the no. 65 which runs every hour, Monday to Saturday. This bus route runs between Guildford and Alton.

The Boundary of Farnham Town Centre, where there are a whole range of town centre uses is located approximately 800m to the east of the site, an approximate 10 minute walk and with good pedestrian connections to it from the site.

Having regard to the provisions of Local Plan Part 1 and paragraph 103 of the NPPF, the site is in a sustainable location for the provision of residential development.

16. Loss of Agricultural Land

The application site comprises fields that form part of Coxbridge Farm. The lawful use of the land is therefore agricultural.

Paragraph 170 of the NPPF states that policies and decisions should contribute to and enhance the natural and local environment by, amongst other things, recognising the economic and other benefits of the best and most versatile agricultural land. The glossary of the NPPF defines this as land in grades 1, 2 and 3a of the Agricultural Land Classification.

With regard to allocating land with the least environmental or amenity value (paragraph 171 of the NPPF), footnote 53 of the NPPF states that where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of higher quality. In order for Waverley and Farnham to provide a sufficient supply of housing to meet its need until 2032, it has been deemed necessary both in the Local Plan Part 1 and the Farnham Neighbourhood Plan to allocate this site for housing, resulting in the loss of agricultural land.

This approach to agricultural land is reflected in Policy RD9 (a retained policy of the Waverley Borough Local Plan 2002 that is afforded significant weight), which states that development will not be permitted which would result in the loss or alienation of the best and most versatile agricultural land, unless it can be demonstrated that there is a strong case for development which overrides the need to protect such land. Furthermore, on all grades of agricultural land, development will not be permitted which would result in the fragmentation of an agricultural or horticultural holding so as to seriously undermine the economic viability of the remaining holding.

The applicants have provided an Agricultural Report to accompany the application. The report confirms that the land to the western side of the site, where it is more steeply sloped would be a maximum of Grade 3b as the slope would restrict the safe use of some of the agricultural machinery. The remainder of the land is also considered to be Grade 3b as a result of the soil type – its light texture, shallow depth and high stone content at to limit the volume of crop available that the soil profile can retain. On the basis of this assessment, the land is not considered to be the best and most versatile.

The impact of the loss of these fields on the agricultural holding also needs to be considered. These fields form 11.4 hectares of approximately 40.5 hectares of farm land. The farm is a mix of owner occupied and secure tenancy (from Surrey County Council). Agricultural land within the site forms part of a farm business that currently manages land for a DIY livery enterprise. Loss of the agricultural land within the site would not compromise this low intensity enterprise. The farm no longer engages in

farming activities and many of the farm buildings have been subject to diversification and are now rented out as offices and workshops.

The farm managers have an ambition to transition the management of the remaining pasture for improved biodiversity, including the addition of more woodland, improving the species diversity for the grassland and widening buffers to water courses. The proposed development would not impact upon this.

It is therefore not considered that this proposal would result in the fragmentation of an agricultural holding so as to seriously undermine the economic viability of the remaining holding.

The proposed development is considered to accord with RD9 of the Local Plan 2002 and paragraphs 170 and 171 of the NPPF.

17. Design, impact on visual amenity and setting of AGLV

Policy TD1 of the Local Plan 2018 (Part 1) requires development to be of high quality design and to be well related in size, scale and character to its surroundings. Retained Policies D1 and D4 of the Local Plan 2002 are also relevant along with Policy FNP1 of the Farnham Neighbourhood Plan.

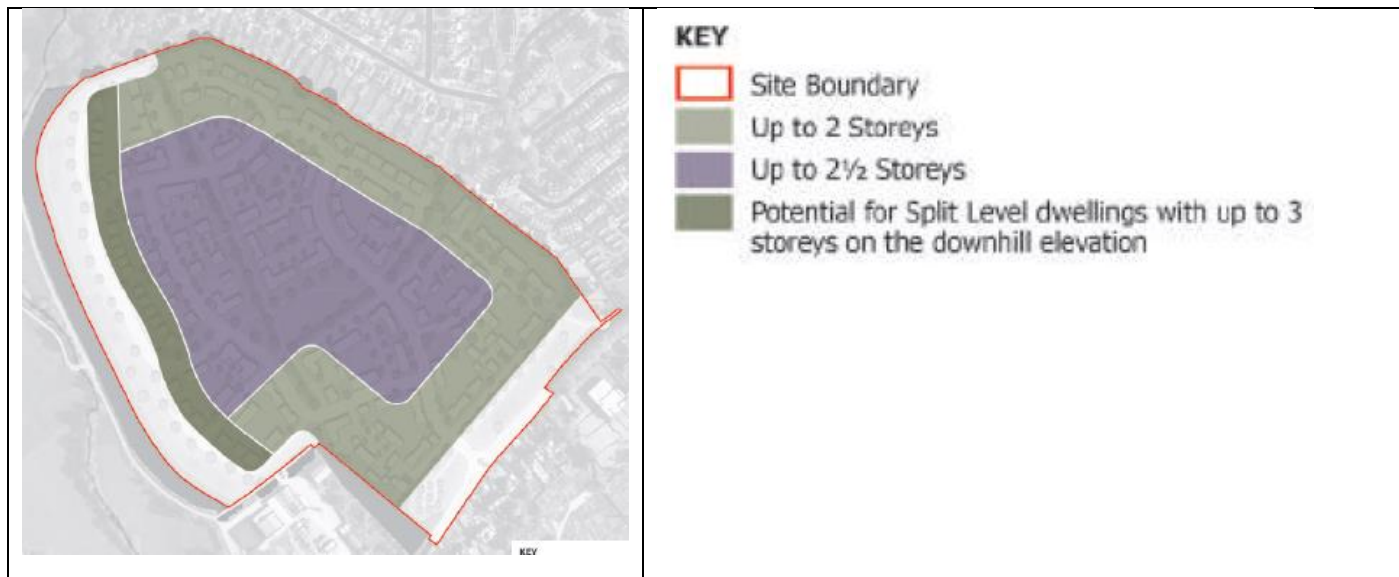
Policy SS1 of the Local Plan Part 1 states, amongst other things that the maintenance of, or provision of, appropriate landscaped buffers, including trees and hedgerows, particularly on the western boundary of the site where it meets open countryside.

Site specific policy FNP14(g) of the Farnham Neighbourhood Plan states that the development should respond to the local characteristic of the North West Farnham Character Area as set out in the Farnham Design Statement, 2010. Built development should be focused on the parts of the site at lowest risk of flooding. The layout should have a hierarchy of streets and spaces forming distinctive areas within the site. Focal points should be created within the layout (providing some variety in design and colour at landmark locations). Houses should front on to, and be set back from, West Street with the existing hedge and supplementary tree planting providing a green buffer to minimise visual impact on this entry point to the town. The slope of the site should be considered when planning the scale and height of buildings. Buildings should not exceed 2 storeys in height. A sufficient green buffer must be provided to the rear of Hazel Road by way of long back gardens backing on to existing gardens to minimise visual and amenity impact on existing properties. The layout should allow a transition of densities reducing towards the countryside at the north of the site.

The site lies adjacent to AGLV (the boundary of which runs parallel to the western site boundary). Policy RE3 relates to landscape character and states that new development must respect and, where appropriate, enhance the distinctive qualities of the landscape in which it is located. The policy goes on to confirm that the same principles for protecting the AONB will apply in the AGLV

As indicated by the indicative scheme, a majority of the proposed residential development would be 2 storeys high, but there would be some 2.5 and split level 2 and 3 storey height residential units (on the western edge of the site, taking advantage of the steep slope). The proposed taller residential units would be principally located within the central area of the site where the land is lower than that of the eastern perimeter and also lower than the adjoining settlement edge of Farnham.

Indicative height plan:



Indicative split level dwellings on western edge of site:



Indication of relative storey heights:



The indicative scheme shows the retention of existing vegetation around the boundary of the site and that this could be enhanced by proposed tree and hedgerow planting. Wider areas of native buffer planting are also indicated to the western site perimeter, around Coxbridge Farm and along the West Street site frontage.

A Landscape and Visual Impact Appraisal prepared by WYG and dated April 2019 has been submitted with the application. This considers the likely effects of the proposed development on the landscape character and visual amenity within a 3km study area. This concludes that the landscape character of the site is of moderate value and that the proposed development would occupy land adjoining the existing settlement that is separate from the wider rural landscape and designated AGLV adjacent. The effects on the landscape character, features and vegetation pattern is concluded to be moderate. Effects on the landscape within the site and its immediate vicinity of the site may be regarded as adverse, but as distance increases away from the site, indirect effects are likely to reduce to neutral.

The introduction of built form to the application site would inevitably result in a change to the visual appearance of the site and views would be afforded of the residential development from public vantage points. The indicative layout plans shows a suitable location of development which retains landscape buffers and contains the development well within the parameters of the site and wider context.

Policy FNP14(g) states that buildings should not exceed 2 storeys in height. Although this outline application does not determine the specific quantum or design of development it does show that two storey, two and half storey and split level 2 and 3 storey units could be accommodated successfully on the site, as shown in the indicative sketches above. Therefore an appropriate scheme has the flexibility to be determined at a reserved matters stage.

It is therefore considered that a detailed scheme could be demonstrated to be of a high quality design which respects the character of the surrounding area and the urban character of the area at a Reserved Matters stage. The proposal is therefore considered acceptable in relation to policies TD1, RE3 and SS1 of the Local Plan Part 1, FNP1 and FNP14(g) of the Farnham Neighbourhood Plan and Policies D1 and D4 of the Local Plan 2002.

18. Housing mix

The NPPF states that a local housing needs assessment should be made to determine the amount, type, size and tenure of housing needed and reflected in policy.

Policy AHN3 of the Local Plan 2018 (Part 1) sets out that proposals will be required to make provision for an appropriate range of different types and sizes of housing to meet the needs of the community, reflecting the most up to date evidence in the West Surrey Strategic Housing Market Assessment (SHMA).

The West Surrey Strategic Housing Market Assessment 2015 (SHMA) sets out the likely profile of household types in the housing market area. The SHMA 2015 provides the following information with regards to the indicative requirements for different dwelling sizes.

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

In addition to the West Surrey SHMA, the published West Surrey SHMA: Waverley Addendum 2015 provides more specific information for the Borough. This includes indicative requirements for different dwelling sizes for both market and affordable housing.

Table 15: Estimated Need by Number of Bedrooms (2013 to 2033) – Affordable Sector

Area	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Godalming	41.4%	34.7%	22.4%	1.5%
Farnham	45.0%	28.7%	24.3%	1.9%
Haslemere	51.6%	26.9%	19.9%	1.6%
Cranleigh	52.0%	27.9%	18.5%	1.6%
Rest of Borough	50.3%	26.9%	21.4%	1.5%
Waverley	47.3%	29.2%	21.9%	1.7%

Source: Housing Market Model

Table 18: Estimated Need by Number of Bedrooms (2013 to 2033) – Market Sector

Area	1 bedroom	2 bedrooms	3 bedrooms	4+ bedrooms
Godalming	12.2%	36.3%	37.4%	14.0%
Farnham	8.1%	31.9%	39.7%	20.4%
Haslemere	13.7%	32.6%	34.1%	19.7%
Cranleigh	9.1%	30.3%	38.0%	22.5%
Rest of Borough	5.9%	29.5%	39.2%	25.4%
Waverley	9.3%	32.1%	38.2%	20.4%

Source: Housing Market Model

Policy FNP15 of the Farnham Neighbourhood Plan states that proposals for residential development on larger sites will be permitted if they incorporate an element of 1 or 2 bedroom dwellings, subject to other policies in the plan. The subtext of this policy states that Farnham has a predominance of family housing (68% of homes having 3 bedrooms or more, 23% 2 bedrooms and 9% 1 bedroom). Research shows that there is a growing need for smaller units in Farnham to meet demand from newly forming household and younger families as well as older downsizing households. The subtext goes on to state that smaller dwellings will be sought on larger sites where there is an opportunity to ensure a mix of development within the layout.

The proposal provides the following mix:

		1 bed	2 bed	3 bed	4+ bed
Market	SHMA	10%	30%	40%	20%
	Site	18% (41 units)	29% (64 units)	35% (77 units)	18% (42 units)
Affordable	SHMA	40%	30%	25%	5%
	Site	40% (39 units)	30% (29 units)	25% (24 units)	5% (4 units)

The housing mix put forward for market housing is considered to be broadly in line with the SHMA requirements for the Surrey Housing Market Area and the identified Borough need. Officers acknowledge that there is a higher provision of one bedroom units which results in a slightly lower provision of 3 and 4 bed units when compared to the need set out in the SHMA. However, Policy FNP15 welcomes the provision of 1 and 2 bedroom homes and recognises the need for additional smaller units over the Plan period. Furthermore, the shortfall of 3 and 4 bedroom units in comparison to SHMA need is relatively modest. Overall, the development offers a good range of market unit sizes and is acceptable in this respect.

With regard to the affordable housing, the mix proposed directly correlates with the SHMA in terms of housing need and is therefore considered acceptable in this respect. The proposal would therefore comply with Policy AHN3 of the Local Plan.

19. Affordable housing

Policy AHN1 of the Local Plan Part 1 (2018) states that the Council will require a minimum provision of 30% affordable housing on all housing development sites which meet the required criteria.

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

The West Surrey SHMA 2015 indicates a high need for affordable housing in Waverley, with an additional 314 additional affordable homes required per annum.

As at 30/04/202 there were 1,301 households registered on the Council's Housing Register, unable to access housing to meet their needs in the market, as shown in the table below alongside the SHMA recommended mix. The mix of bed sizes proposed for the affordable homes closely meets the identified need.

	1bed	2bed	3bed	4bed	TOTAL
No of applicants on WBC's Housing Register	698	286	134	NA	1118
Recommended affordable housing mix from 2015 West Surrey SHMA	40%	30%	25%	5%	100%
Affordable units proposed	39 (40%)	29 (30%)	24 (25%)	4 (5%)	60 (100%)

The 2015 SHMA recommends that new affordable homes be provided in a mix of 70% rent and 30% shared ownership. The proposed development would provide the recommended tenure split.

The 30% requirement would be equivalent to a provision of 60 affordable units. Therefore the proposed development would be in accordance with Policy AHN1 of the Local Plan Part 1 (2018).

As previously assessed, the housing mix would be in line with the identified need as set out within the SHMA 2015.

The Council's aspiration is for inclusive development and for affordable housing to be appropriately distributed throughout the site and tenure neutral. Affordable homes in Waverley should meet the Nationally Described Space Standard. Whilst the amount and tenure of the affordable units are to be determined at outline stage, the layout,

size and design of affordable units are to be determined at reserved matters stage. The applicant has, however, advised that the affordable units will be distributed in clusters of no more than 10 across the site and this approach is welcomed.

The Council's Housing Enabling Team is satisfied that the development would provide a sufficient mix of unit sizes and types. The proposal is therefore considered to be in accordance with Policy AHN1 of the Local Plan Part 1 (2018).

20. Highways Considerations

Paragraph 108 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be, or have been, taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual impacts on the road network would be severe.

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

Part (c) of Policy SS1 requires the proposal to achieve satisfactory access arrangements to the development, including from West Street.

Site specific Policy FNP14(i) states that satisfactory access arrangements should be provided, including from West Street. Traffic calming measures to minimise vehicle speeds should be introduced within the site to help make streets safer. A footpath should be provided within the southern landscaped buffer within the site along West Street, to provide a safe and suitable access from the west. Footpaths should be provided through and around the site and should link to the existing public footpath to the north. Pedestrian access should be provided from the site to the Town Centre, Potters Gate School and West Street. A pedestrian crossing to West Street may be required.

Policy FNP30 of the Farnham Neighbourhood Plan relates to the transport impact of development. This policy sets out a number of requirements and those that are relevant to this application are set out below:

- a) Safely located vehicular and pedestrian access where adequate visibility splays exist or could be created.
- b) Larger scale development proposals are accompanied by a Travel Plan.
- c) Provision of sustainable transport links, including walking and cycling links are provided to the principal facilities including to the town centre and nearest neighbourhood centre; the nearest bus stop; primary school; secondary school and public open space.
- e) Where adequate transport infrastructure is not available to serve the development, the development would provide, or contribute towards, appropriate measures which will address the identified inadequacy and assist walking, cycling, public transport and other highways improvements.
- f) Development proposals would not significantly add to traffic congestion in the town.
- g) Development proposals would not add inappropriate traffic on rural lanes and would not require highway works or footpaths which would result in unsympathetic change to the character of the rural lane.
- h) Development in areas of poor or quality or development that may have an adverse impact on air quality will be required to incorporate mitigation measures to reduce impact to an acceptable level. Permission will be refused where unacceptable impacts cannot be overcome by mitigation.
- i) Development proposals would maintain or enhance the existing local footpath and cycle network and, where possible, extend the network through the site and connect the development to them.

The application is supported by a Transport Assessment, prepared by Paul Basham Associates dated and updated by an addendum to this report dated January 2019. An additional technical note has been provided along with a Stage 1 Road Safety Audit and a document that sets out the changes made to the proposal in response to that audit.

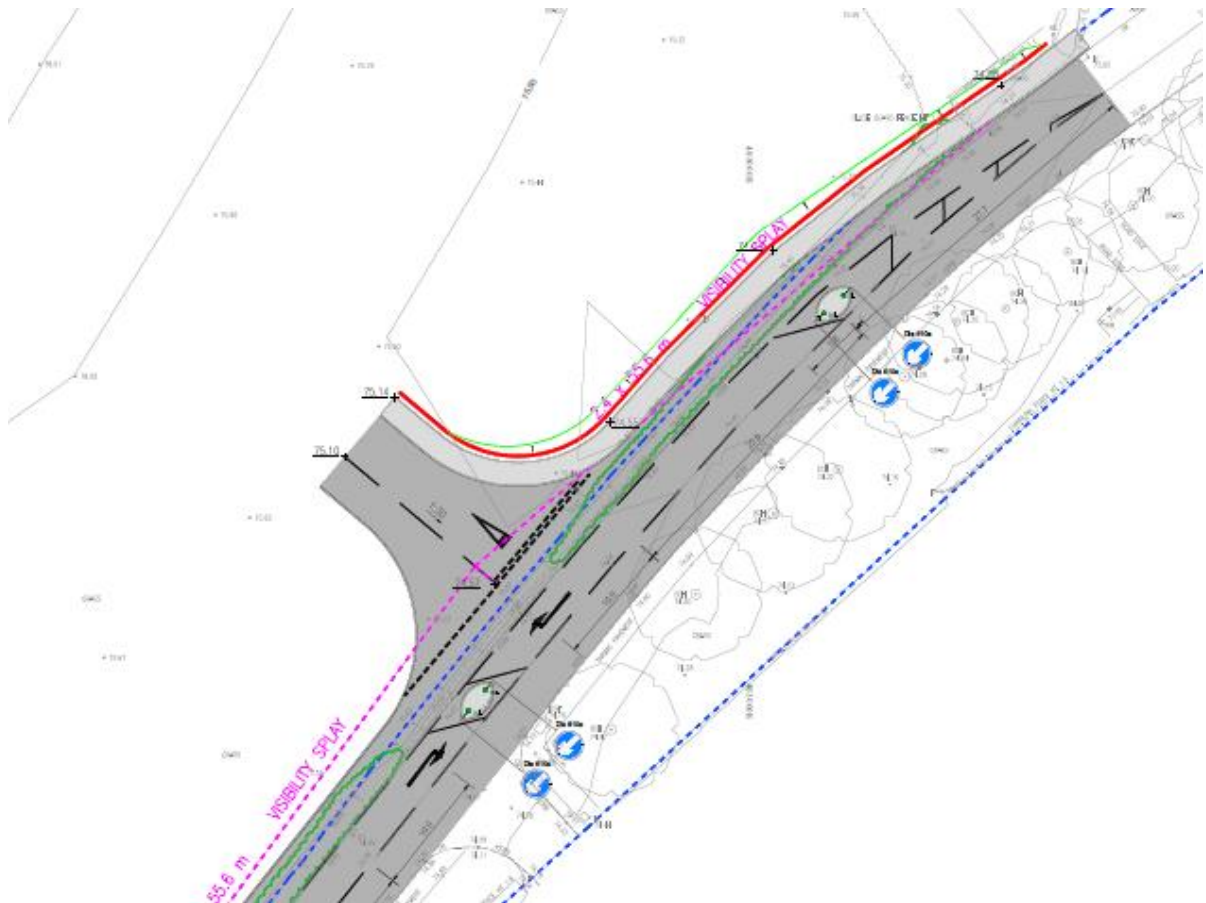
The remainder of this section considers various matters relating to highways considerations in turn within the context of the policies set out above.

Vehicular access

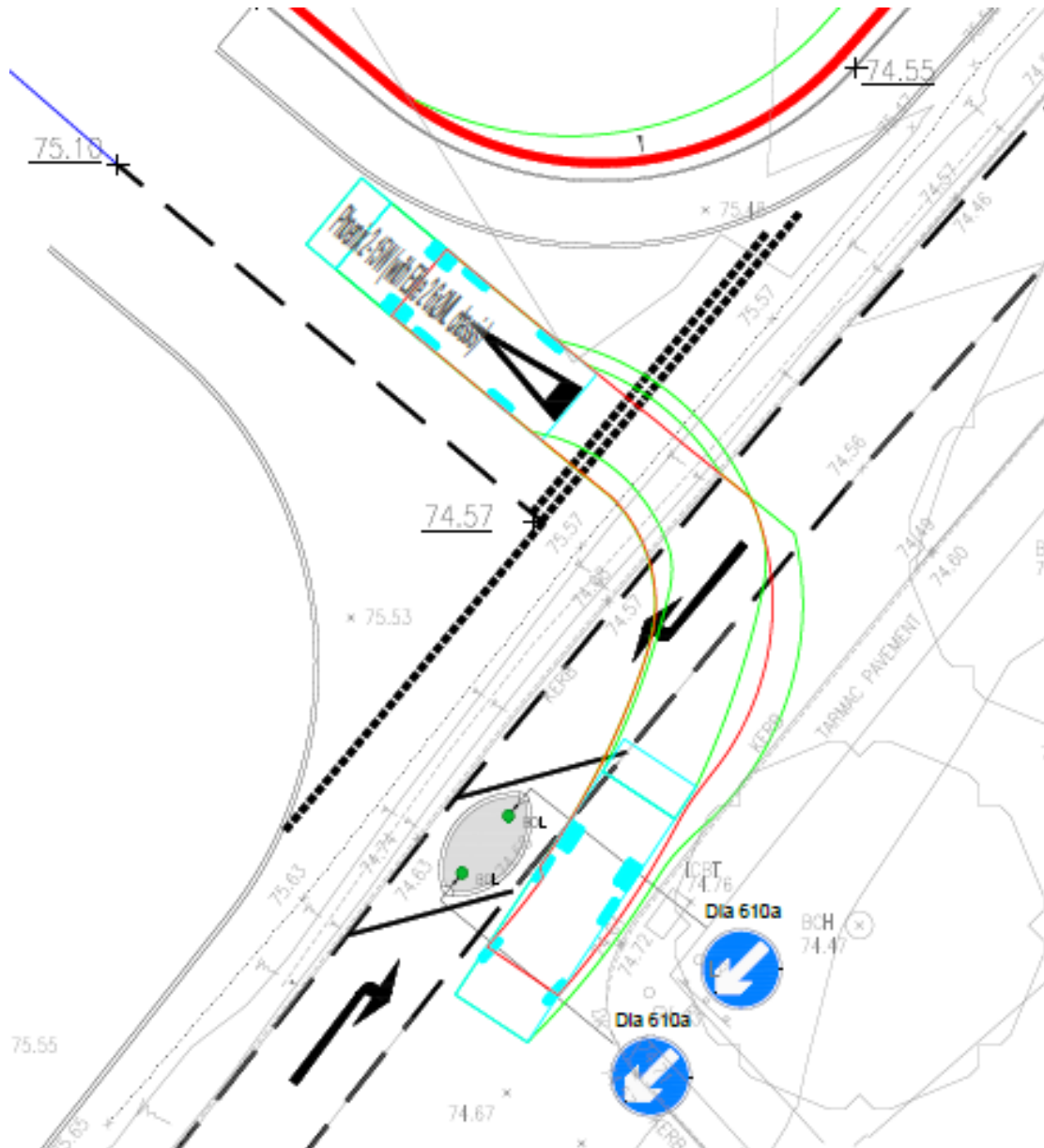
Vehicular access to the site would comprise a single entry point located along the West Street frontage opposite the Bourne Manor Care Home and approximately 40m from the eastern boundary of the site. Visibility splays of 2.4x 55.6m are proposed.

It is proposed to have a dedicated right hand turn lane on West Street providing access into the site. There will also be a dedicated right turn lane provided into the Bourne Manor Wood Care Home and the Town Council depot beyond. Traffic islands are proposed within the hatching of the right turn lanes to reduce the opportunities for vehicle conflicts when turning and restrict overtaking through this section of West Street.

Junction arrangement overview:



New junction detail:



The access has undergone a Stage 1 Road Safety Audit and been adjusted in accordance with the recommendations made within that document. The County Highway Authority is satisfied that it is acceptable from a highway safety perspective.

The site access has been modelled for the year 2024 plus committed development plus the proposed development scenario. This modelling demonstrates that it would operate within capacity with a maximum queue of 2 cars in the morning exiting from the site onto West Street (worst case scenario). The junction would also operate

within capacity for those cars seeking to access the site from West Street. A single access is therefore considered sufficient for this development and this has been confirmed by the County Highway Authority. The Surrey Fire and Rescue Service has confirmed that they are satisfied that the development does not require a secondary access/egress route for emergency vehicles.

Pedestrian Access

There would be three points of entry to the site for pedestrians – alongside the proposed vehicular access, an access in the south east corner of the site and also the south west corner.

The pavement that runs along the northern side of West Street would be extended up to the vehicular access point to the development.

On the western side of the vehicular access point, rather than a pavement running immediately adjacent to the highway, there would be a footpath running parallel to West Street but behind the replanted hedgerow. This would exit in the south west corner of the site providing direct access to a signalised crossing on West Street and new bus stops on the northern and southern side of West Street.

Pedestrian accesses at north eastern end of site:



Pedestrian access and signalised crossing at south western end of site:



The site is well located in relation to the existing pedestrian links. The indicative development layout demonstrates that the site would allow residents to connect to existing pedestrian infrastructure, allowing access to local facilities and bus routes. The development proposals also include measures to enhance the pedestrian environment along West Street, through a wider footway on the southern side and a signalised crossing point, as a way of enhancing sustainable access to the wider facilities and services of Farnham.

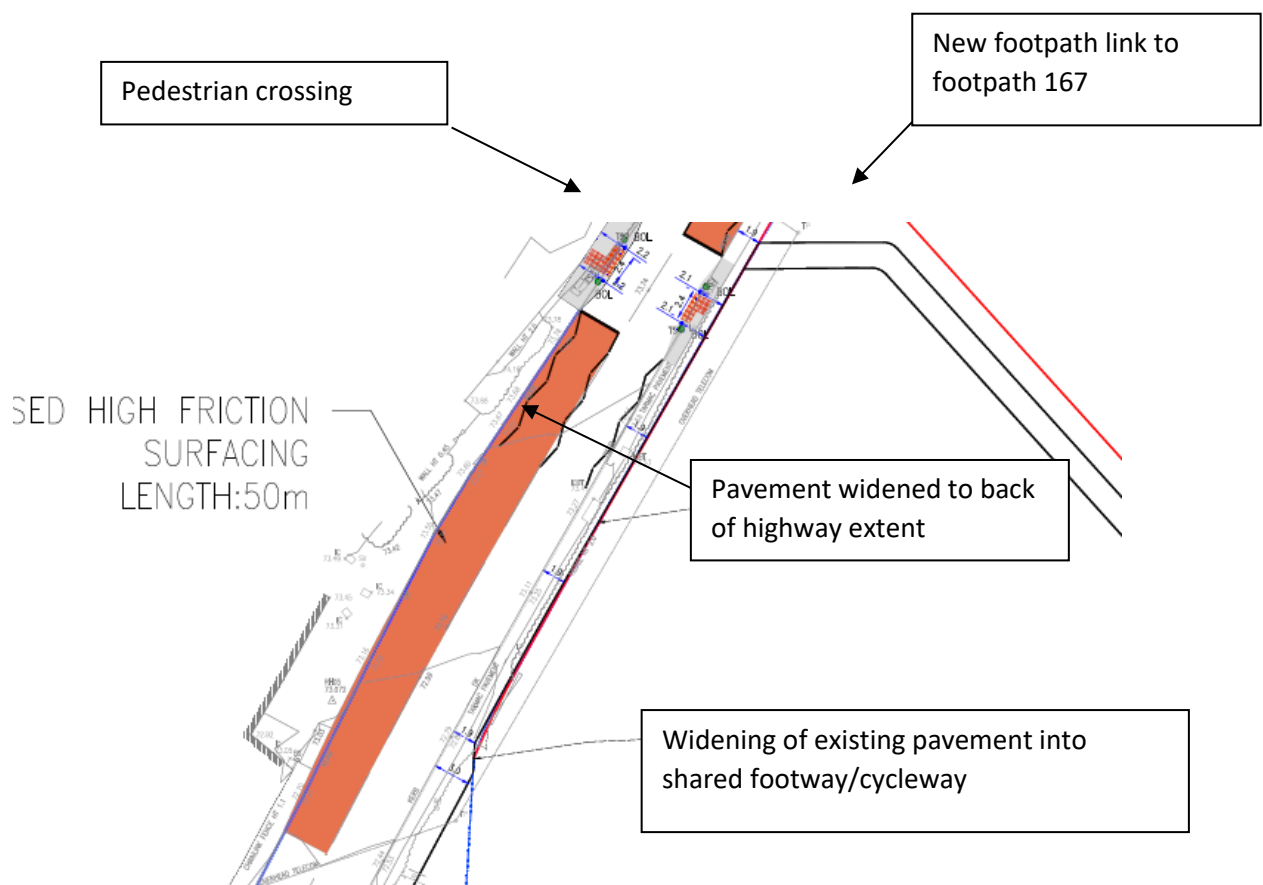
The proposal originally included a pedestrian access link along the eastern boundary of the site and into Coxbridge Meadows which Officers welcomed. Further investigation of this potential link showed that the eastern end of Coxbridge Meadows is privately owned and therefore outside of the applicant's control. On this basis, it is not possible to deliver this pedestrian access.

The indicative masterplan shows how footpaths through the site can be provided (to be secured at reserved matters stage). However, no connecting footpath is proposed from the site to Footpath 1 which provides wider access to the countryside to the north. Although the applicant owns a track that leads directly to this path, the applicant has advised that allowing the use of the track as a public footpath would conflict with the applicant's objective of re-wilding the neighbouring land to the west which is also within the applicant's ownership. The lack of an existing footpath is a negative against the scheme.

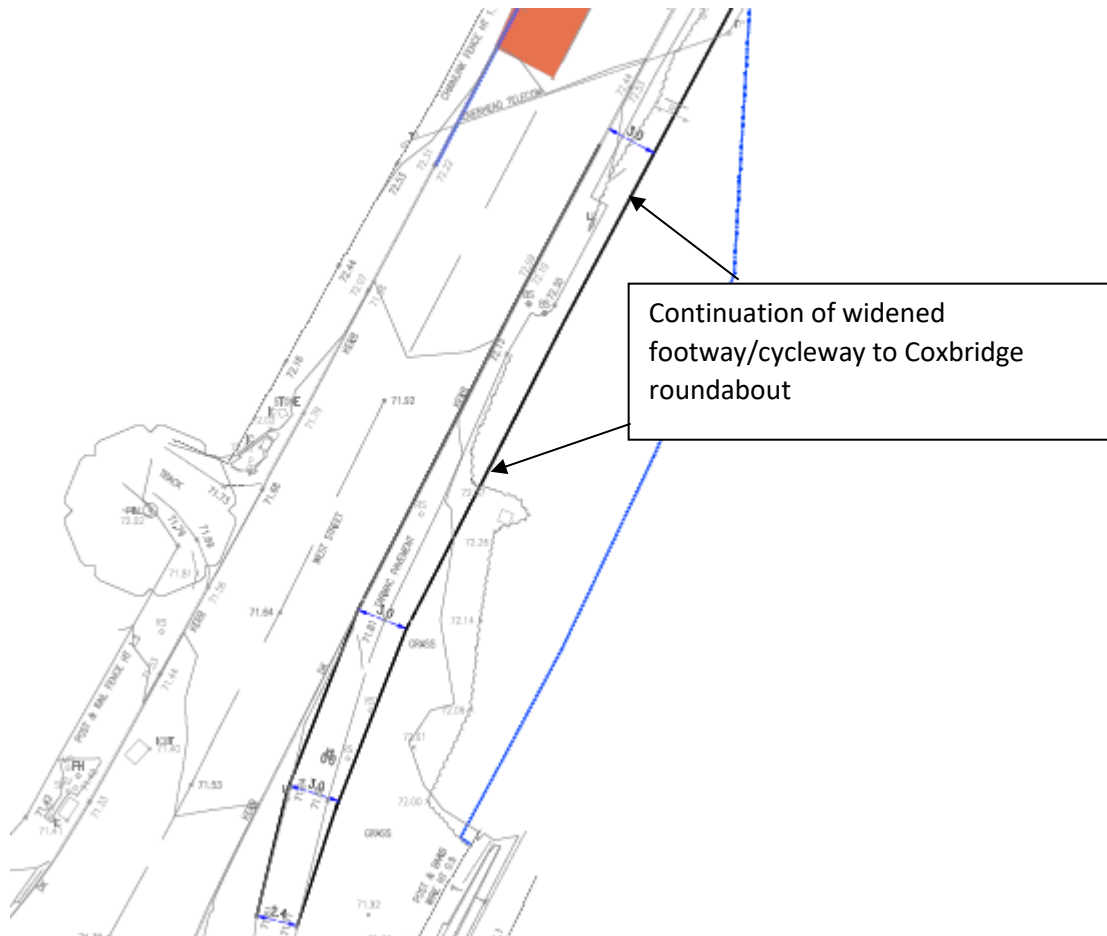
However, there is a package of improvements secured for pedestrians within the immediate site surroundings as follows:

- New footway and controlled pedestrian crossing on West Street, to provide a safe, continuous route between the south western boundary of the site and the existing footway on the south side of West Street and to the new bus stops proposed.
- Widening of the existing footway on the south side of West Street between the controlled pedestrian crossing and Coxbridge roundabout.
- New footpath link connecting West Street to Public Footpath no. 167 which leads into Bishops Meadow (thereby provided an alternative walking route into the town centre to West Street).

Pedestrian crossing, pavement widening and new footpath link:



Pavement widening toward Coxbridge roundabout:



Officers are therefore of the view that whilst a greater number of pedestrian links into and out of the site would be preferable, particularly direct connection to Coxbridge Meadows and Footpath 1 to the north, when this negative is balanced against other pedestrian improvements proposed (as set out above), the development is considered acceptable in relation to pedestrian connections.

Traffic Generation

The Transport Assessment undertaken by Paul Basham Associates Ltd provides detailed information in relation to traffic generation from the proposal and the consequent impacts at various junctions within the locality. This original piece of work has been supplemented by further junction studies.

Traffic flow data has been derived from manual Classified Turning Counts at the proposed site access, Coxbridge Roundabout, West Street/Crosby Way Roundabout and West Street/Crondall Lane junction.

The Transport Assessment concludes that, based on using the industry standard TRICS database, that the development is anticipated to generate an additional 194 vehicle trips in the AM peak period (08:00-09:00), 202 trips in the PM peak period (15:00 and 18:00) and 1,1778 vehicle trips across a 12-hour period. Pedestrian trips

are anticipated to be 48 pedestrian trips in the AM peak period, 37 in the PM peak period and 496 pedestrian trips across a 12-hour period.

Trip distribution and route assignment assessment based on 2011 Census Data predicts 75% of development traffic will travel south from the site on West Street towards Coxbridge Roundabout, with the remaining traffic travelling north through Crosby Way Roundabout and West Street/Crondall Lane junctions.

Capacity assessments have been undertaken at a number of junctions to assess the impact of the development on the highway network. The assessments were carried out for the following scenarios:

- Baseline 2019
- Baseline 2024
- Baseline 2024 plus committed development
- Baseline 2024 plus committed development plus proposed development

The modelling results demonstrate that a number of the existing junctions are at, or nearing, capacity in baseline scenarios when not considering traffic arising from this development. The additional traffic generated by the proposed development is not considered to have a severe impact on these junctions.

The conclusions of the modelling assessment are as follows:

- Site access - this would operate well within capacity
- Coxbridge roundabout – the A31 arms are operating at or above theoretical capacity in both AM and PM peak periods. The additional development generated traffic will have a negligible impact on the operation of the junction, which cannot be considered as severe. The junction has been identified in the Farnham Infrastructure Programme for future improvements and it is considered the development's CIL contribution should be used towards delivering the improvement scheme.
- West St/Crosby Way Roundabout – this is approaching theoretical capacity in the AM peak period, in all scenarios. However, development generated traffic only has a negligible impact on traffic flow, therefore no mitigation at this junction is considered necessary.
- West St/Crondall Lane Priority Junction – the Crondall Lane arm of the junction operates just within theoretical capacity in the 2018 AM peak period but in the 2024 scenario (including committed development) queueing on Crondall Lane would exceed theoretical capacity. The addition of development generated traffic would further increase queueing and delay on Crondall Lane during the AM peak period, however, it is not considered that the proposed development would exacerbate the situation to a level that could be considered severe. The Highway Authority are, however, concerned that the increase in traffic turning at this junction could have an unacceptable impact on the safety of pedestrians,

particularly parents with young children walking to Potters Gate Primary. A S106 contribution has therefore been secured for pedestrian crossing improvements at this junction. Funding for improvements at this junction was also secured from the Abbey View development on Crondall Lane. The details of this improvement scheme will be developed in consultation with local stakeholders as part of the Farnham Infrastructure Programme.

The County Highway Authority has confirmed that it considers the assumptions used by the applicant to calculate trip rates are fit for purpose. In line with good practice, the TA assesses the 'worst case' morning and evening peak hours. This worst case 'peak period' scenario provides a suitable basis to assess the development proposal. The Highway Authority is also satisfied that the trip distribution methodology is robust, realistic and suitable.

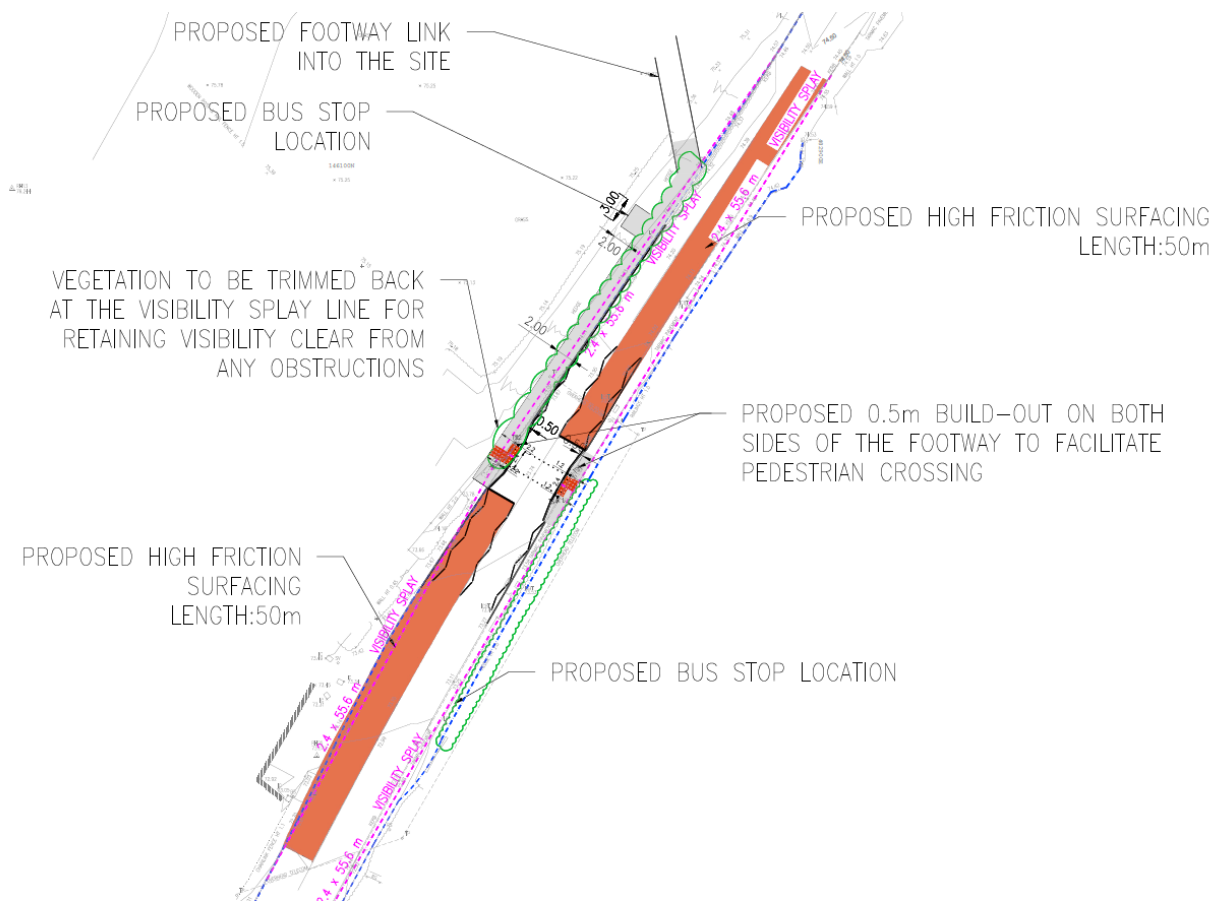
The County Highway Authority has confirmed that it does not consider that the proposed development would have an unacceptable impact on highway safety (and a Stage 1 Road Safety Audit confirms this), nor would the residual cumulative impacts on the road network be severe, particularly when mitigation measures are taken into account, either those secured directly by the development through a financial contribution or those secured via CIL.

Other off-site highway safety and sustainability improvements

As well as some off-site improvements for pedestrians (as outlined above), the proposal includes a number of other off-site measures to encourage the use of sustainable transport modes as follows:

- New pair of bus stops on West Street, on either side of the new controlled pedestrian crossing. The bus stops shall include new bus shelters, accessible height kerbing, new bus stops poles/timetables and Real Time Passenger information.
- Requirement via the S106 agreement for a travel plan to be provided and adhered to.
- Requirement via the S106 agreement for the provision of car club spaces either on site or off-site within acceptable walking distance of the site.
- Requirement, via the S106 agreement for the provision of a £100 travel voucher for each dwelling that will be used towards cycle and/or cycle equipment purchase and/or purchase of bus/rail tickets.

Location of proposed bus stops



It is considered that the site is in a sustainable location and that the package of off-site pedestrian and sustainable transport improvement measures ensures that the development maximises opportunities for travel to a range of local amenities by modes other than the car, in accordance with Paragraph 108 of the NPPF, ST1 of the Local Plan Part 1 and FNP30 of the Farnham Neighbourhood Plan.

Parking

The NPPF supports the adoption of local parking standards for both residential and non-residential development. The Surrey County Council's Vehicle and Parking Guidance was adopted in 2018 and provides advice on car and cycle parking standards. Waverley Borough Council also guidance on this matter. Policy ST1 of the Local Plan (Part 1) 2018 states that development schemes should have appropriate provision of car parking. Waverley also has its own Car Parking Guidelines (2013). Development proposals should comply with the appropriate guidance as set out within these documents.

The Council's guidelines set out the following requirements:

1 bed unit	1 parking space
2 bed unit	2 parking spaces
3 + bed unit	2.5 parking spaces.

This is an outline planning application with all matters reserved, except access. Comprehensive details of the parking proposals will be submitted with a Reserved Matters application at the appropriate time. However, the applicant has provided confirmation that the indicative masterplan would provide a total of 634 spaces which would satisfy the car parking standards based on the indicative housing mix provided.

Whilst details of the car parking would be secured at the reserved matters stage, Officers are satisfied that adequate parking spaces could be provided on site to satisfy the parking guidance.

Electric vehicle charging points

Surrey County Council's Vehicular and Cycle Parking Guidance (January 2018) sets out the three speeds currently available for electric vehicle charging – trickle (3kw), fast (7kw) and rapid (40kw+). New styles of charging units, for example wall mounted units, are set out to have increased the ease with which they can be integrated into new housing development. The Guidance below sets out the following requirements:

Dwellings	1 fast charge socket per house – 7kw
Flats/Apartments	20% of available spaces to be fitted with a fast charge socket – 7kw

The guidance from the County Highway Authority is currently under review and a revised draft states that all dwellings (houses and flats) should be provided with an electric vehicle fast charging socket. On this basis, a condition to this effect would be attached to any permission.

Conclusion on highways matters

The development is in a sustainable location on the edge of the settlement of Farnham with good public transport links and a convenient distance from local shops and services. The site is also well located for connections to public footpaths. Whilst the proposal would inevitably result in traffic generation, it would not have a severe impact on the road network, particularly when mitigation measures are taken into account. The proposals have been the subject of a Stage 1 Road Safety Audit and are acceptable in this respect. The proposals bring with it a number of measures to maximise opportunities to encourage sustainable transport modes. Whilst it is regrettable that there are not more pedestrian connections into and out of the site, the

off-site pedestrian improvement works balance against this negative. The proposed development is therefore considered acceptable in highway terms.

21. Flooding and Drainage

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

Criteria (d) of site specific policy SS1 of the Local Plan 2018 states that “built development should be focused on the parts of the site at lowest risk of flooding (Flood Zone 1). A Flood Risk Assessment will be required given that part of the site lies within an area of identified high and medium flood risk.

Policy FNP31 of the Farnham Neighbourhood Plan relates to water and sewage infrastructure capacity and states that planning permission will be granted for developments which increase the demand for off-site water and waste water infrastructure where sufficient capacity exists or extra capacity can be provided in time to serve the development which will ensure the environment and the amenity of local residents is not adversely affected.

Paragraph 155 of the NPPF 2018 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, make it safe without increasing flood risk elsewhere.

The NPPF requires that climate change is considered as part of the spatial planning process, and as such is pertinent to the consideration of this application.

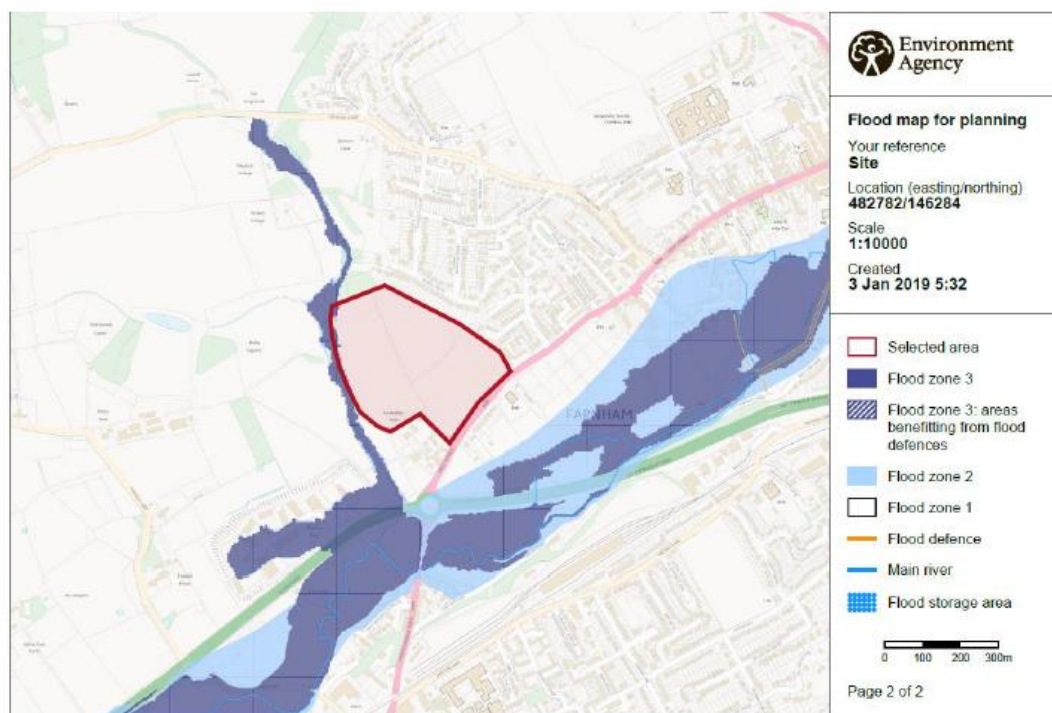
The NPPG states that whether SuDS should be considered will depend on the proposed development and its location, for example, where there are concerns about flooding. When considering major development, SuDS should be provided unless demonstrated to be inappropriate. Whether a SuDS system is appropriate 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.

Flood Risk

The application relates to a major development and the site area exceeds 1 hectare and therefore a Flood Risk Assessment was required to accompany the application.

The Flood Risk Assessment details that EA data for the area indicates that the majority of the site (except the area immediately adjacent to Coxbridge Brook) is at low risk of flooding from fluvial and tidal sources and is entirely within Flood Zone 1 and outside 1 in 1000 year modelled events.

According to the EA data, the only area of the site predicated to be at an increased risk of flooding is a small area at the north western boundary and immediately adjacent to Coxbridge Brook. The flood levels only extend a maximum of 8m into the site and boundary.



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However, whilst the flood map above shows that the site is predominantly within Flood Zone 1), the existing Flood Zone map is not suitable for determining site specific fluvial flood risk as it does not take into account watercourse capacity or the impact of any structures. Therefore, the applicants have undertaken a detailed modelling study of Coxbridge Brook as it flows along the western site boundary which takes into account climate change allowances. This site specific modelling indicates that the entirety of the site is in Flood Zone 1 with regard to and at low risk from flooding associated with Coxbridge Brook.

The site has also been demonstrated to be at low or negligible risk from all other assessed sources of potential flooding (e.g. tidal/coastal flooding, surface water flooding and ground water flooding).

With regard to infrastructure failure flooding, owing to the topography of the site, flows are not likely to pond on the site other than at the very western site boundary. As such, the western section of the site could be considered as being increased risk from any exceedance flows from the existing sewer network. However, such risk is only to occur in the event of a blockage or failure of the existing network and is therefore considered a residual risk only.

The report concludes that the risks of fluvial, tidal/coastal, surface water, groundwater and sewer flooding are all low and that no mitigation measures are required (although as with all large residential development sites, SuDs measures are proposed).

Sequential Test and Exception Test

The overarching aim of the NPPF is to ensure inappropriate development in areas at risk of flooding is avoided, which is achieved via application of the sequential test. This test aims to steer new development to areas at lowest probability of flooding (Flood Zone 1). If the location of the low risk area is not suitable due to wider sustainability objectives the progressively higher risk areas (Flood zone 2/Flood Zone 3) can be considered provided the development will be suitably safe from flooding and does not increase flooding to other areas.

As the application site is shown to be located partially in Flood Zone 3 on the EA map, it is required by the NPPF to pass the sequential test in order for planning permission to be granted.

It is considered that the Local Plan site allocation process suitably sequentially tested the site in the wider context and at a specific site level. The Flood Risk and Coastal Change Planning Practice Guidance Note confirms that the sequential test does not need to be applied for individual developments on sites that have been allocated in development plans through the sequential test.

Part d) of Policy SS1 of the Local Plan Part 1 (2018) requires built development to be focused on the part of the site at the lowest risk of flooding. The indicative layout is considered to locate built development within the lowest flood risk areas of the site.

The table below, taken from the NPPF Technical Guidance document, sets out the types of development that are compatible with the various flood risk zones with residential development classified as 'more vulnerable'.

Table 3: Flood risk vulnerability and flood zone ‘compatibility’

Flood risk vulnerability classification (see table 2)		Essential infrastructure	Water compatible	Highly vulnerable	More vulnerable	Less vulnerable
Flood zone (see table 1)	Zone 1	✓	✓	✓	✓	✓
	Zone 2	✓	✓	Exception Test required	✓	✓
	Zone 3a	Exception Test required	✓	*	Exception Test required	✓
	Zone 3b functional floodplain	Exception Test required	✓	*	*	*

Key: ✓ Development is appropriate.
 * Development should not be permitted.

The indicative layout as submitted in this application shows that the residential development within the site will be focused to the area of site within Flood Zone 1 (as shown on the EA map). Open space and landscaping is shown along the western boundary of the site, adjacent to the brook, in accordance with the requirements of Policy SS1.

Exception Test

As part of the application site is shown to be located in Flood Zone 3 on the EA map, the exception test is required to be undertaken. The exception test is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at a lower risk of flooding are not available. The two tests are:

- That the development will provide wider sustainability benefits to the community that outweigh flood risk
- That it will be safe for its lifetime without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

The proposal is considered to bring with it a wider number of sustainability benefits. The scheme comprises a large number of houses in a sustainable location on the edge of the settlement of Farnham (the largest settlement in the borough). It would therefore assist in ensuring that everyone has the opportunity to live in a decent home. With a 30% affordable housing provision, it would also increase the supply of affordable housing. Furthermore, whilst the site is a greenfield site, it is not subject to any national or local landscape designations. Through the provision of upgrades to existing nearby bus stops, the provision of a signalised crossing along West Street, the widening of the pavement on the southern side of West Street along with the provision of a new footpath link, the proposal is considered to improve opportunities for the use of public transport and provide a safer environment for pedestrians. Under the terms of the Sustainability Appraisal that underpins the Local Plan Part 1 and the allocation of sites,

the development is considered to provide wider sustainability benefits as required by the exception test.

The Flood Risk Assessment concludes that the proposed development would not increase flood risk elsewhere as a result of the development. The development is considered to be safe for its lifetime as the indicative scheme shows that built form on the site can be provided all within flood risk zone 1. The site is considered to be adequately flood resistant and resilient.

The Environment Agency has raised no objection to the application in relation to this aspect of the scheme.

Surface water drainage

No sewer infrastructure is recorded as being located within the site and therefore the existing drainage regime represents that of a typical rural catchment. A proportion of the surface water permeates the ground until the natural capacity is reached, after which surface water follows the fall of the natural topography of the ground towards the low points of the site long the south-eastern and south western borders.

Infiltration testing and ground investigations have been carried out and as a result of these, it has been concluded that the geological conditions at the site prohibit infiltration drainage solutions. Therefore, the drainage strategy proposes on-site attenuation combined with off-site restricted discharge as detailed below.

Surface water produced by the development is proposed to drain via a combination of adoptable and private drainage networks towards appropriately sized attenuation features, situated centrally and on the southern and western boundaries of the development site.

Due to the existing topography of the site it is considered unviable to discharge all surface water flows to the watercourse beyond the western boundary of the site, hence two discharge locations are required. The western section of the development is proposed to drain towards a combination of below and above ground attenuation features before discharging flows at restricted greenfield rates towards the watercourse running beyond the western border of the site.

The eastern half of the development is proposed to drain towards an above ground feature which discharges flows at greenfield rates to the Thames Water surface water sewer located approximately 100m to the east of the site, within West Street. The applicant advises that Thames Water has been consulted and has approved the point of connection and confirmed available capacity for the flows from the development. Thames Water has raised no objection to this element of the proposal.

The Lead Local Flood Authority has reviewed the SuDS strategy and has advised that it has no objection. On this basis, the proposed strategy is considered acceptable and in accordance with Policy CC4 of the Local Plan Part 1.

Foul Water Drainage

No sewer infrastructure is recorded as being located within the site and considering the nature of the existing land use, the site currently produces no foul flows which enter the existing Thames Water network. The closest foul sewer to the site is located beyond the south eastern corner of the site.

Foul flows are proposed to be drained through a network of private and adoptable sewers before discharging to the existing Thames Water sewer beyond West Street.

Thames Water has stated that the existing network has capacity for the first 160 dwellings, however, reinforcement works will be required for the remaining dwellings. The reinforcement works are to be carried out at Thames Water's expense and will commence after outline planning permission for the site has been granted. A letter from Thames Water submitted with the application indicates that construction to provide the additional infrastructure would be likely to take 6 months.

In order to ensure that the necessary infrastructure is provided for any development above 160 dwellings, Thames Water has suggested the following condition:

"There shall be no occupation beyond the 160th dwelling until confirmation has been provided either:

1 – all foul water network upgrades required to accommodate the additional flows from the development have been completed; or

2 – a development and infrastructure phasing plan has been agreed with Thames Water to allow additional development to be occupied. Where a development and infrastructure phasing plan is agreed, no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Officers are satisfied that this condition is sufficient to secure the completion of the upgrade works before houses above the 160 limit are occupied. Subject to this condition, the proposed development is acceptable.

Thames Water raises no objection to the application, subject to the provision of this condition.

Overall, with regard to matters of flood risk, sustainable drainage and foul sewage, Officers are satisfied that the proposed development accords with Policy CC4 of the Local Plan Part 1 2018.

22. Impact on adjacent listed building

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

Paragraphs 193, 194, 195 and 196 of the NPPF are of particular relevance and are provided below:

193. When considering the impact of the proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

194. Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm or loss of:

a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional;

b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

195. Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and
b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use.

196. Where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use. The application of the statutory duties within section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 combined with the guidance contained in the NPPF means that when harm is identified, whether that be less than substantial or substantial harm, it must be given considerable importance and weight.

The application of the statutory duties within section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 combined with the guidance contained in the NPPF means that when harm is identified, whether that be less than substantial or substantial harm, it must be given considerable importance and weight.

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

There are no heritage assets within the development site itself, however, there are two separate listings related to Coxbridge Farm; the mid to late 16th century farmhouse and attached cottage, with 18th century additions and later additions and alterations and the group of 19th century former hop kilns. There is also a terrace of Alms Houses approximately 350m away to the north east that are Grade II listed. A Grade II listed Milestone sits to the south west of the existing farm, along the roadside.

Although the farmhouse is recorded as being 16th century, it is not clear whether any parts of the building are of 16th century construction or beneath more modern finishes or that the property is much later, possibly mid 19th century. The date of construction for the hop kilns and outhouses is also not clear.

The Heritage Statement accompanying the application advises that the significance of the listed buildings lies in their value as a group, their completeness as a farmstead and their vernacular style. It confirms that they contribute to the existing rural landscape but the green buffer zone provides some existing separation between the nucleus of the farmstead group and the land beyond

The Heritage Statement highlights that the indicative design has included a wide landscape buffer between the proposed development and the listed building at Coxbridge Farm in order to minimise the impact of development on the setting of the listed buildings.

The Heritage Statement acknowledges that there will be a change to the setting of the listed buildings as a result of the proposal. However, it is asserted that the degree to which the existing setting contributes to the significance of the group of listed buildings is limited due to the level of existing screening in place. The indicative masterplan shows this screening to be further strengthened due to the planting of an additional green buffer between the development site and the eastern boundary.

The Statement asserts that although it is likely that there was historical association between the farm and the Site, such an association would have been present with the wider adjacent landscape, much of which to the south and east has already been developed over time. Furthermore, due to the extent of screening there is limited intervisibility.

On the basis of the above analysis, the Heritage Statement concludes that development of the site is likely to result in a low degree of less than substantial harm as a result of the change to the site's character.

The distance between the Alms Houses and the site and the milestone to the South West of the existing farm is such that the proposal would have no impact upon the setting of these.

With regard to the Coxbridge Farm buildings, The Council's Design and Conservation Officer has confirmed that the significance of the Coxbridge Farm listed buildings is that together they form a historic farmstead which was part of the profitable hop trade in Farnham and is one of the few surviving which has evidence from the 17th and 18th centuries.

The Design and Conservation Officer has reviewed the proposals and advises the setting of fields behind the application site contributes to the significance of the listed buildings as the agricultural fields related to the use of the farm. However, it is also acknowledged that this setting has been diluted as a result of the presence of A31, Coxbridge roundabout, the dwellings within the vicinity of the site and the industrial units so that the general environment is now more urban.

In light of the above, the Design and Conservation Officer advises that the proposal would lead to less than substantial harm to the significance of the Heritage Asset as a result of the provision of a housing development on fields adjacent to the Listed Buildings, thereby affecting their setting. As such, would fail to preserve the special interest and setting of the Listed Buildings. This harm leads to a presumption against granting planning permission.

However, the NPPF states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimal viable use. In this instance, the proposal would result in the provision of a significant amount of market and affordable housing and would enable the site to fulfil its allocation for this purpose. This is considered to be a significant public benefit in favour of the scheme. Officers consider that even when giving great weight to the preservation of the heritage asset that the public benefits arising from the proposal are sufficient to outweigh the identified harm.

The proposal would therefore be in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas Act 1990, Policy HA1 of the Local Plan (Part 1) 2018 and retained Policies HE3 and HE5 of the Local Plan 2002.

23. Archaeology

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.

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

The need to safeguard and manage Waverley's rich and diverse heritage, including all archaeological sites, is set out in Policy HA1 of the Local Plan Part 1 2018.

The application is accompanied by an Archaeological Desk-Based Assessment prepared by Cotswold Archaeology. This concludes that the site has low to moderate archaeological potential for remains dating from the early prehistoric, Roman and medieval periods. It therefore recommends that an appropriate programme of archaeological recording may be required at the appropriate stage of the development process. Mitigation measures may also involve more detailed investigation into any potential remains.

It is therefore recommended that a programme of trial trench evaluation, and if necessary, further mitigation is undertaken. These mitigation measure will almost certainly involve more detailed excavation of any archaeological remains. A condition is therefore recommended to secure the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation to be submitted to and approved by the Local Planning Authority.

Subject to the provision of this condition, the proposed development is considered to be in accordance with Policy HA1 of the Local Plan Part 1 and Policies HE14 and 15 of the Local Plan 2002.

24. Provision of amenity space

Policy LRC1 states that proposals for new residential development will be expected to make provision for play space in accordance with the Fields in Trust (FIT) standard. For the size of the development proposed, the FIT Benchmark guidelines set out a requirement of an on-site Local Area of Play (LAP), Local Equipped Area for Play (LEAP) and a contribution towards a Multi Use Games Area (MUGA).

Policy TD1 of the Local Plan 2018 (Part 1) states that development should maximise opportunities to improve the quality of life, health and well-being of current and future residents. Specifically, these should be opportunities for:

- private, communal and public amenity space;
- appropriate internal space standards; and
- on site play space

Green Space Plan



LAP

LEAP

LAP



The indicative layout indicates that a LEAP would be provided within the central area of the site along with public open space. The positioning of the main playspace area within the centre of the site would be such that natural surveillance would be afforded and it would be accessible to future occupants of the site. The indicative masterplan also shows two LAPs (one to the north of the site and the other to the south). This distribution means that those on the periphery of the site also have close access to a play area nearby. The indicative masterplan shows that it is possible to provide these with adequate surveillance from nearby dwellings. The management of the proposed

play areas would be via a Management Company and this would be secured as part of a S106 Agreement should permission be granted.

The LEAP and LAP provision would accord with the Fields In Trust Guidance. This guidance also states that of this scale of development, a financial contribution should be made towards the provision of a Neighbourhood Equipped Area for Play (NEAP). As CIL would be levied on this development, it would not be reasonable to require a separate financial contribution towards a NEAP via a S106.

The proposal would not provide an on site MUGA (as suggested in the Fields in Trust Guidance). However, given the often urbanising form of such a facility, it is considered that, in this particular instance and having regard to the location of the site, the exclusion of a MUGA would be of benefit to the overall landscaping and design value of the scheme. It should be noted that there is a MUGA in close proximity to the site on the Chantry's that would be accessible to occupiers of this development.

With regard to amenity space, at this stage this aspect of the proposal is not to be considered. However, regard is given to the indicative layout which shows adequate amenity space in regard to individual dwellings. Whilst there are some flats that do not have private areas of amenity space - but have open grassed areas around the building instead – this is a matter that could be addressed at Reserved Matters stage. The landscaping would be robustly assessed at a Reserved Matters stage.

In light of the above, it is considered that the proposal could provide for a suitable level of playspace and amenity space in accordance with Policies LRC1 and TD1 of the Local Plan 2018 (Part 1) and the NPPF.

25. Trees and landscaping

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

Paragraph 170(b) of the NPPF 2018 states that planning policies and decisions should contribute to and enhance the natural and local environment by, inter alia, recognising the intrinsic character and beauty of the countryside including trees and woodland.

Paragraph 175(c) of the NPPF 2018 sets out that, when determining planning applications, development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists.

Retained Policy D7 of the Local Plan 2002 broadly support the aims of the NPPF stating that the Council will protect significant trees and groups of trees and hedgerows through planning control.

Site specific policy FNP14(g) states that “houses should front on to, and be set back from West Street, to minimise visual impact on this entry point to the town”.

The site’s trees are mainly situated around the boundaries with low quality individual trees inset in low to moderate quality field boundary groups. There are no trees on site that are subject to a TPO.

The application is accompanied by a Trees and Construction Report prepared by Indigo Surveys Ltd. The proposal would potentially result in some Category B and C tree removals, however, the indicative masterplan indicates that there would be new tree and hedge planting that could mitigate for these removals. No Category A trees would be lost as a result of the development and the plans do not indicate any tree removal on the boundary of properties in Hazell Road.

There are two hedgerows within the site, one running on an east-west axis and one on a north-south axis. The indicative masterplan shows the retention of these hedgerows albeit with holes punched through at various points for access roads.

There is currently a hedgerow on the front boundary of the site which would need to be removed to deliver the highway requirements of the development. The indicative plan shows this hedgerow being replaced.

The Council’s Tree Officer has reviewed the proposals and raises no objection to the loss of trees within the site.

Whilst landscaping is a reserved matter, the indicative scheme shows that a development could be achieved that does not result in the loss of trees of high amenity value and that existing hedgerows within the site could be retained. Whilst the hedgerow at the front of the site would be lost, this could be required to be replaced.

The development is therefore considered to accord with Policy NE2 of the Local Plan Part 1, FNP14(g) of the Farnham Neighbourhood Plan and relevant policies within the Local Plan 2002.

26. Utilities

Policy ICS2 of the Local Plan Part 1 states that infrastructure to support new development must be provided. Policy FNP32 (Securing Infrastructure) of the Farnham Neighbourhood Plan reflects the aims of this policy.

Owing to the size of the development, there would be additional pressures on existing utilities infrastructure. Foul drainage has been discussed in the ‘Flooding and drainage’ section of this report. A Utilities Statement, prepared by Hydrock, has been submitted in support of this application.

In terms of gas, there is a medium pressure gas main running under West Street just outside the site’s south eastern boundary. Parallel to this but running along the southern side of West Street is a low pressure gas main. It has been established that the site access where the medium pressure main runs in the carriageway. However,

SGN (the incumbent distribution network operator) has advised that it does not require diverting due to the protection of the main in a cast iron pipe.

With regard to electricity, records from SSE indicate a network of high voltage cables running in the highway of West Street, outside the site boundary, which terminate at Alton Road substation on the opposite side of the road to the new development. There is also a network of low voltage cables outside of the boundary, running on the far-side footpath of West Street and terminating at the Alton Road substation. The low voltage network is shown to service Bourne Manor Care Home and residential dwellings to the south-east of the site and the residential area to the east. No apparatus is shown to run within the redline boundary of the site and therefore, it is not anticipated that any diversionary works will be required.

For both gas and electricity, it is recommended that the exact location and depth of assets are established prior to any excavation works commencing in the footpath or highway of West Street.

Records that the applicant has received from BT show that there is existing buried apparatus and associated chambers running in the far-side pavement of West Street, outside of the site boundary. BT cables are also shown to run within the residential and commercial estates to the north east of the site.

It is envisaged that there would be no problem connecting to a BT telephone service for the proposed development and that broadband connections could be achieved. A strategy for the provision of high speed broadband would be required and this could be secured by condition should permission be granted.

It should also be noted that Virgin Media provide fibre optic data services within this service area.

On the above basis, Officers are satisfied that appropriate utilities could be provided to serve the proposed development. Any reserved matters application will need to demonstrate that the development would be supplied without adversely impacting the existing infrastructure.

27. Noise for future occupiers

Policy FNP1 of the Farnham Neighbourhood Plan seeks to, amongst other things, ensure that development does not result in unacceptable levels of noise pollution. Retained Policy D1 of the Local Plan 2002 reflects this aim.

Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location by taking into account the effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. This includes, inter alia, mitigating and reducing to a minimum the potential adverse impacts resulting from noise from new

development and to avoid noise giving rise to significant adverse impacts on health and the quality of life.

The application is supported by a Noise Assessment prepared by WYG. This assessment explores how existing and new noise sensitive premises could be affected by the proposed development. This report found that existing ambient noise levels around the site are dominated by road traffic noise from the A31, the A325 (West Street) and associated local roads, with occasional distant industrial and aircraft noise. Noise levels taken from surveys indicate that the site falls within 'Negligible' to 'Medium' noise risk categories. These noise levels indicate that with a good acoustic design process, adverse impacts from noise can be satisfactorily minimised.

The survey indicates that internal noise levels are exceeded at several locations adjacent to West Street during the daytime and night-time period, assuming a windows open scenario. The report advises that all dwellings on the site would have the benefit from standard double glazing, along with an alternative means of ventilation. This is sufficient to meet the internal noise level targets in a window-closed scenario for dwellings across the site.

However, for a number of dwellings facing West Street, alternative ventilation will be required for habitable rooms on both ground and upper floors to meet the target internal noise level criteria. Alternative ventilation can be provided in several ways from acoustic trickle vents (which need to have minimum sound reduction equal to or greater than the glazing), to other passive ventilation systems or mechanical ventilation.

The noise levels in garden areas are predicted to be below the upper guideline noise value at a majority of locations across the site. The indicative master plan shows dwellings set back from the West Street frontage with gardens to the rear with the effect of reducing noise levels within these garden areas.

Although the master plan provided is indicative only, the conclusions of the noise report would need to be fully considered and responded to appropriately in the final scheme design and Reserved Matters stage.

The Council's Environmental Health Officer (noise and disturbance) has been consulted on the application and reviewed the details. They raise no objection, subject to conditions. These conditions include the submission to the Council for its approval of a scheme to demonstrate appropriate internal and external noise levels for the individual residential units, prior to commencement of development.

Subject to the imposition of conditions on any grant of permission, it is considered that the proposal would accord with retained Policy D1 of the Local Plan 2002 and the NPPF in this respect.

28. Sustainability

Policy CC1 of the Local Plan Part 1 relates to climate change and states that development will be supported where it contributes to mitigating and adapting to the impacts of climate change, including measure that use renewable and low carbon energy supply systems, provide appropriate flood storage capacity, address issues of flood risk, provide high standards of sustainable design and construction with built-in resilience to climate change; or use green infrastructure and SuDS to help absorb heat, reduce surface water run-off and support habitat networks.

Policy CC2 seeks to promote sustainable patterns of development and reduce the level of greenhouse gas emissions. It sets out a number of strategies to achieve this which include measures to minimise energy and water use through the development's design, layout, landscape and orientation; ensuring that the development is designed to encourage walking, cycling, and access to sustainable forms of transport; incorporating measures that protect and, where possible, enhance the biodiversity value of the site.

The precise details in relation to the scheme and its sustainability credentials will be the matter for consideration at the reserved matters stage. However, a number of sustainability measures are secured through this reserved matters application. These include the provision of an appropriate SuDS system, various highways improvements to increase opportunities for sustainable modes of transport, the requirement for a Landscape Ecological Management Plan to include measures to enhance the biodiversity of the site and a condition requiring an electric vehicle charging point for each dwelling. At this stage, therefore, it is considered that the proposed development is sustainable and in accordance in Policies CC1 and CC2 of the Local Plan Part 1.

29. Land Contamination and land stability

Contaminated land

Policy D1 of the Local Plan 2002 seeks to ensure that development does not result in the potential pollution of air, land or water.

Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location by taking into account the effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner in accordance with paragraph 179 of the NPPF.

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

The application is accompanied by a Desk Study and Ground Investigation Report dated March 2018. The Council's Environmental Pollution Control Officer has reviewed the submitted report and has advised that the report does not indicate any significant contamination related issues and further works are unlikely to be required. No conditions are recommended in this respect and the proposal is considered to accord with retained Policy D1 of the Local Plan 2002 and the NPPF 2018.

Land stability

The Planning Practice Guidance Note on Land Stability advises that the planning system has an important role to play with regard to this issue by:

- minimizing the risk and effects of land stability on property, infrastructure and the public;
- helping to ensure that development does not occur in unstable locations or without appropriate precautions; and
- to bring unstable land, wherever possible, back into productive use.

A Preliminary Geotechnical Land Stability Assessment Report accompanies the application. This report anticipates that ground conditions at the site are likely to comprise limited superficial deposits across the site over Gault Formation. Records indicate that the risk to the site from ground engineering hazards (excluding shrink swell soils which is moderate), are low to negligible. In relation to the shrink swell clays, it is recommended that further ground investigation and laboratory testing is carried out and then NHBC guidance followed in relation to foundations, floor slabs drainage and trees.

A Building Control Officer of the Council has reviewed the report and confirms that the report demonstrates that there are no significant land stability issues and in this respect the proposal is acceptable.

30. Air Quality

Paragraph 180 of the NPPF states that planning decisions should ensure that new development is appropriate for its location by taking into account the effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development.

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

Policy FNP1 of the Farnham Neighbourhood Plan also seeks to ensure that development proposals do not result in unacceptable levels of air pollution.

An Air Quality Assessment has been submitted with the application which considers the impact of the development on air quality in both the construction and operational phase.

With regard to the construction phase, it is found that during this phase, the impacts on air quality are of medium significance without mitigation. However, with appropriate mitigation measures in place it is anticipated that the impacts on air quality would not be significant. Such measures include the provision of a Dust Management Plan, ensure that sand and other aggregates are stored in bunded areas and are not allowed to dry out, use water assisted dust sweepers on the access and local roads to remove any material tracked out of the site etc.

Environmental Health has looked at the Air Quality Assessment and is satisfied that subject to the various mitigation measures suggested being undertaken (secured by condition), that the construction of the development would not result in harm to air quality.

Modelling has been carried out to predict the impact of the development once operational, on air quality.

The assessment of significance of the effects on NO₂, PM₁₀ and PM₂₅ associated with the proposed development has been determined as negligible. Environmental Health advise that it is satisfied with the methodology and the findings and that the proposed development is therefore acceptable in relation to air quality.

Natural England originally objected to the application on the grounds that the application could contribute to additional road traffic movements to roads in proximity to European designated sites, causing potential impacts, particularly through increased nitrogen oxide (NO_x) emissions. Further information was submitted by the applicant to address this point and it was concluded that there would be a negligible impact on all ecologically sensitive receptors in relation to this. Natural England subsequently withdrew their objection in this respect.

31. Biodiversity and compliance with Habitats Regulations 2017

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

Policy NE2 relates to green and blue infrastructure and seeks to protect and enhance benefits to the existing river corridor and canal network, including landscaping, water quality or habitat creation. This will particularly be achieved, on development sites, by retaining or creating undeveloped buffer zone to all watercourses of 8 metres for main rivers and 5 metres for ordinary watercourses. Development will not be permitted which will have a detrimental impact on the visual quality, water quality or ecological value of existing river corridors and canals.

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

Policy FNP13 of the Farnham Neighbourhood Plan reflects the aims and objectives set out above.

A number of reports have been submitted in support of the application in relation to ecology and biodiversity. These include a general Ecology Appraisal, a Dormouse Survey, a Bat Report and a Reptile Report and a Great Crested Newt survey, all prepared by WYG.

With regard to habitats, General Ecological Appraisal found that although there are hedgerows within and around the site, including along its frontage, these are species poor and none are considered to be 'Important' under the Hedgerow Regulations. The survey also identifies that the grassland, hedgerow and scrub habitat of the site offers moderate potential for foraging and commuting badgers and that the hedgerows, woodland and wooded banks within and adjacent to the site offer high suitability for sett creation.

The report recommends that natural and semi-natural habitats (in particular trees and scrub) within the site are retained where possible and that new planting is conducted (i.e hedgerow) to avoid a net loss of these habitats as they have the potential to support nesting birds and invertebrates.

The proposal would result in the loss of the hedgerow at the front of the site as a result of the pedestrian and vehicular access to the proposed development, the need to widen the carriageway to allow for right hand turn lanes along West Street and also for the provision of the pedestrian crossing and bus stop in the south west corner of the site. It is proposed that this loss is mitigated for through the planting of a replacement hedgerow and this can be secured via condition.

With regard to the hedgerows within the centre of the site, the indicative masterplan shows how a scheme can be designed that ensures their retention. Again, the retention of these hedgerows can be secured via condition.

In relation to protected species, the Dormouse Presence/Likely Absence Survey Report advises that Dormouse were not detected at the site although suitable habitat was located in the site. Despite the species not being recorded, the report recommends that a non-licence method statement is prepared and adhered to during site clearance works. It is also recommended that enhancement measures are

incorporated into the development, comprising the planting of native tree and shrub species in order to attract dormice.

A bat survey was also undertaken at the site. Up to five species of bat were recorded using the habitats across the site. The report recommends mitigation and enhancement measures including that a majority of the hedgerows should be retained, that a lighting strategy should be devised, and that the use of breathable roof membranes should be avoided. Suggested enhancements include the creation of areas of new woodland and scrub planting, the infilling of retained hedgerows in and around the site and the provision of four bat boxes within the site.

Reptile surveys were undertaken at the site but no reptiles were found to be present and no mitigation or enhancement measures are proposed. With regard to Great Crested Newts, surveys were undertaken of 2 water bodies within 500m of the site Great Crested Newts were not found to be present. Therefore, the development is not considered to have a harmful impact on this species.

A Breeding Bird Survey Report accompanies the application prepared by WYG. Twenty nine species of breeding birds were recorded during four surveys undertaken. The birds were categorised into one of three lists of Conservation Concern as follows:

Red list – globally threatened, historical population decline in UK during 1800-1995; severe (at least 50% decline in UK breeding population over last 25 years, or longer term period; severe (at least 50% contraction of UK breeding range over last 25 years, or the longer term period.

Amber list – Species with unfavourable conservation status in Europe; historical population decline during 1800-1995 but recovering; moderate (25-40%) decline in UK breeding population over last 25 years or the longer term period; moderate (25-40%) contraction of UK breeding range over last 25 years, of the longer term period; moderate (25-49%) decline in UK non-breeding population over last 25 years or the longer term period; rare breeder (1-300 breeding pairs in UK); rare non-breeders (less than 900 individuals; localised – at least 50% of UK breeding of non-breeding population in 10 or fewer sites, but not applied to rare breeders or non-breeders; internationally important – at least 20% of European breeding or non-breeding population in UK.

Green list – Species that occur regularly in the UK but do not qualify under any of the above criteria.

Whilst the lists confer no legal status, they are useful in evaluating the conservation significance of bird assemblages, and for assessing the potential significance of impacts and informing appropriate levels of mitigation with respect to bird populations.

The survey noted four red listed species (starling, song thrush, house sparrow and mistle thrush), three amber listed species (black-headed gull, dunnock and stock dove) and twenty two common and widespread species. The site is assessed as having 'local importance' for breeding birds due to the number of species considered to be breeding.

The report recommends that the hedgerows should be retained where possible and that a buffer of at least 10m should be created between the woodland boundaries in the north of the site and any development. Whilst the hedgerow at the front of the site would be lost due to the necessary highways works, it is intended that it is replaced. Provision of a 10m buffer from adjacent woodland should also be possible and is shown on the indicative master plan. Enhancements are also suggested such as the inclusion of bird nesting boxes in the development, and native plant species within the landscaping to provide foraging, resting and nesting habitat for a variety of species.

An Ecological Mitigation and Enhancement Management Plan also forms part of the application documents. This document brings together the mitigation and enhancement measures contained within the other ecological report.

The Surrey Wildlife Trust has reviewed all the ecological documentation submitted with the application. The Trust raises no objection to the development subject to appropriate conditions which include the following requirements:

- To undertake a pre-badger survey
- To provide a Construction Environmental Management Plan which must ensure that run-off from the developed site is controlled with appropriate mechanisms to help prevent pollution of the adjacent water course which enters the River Wey SNCI.
- To undertake the recommendations for mitigation and enhancements set out in the ecological reports.
- To expand the Ecological Mitigation and Enhancement Management Plan to ensure further opportunities for biodiversity restoration and enhancement. The applicant, through condition will be required to provide ecological net gain enhancements in accordance with the findings of the Net Gain Metric and build on the current ecological recommendations for mitigation and enhancement.
- To provide details of a Sensitive Lighting Management Plan

Subject to the imposition of the above conditions, it is considered that the proposed development would accord with Policies NE1 and NE2 of the Local Plan Part 1 and Policy FNP13 of the Farnham Neighbourhood Plan.

32. Impact on residential amenity

Light, outlook and privacy

Policy TD1 of the Local Plan 2018 (Part1) seeks to ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development. Retained policies D1 and D4 of the Local Plan 2002 are given substantial and full weight respectively due to their consistency with the NPPF 2019.

Site specific Policy FNP14 (i) of the Farnham Neighbourhood Plan states that “a sufficient green buffer must be provided to the rear of Hazel Road by way of long back gardens backing on to existing gardens to minimise visual and amenity impact on existing properties”.

Although this proposal is for a housing development, the Council’s Supplementary Planning Guidance for Residential Extensions is relevant when considering the impact of the development on neighbouring residents by way of loss of daylight/sunlight, outlook and privacy.

The closest residential properties to the site are those that back on to the north eastern boundary of the site in Hazell Road, Coxbridge Meadows, Sampson’s Almshouses and The Old Exchange. The indicative master plans shows a back to back relationship between these dwellings and new dwellings within the site. There is a minimum distance of 12m between the rear wall of the new dwellings in this part of the site and the north western boundary (including vegetation). Back to back window separation distances range from 21m in Coxbridge Meadows to over 45m in Hazell Road. The Supplementary Planning Guidance suggests a window to window distance of at least 21 metres and 18m between proposed windows and neighbouring private amenity space. The indicative masterplan demonstrates that it is possible to achieve appropriate separation distances.

With regard to the dwellings on the south side of West Street, as these are set well back with West Street intervening, appropriate separation distances would be achieved. The relationship of Coxbridge Farm itself to the site is such that an appropriate development could be designed to ensure no harm to neighbouring amenity (as demonstrated in the current masterplan).

Although the masterplan is only indicative at this stage, it demonstrates that it is possible to deliver a development of 320 units without causing harm to neighbouring residential amenity with regard to loss of light, outlook and privacy.

Noise disturbance

A number of residents have objected to the proposal on the grounds of noise disturbance arising from the construction process and the development once occupied. It is inevitable that noise and disturbance will arise during the course of construction and this is not a material planning consideration. It is, however, considered expedient to include a condition to require a Construction Management plan to be submitted and approved prior to the commencement of development to ensure that the amenities of neighbouring properties are not compromised during the build out of the scheme.

With regard to noise arising once the development is occupied, noise levels are not anticipated to exceed normal noise levels for a residential area and the proposed development is considered acceptable in this respect.

Light Intrusion

The applicant has provided a Lighting Assessment and provided that the specified lighting design or similar is implemented it will not have a significant effect on neighbouring properties.

33. Effect on the SPAs

A Report has been provided to inform the Habitats Regulations Assessment Stage 1 and 2. This report found one pathway to likely significant effects in relation to the Thames Basin Heath SPA relating to recreational use during occupation: alone and in combination, thereby confirming that an Appropriate Assessment is required.

With regard to the Wealden Heaths 1 SPA, it concludes that there are not considered to be any potential pathways to likely significant effects in relation to this SPA.

Thames Basin Heath SPA

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

An Appropriate Assessment has been undertaken for the development. This concludes that, in order for the development to be acceptable in planning terms, and to comply with the Conservation of Habitats and Species Regulations 2017 and avoid a likely significant effect upon the Thames Basin Heaths SPA, a S106 agreement is required as part of any subsequent planning approval to secure a financial contribution towards SANG and SAMM, in line with the Waverley Borough Council Thames Basin Heaths Special Protection Area (TBH SPA) Avoidance Strategy (July 2016). The final figure is yet to be arrived at given that this is an outline scheme with an indicative mix only.

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

Subject to the completion of a S106 agreement, the effect upon the SPA would be mitigated in accordance with Policies NE1 and NE3 of the Local Plan (Part 1) 2018, Policy FNP12 of the Farnham Neighbourhood Plan 2013-2032 (2020) and the adopted Avoidance Strategy.

Wealden Heaths 1 SPA

The site is located within 5km of the Wealden Heaths 1 SPA. The Wealden Heath SPA is under much lower pressure from residential development in the area than the Thames Basin Heath SPA. There is no specific strategy with regard to dealing with the impacts of a proposed development on the Wealden Heaths 1 SPA and each site is reviewed on a case by case basis.

The proposal would deliver a significant number of dwellings and could have a likely significant effect on the Wealden Heaths 1 SPA. However, it is considered that the mitigation proposed for the Thames Basin Heath SPA in the form of a SANG and SAMM contribution also comprise sufficient avoidance measures for the Wealden Heaths 1 SPA. As such, no further mitigation is required. This is set out within the Appropriate Assessment that has been undertaken. Given the distance of the site from the Wealden Heaths 1 SPA it is not considered to result in likely significant effects in any other ways such as urbanisation, noise, atmospheric pollution or light.

Natural England has reviewed the proposals and the Appropriate Assessment and has raised no objection to the proposal.

The development is therefore considered to be acceptable with regard to its impacts on the SPAs, subject to the completion of a S106 agreement to secure SANG and SAMM contributions, in accordance with Policies NE1 and NE3 of the Local Plan Part 1 and Policies FNP12 and FNP13 of the Farnham Neighbourhood Plan.

34. EIA Regulations 2017

The proposed development was the subject of a screening opinion (SO/2018/0011) and it was concluded that although the proposed development exceeded the thresholds of Schedule 2 of the EIA Impact Regulations 2017, however, it was concluded that no significant environmental effects would occur either when considering the development on its own or in conjunction with other development that is likely to have a significant effect on the environment.

It is not considered that there have been any significant changes in circumstances either on site or relation to other developments in the vicinity of the site to affect this conclusion.

35. Conclusion

The proposal is an outline application for the provision of 320 units on a site that is allocated for the provision of 350 within the Local Plan Part 1 (Policy SS1) and the Farnham Neighbourhood Plan (Policy FNP14(g)). The proposed development therefore accord with this site specific policies and with the spatial strategy of the

Development Plan in general, by providing much needed housing on an allocated site within the settlement of Farnham.

The development makes a significant contribution towards delivering the Council's housing target of 11,210 dwellings up until 2032. The development provides 30% affordable housing (70% social rented and 30% shared ownership), secured via a S106 agreement. This proportion accords with the Council's policies in relation to affordable housing and is a significant benefit of the scheme. Furthermore, the indicative scheme demonstrates that the appropriate housing mix for both affordable and market housing is capable of being provided on the site to meet the needs of the borough.

The development will inevitably have an urbanising impact, given the site's current greenfield state. However, the indicative masterplan shows how the impact can be softened through the provision of green buffers on the western boundary of the site and along its frontage. It also demonstrates that within these constraints, it is possible to deliver a development of high quality design which respects the character of the surrounding area. Thereby, making a positive contribution to this part of Farnham. Whilst the proposal would result in the loss of the existing hedgerow at the front of the site as a result of the required highway works, a replacement hedgerow would be secured through condition. The indicative scheme indicates that the existing hedgerows within the site could be retained as part of any redevelopment proposal.

The proximity of Grade II Listed Buildings at Coxbridge Farm means that the proposal would result in less than substantial harm to them. This is largely as a result of the signalised pedestrian crossing and bus top that are a key part of the proposals in order to encourage the use of sustainable transport modes. Although this harm leads to a presumption against granting planning permission, when the public benefits arising from the proposal (the provision of a significant sustainable housing development) are weighed in the balance (giving great weight to the preservation of the heritage asset), the proposed development is considered acceptable in this respect.

The proposed development will result in an increase in traffic generation. However, the effects have been considered extensively and the proposal is considered acceptable in this respect. Furthermore, the proposal includes some highways improvement works, which, although necessary to make the development acceptable, will also be to the benefit of existing residents. The development has undergone a Stage 1 Road Safety Audit and adjustments made in response to recommendations made. The provision of a single vehicular access is considered to be appropriate for the number of vehicular movements the development is likely to generate. The emergency services are of the view that it is acceptable in relation to their needs. The proposed development is therefore acceptable in highway safety terms.

The proposal would result in the provision of residential development in a site that is partially in Flood Zones 2 and 3. However, a vast majority of the site is in Flood Zone 1 and it is only the site's western edge that has a higher level of flood risk. The development has undergone both the sequential test and exception test, required for development on sites in higher flood risk zones, and it has been found to be acceptable in both respects.

With regard to impact on neighbouring residential amenity, the indicative masterplan shows that a scheme can be provided that does not result in loss of light, outlook or privacy to neighbours. Further consideration on this matter would take place at the Reserved Matters Stage.

It is noted that the foul water infrastructure is only sufficient for the provision of 160 dwellings on the site and that upgrade works will be required before any additional dwellings over and above this can be occupied. Officers are satisfied that these upgrade works could be appropriately secured by condition to ensure that the upgrade works are undertaken before occupation beyond the 160th unit. The lack of sewage infrastructure for the whole development is, therefore, not a valid reason for refusing the application.

The proposal is considered to be acceptable in relation to ecology and a condition would be attached to the permission in order to secure ecological improvements on the site. With regard to the impact of the proposal on the Thames Basin Heath, financial contributions towards the SANG and SAMM, secured via a S106 agreement, would reduce the potential for harm to this SPA. The distance of the development from the Wealden Heath 1 SPA and the provision of alternative recreational facilities means that the development would not have a harmful impact on this SPA.

The proposed development is considered to be acceptable in all other respects that are considered within this report.

Overall, the development accords with the policies contained within the Development Plan and, therefore, approval is recommended. It should be noted that the Council does not have a five year housing land supply and therefore the presumption in favour of sustainable development is engaged. This proposal provides much needed housing on an allocated site that is included in the Council's 5 year housing land supply. The benefits of approving this application in terms of assisting the provision of market and affordable housing is significant. Where the presumption in favour of sustainable development is engaged if there is a neighbourhood plan in place, and subject to various criteria relating to that plan and also borough-wide housing delivery being met, the adverse impact of allowing development that conflicts with the neighbourhood plan is likely to significantly and demonstrably outweigh the benefits. In this instance, the proposal accords with the neighbourhood plan. There is therefore nothing to preclude this development from being approved, even if the presumption in favour of sustainable development did not apply. The application is therefore recommended for approval.

Recommendation A:

That, subject to the applicant entering into an appropriate legal agreement within 6 months of the date of the committee resolution to grant planning permission, to secure the provision of/contributions towards: 30% affordable housing and affordable housing mix, SuDS management/maintenance, public open space and play provision,

highways improvements, travel plan, car club, waste and recycling containers and SANG and SAMM, subject to conditions and informatives, outline permission be GRANTED.

1. Condition

Approval of the details of the appearance, landscaping, layout and scale (hereinafter called "the reserved matters") shall be obtained from the Local Planning Authority in writing before development is commenced and shall be carried out as approved.

Reason

To comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

2. Condition

Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of three years from the date of this permission.

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 comply with Section 92 of the Town and Country Planning Act 1990 (as amended).

3. Condition

The development shall be carried out in accordance with the following approved plans:

SLP-01C

IMP-01N (pedestrian and vehicular site accesses only)

076.0001.013C

076.0001.011C

Reason

In order to ensure adequate and safe access for vehicles and pedestrians, in accordance with Policy ST1 of the Local Plan Part 1 2018 and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

4. Condition

Before any other operations are commenced, the proposed vehicular access onto West Street shall be constructed and provided with 2.4m x 55.6m visibility splays in accordance with Drawing No. 076.0001.011 Rev C and appropriate drainage provided to prevent private water from entering the highway. The visibility splays shall thereafter be permanently provided with no obstruction between 0.6m and 2.0m above ground level.

Reason

In order to ensure adequate and safe access for vehicles, in accordance with Policy ST1 of the Local Plan Part 1 2018 and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

5. Condition

The development hereby approved shall not be commenced unless and until the layout of internal roads, footpaths, footways, and cycle routes have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the provision of visibility splays (including pedestrian inter-visibility splays) for all road users, pram crossing points and any required signage and road markings. Once agreed the approved details shall be implemented to the satisfaction of the Local Planning Authority. There shall be no obstruction to visibility splays between 0.6m and 2m high above ground level.

Reason

In order to ensure adequate and safe access for vehicles and pedestrians, in accordance with Policy ST1 of the Local Plan Part 1 2018 and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

6. Condition

Prior to the occupation of the 50th dwelling, the provision of cycle paths within the site to a minimum width of 3 metres, to include a link between the south western and south eastern boundaries of the site and their associated links between the site and West Street, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason

In order to provide opportunities for the use of sustainable modes of transport, in accordance with Policy ST1 of the Local Plan Part 1 and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

7. Condition

The development hereby approved shall not be occupied unless and until each of the proposed dwellings (houses and flats) are provided with an electric vehicle fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be

submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason

To ensure sustainable construction and design in accordance with Policy CC2 of the Waverley Local Plan Part 1 (2018) and FNP30 of the Farnham Neighbourhood Plan 2013-2032.

8. Condition

No dwelling hereby approved shall be first occupied unless and until space for the parking of vehicles and space for vehicles to turn so that they may enter and leave the site in a forward gear has been provided for that dwelling, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018, FNP30 of the Farnham Neighbourhood Plan (2013-2032) and the NPPF 2019.

9. Condition

No development shall commence until a Construction Transport and Environmental Management Plan, to include detail 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 and maintenance of boundary hoarding behind any visibility zones including decorative displays and facilities for public viewing, where appropriate;
- (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) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am, 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, on the public highway during these times;
- (k) on-site turning for construction vehicles;
- (l) the arrangements for public consultation and liaison during the works;
- (m) measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method for piling foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s);

- (n) details of any floodlighting including location, height, type and direction of light sources and intensity of illumination;
- (o) measures to control the emission of dust and dirt during construction;
- (p) a scheme for the recycling/disposing of waste resulting from demolition and construction works;
- (q) confirmation that the development shall be carried out in accordance with the dust and emissions mitigation measures detailed in Table 7.1 of the Air Quality Assessment (WYG, Job No: A075824; April 2019);
- (r) details of the control of run-off from the site during construction to prevent pollution of the adjacent water courses;
- (s) details of the protection of native species of trees and hedgerows to be retained during construction.

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, nor result in unacceptable levels of noise, dust, air and water pollution, so as to result in harm to residential amenity and biodiversity, in accordance with Policy ST1 and NE1 of the Local Plan (Part 1) 2018, FNP1 and FNP13 of the Farnham Neighbourhood Plan (2013-32) and retained Policies D1 and D4 of the Local Plan 2002.

10. Condition

The development hereby approved shall not be first occupied unless and until a scheme to provide independently accessible secure parking of bicycles, integral to each dwelling or building within the development site, has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be provided prior to the first occupation of each dwelling.

Reason

In order to encourage sustainable travel, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and the NPPF 2019.

11. Condition

There shall be no occupation beyond the 160th dwelling until confirmation has been provided that either:

- c. All foul water network upgrades required to accommodate additional flows from the development have been completed or;
- d. A development and infrastructure phasing plan is agreed, no occupation of those additional dwellings shall take place other than in accordance with the agreed development and infrastructure phasing plan.

Reason

In order to ensure that the necessary foul water infrastructure is in place, in accordance with Policy ICS1 of the Local Plan Part 2 2018 and Policy FNP31 of the Farnham Neighbourhood Plan 2013-32.

12. Condition

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

- m) The results of additional groundwater monitoring levels, in the location of the proposed above ground attenuation basins to ensure no ingress of groundwater into the attenuation features.
- n) Evidence that the proposed final solution will effectively manage the 1 in 30 and 1 in 10 (+40 allowance for climate change) storm events and 10% allowance for urban creep during all stages of the development (pre, post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 27.2p/s
- o) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc).
- p) A plan showing exceedance flows (i.e during rainfall greater than design events or during blockage) and how property on and off site will be protected.
- q) Details of drainage management responsibilities and maintenance regimes for the drainage systems.
- r) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason

To reduce the risk of flooding to the proposed development and future occupants, in accordance with Policies CC1 and CC4 of the Local Plan 2018 (Part 1), Policy FNP1

of the Farnham Neighbourhood Plan (2013-32) and with Paragraphs 163 and 164 of the NPPF 2018.

13. Condition

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason

To reduce the risk of flooding to the proposed development and future occupants, in accordance with Policies CC1 and CC4 of the Local Plan 2018 (Part 1), Policy FNP1 of the Farnham Neighbourhood Plan (2013-32) and with Paragraphs 163 and 164 of the NPPF 2018.

14. Condition

No machinery or plant shall be operated, no process shall be carried out and not deliveries taken or dispatched from the site except between the hours of 08:00-18:00 Monday to Friday, 08:00-13:00 on Saturday and not at any time on Sundays, Bank or Public Holidays.

Reason

In order to ensure no harm to neighbouring residential amenity, in accordance with Policy FNP1 of the Farnham Neighbourhood Plan 2013-2032 and Policies D1 and D4 of the Local Plan 2002.

15. Condition

Prior to above ground works commencing, a scheme to demonstrate that the internal noise levels within the residential units will conform to the "indoor ambient noise levels for dwellings" guideline values specified within BS 8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings, shall be submitted to and approved in writing by the Local Planning Authority. The scheme should take into account the correct number of air changes required for noise affected rooms. The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.

Reason

In order to ensure an acceptable quality of accommodation for future occupiers, in accordance with Policy TD1 of the Local Plan Part 1 (2018) and policies D1 and D4 of the Local Plan 2002.

16. Condition

Prior to the commencement of the development above ground, a scheme to demonstrate that the external noise levels within the curtilage of residential units will conform to the “design criteria for external noise” upper guideline value of 55dB LAeq,T as specified within BS 8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings, shall be submitted to and approved in writing by the Local Planning Authority. The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to occupation of the premises and be retained thereafter.

Reason

In order to ensure an acceptable quality of accommodation for future occupiers, in accordance with Policy TD1 of the Local Plan Part 1 (2018) and policies D1 and D4 of the Local Plan 2002.

17. Condition

Prior to the submission of any reserved matters application relating to layout/landscaping (as required by condition 2), further badger surveys shall be submitted to and approved in writing by the Local Planning Authority. The badger surveys shall establish the presence of any setts on site, characterise the badger setts, and where necessary detail appropriate mitigation including alternative sett provision. The development shall be undertaken in accordance with any mitigation measures identified as necessary.

Reason

In order that the development should protect protected species in accordance with Policy NE1 of the Local Plan Part 1 2018 Policy FNP13 of the Farnham Neighbourhood plan (2013-32).

18. Condition

Any reserved matters application relating to layout/landscaping (as required by condition 2) shall include an updated Ecological Mitigation and Management Plan and this shall include the following:

- The application of the DEFRA Biodiversity Metric V2.0 to the proposed development site and to design and provide ecological net gain enhancements are designed in accordance with the findings of the Net Gain Metric.
- Description and evaluation of features to be managed and created including measures to compensate for loss of proposed tree and hedge removal
- Numbers and locations of bat and bird boxes, including provision integral to the design of the new buildings.
- Aims and objectives of management
- Appropriate management options to achieve aims and objectives
- Prescriptions for management actions

- Preparation of a work schedule for securing biodiversity enhancements in perpetuity
- Details of the body or organisation responsible for implementation of the Ecological Mitigation and Management Plan
- Ongoing monitoring and remedial measures.
- Details of legal / funding mechanisms.

Reason

In order that the development should protect protected species in accordance with Policy NE1 of the Local Plan Part 1 2018 Policy FNP13 of the Farnham Neighbourhood plan (2013-32).

19. 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 to and approved by the Local Planning Authority.

Reason

In order to safeguard any archaeological remains of significance, in accordance with Policy HA1 of the Local Plan Part 1 (2018) and Policies HE14 and HE15 of the Local Plan 2002.

20. Condition

Any reserved matters application shall be accompanied by a Sensitive Lighting Scheme and Management to accord with shall comply with the recommendations of the Bat Conservation Trusts' document entitled "Bats and Lighting in the UK – Bats and The Built Environment Series".

Reason

In order to ensure no harm to the character of appearance of the area or to biodiversity, in accordance with Policy TD1 and NE1 of the Local Plan Part 1 (2018) and Policy FNP1 and FNP13 of the Farnham Neighbourhood Plan 2013-22.

Informatives:

- 1) The applicant is advised to review the comment from the Surrey County Highway Authority relating to the scheme for further comments information relating to highways matters that are outside the remit of planning.
- 2) If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available Surrey County Council's website.

- 3) If proposed works result in infiltration of surface water to ground within a Source Protection Zone, the Environment Agency will require proof of surface water treatment to achieve water quality standards.
- 4) Community Infrastructure Levy (CIL)

The Waverley Borough Council CIL Charging Schedule came into effect from 1 March 2019.

Where CIL liable development is approved in outline on or after 1 March 2019 the liability to pay CIL arises at the time when reserved matters approval is issued.

For further information see our webpages (www.waverley.gov.uk/CIL) or contact CIL@waverley.gov.uk.