

SCHEDULE "A" TO THE AGENDA FOR THE
JOINT PLANNING COMMITTEE
22 SEPTEMBER 2014

Applications subject to public speaking.

Background Papers

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

The implications for crime, disorder and community safety have been appraised in the following applications but it is not considered that any consideration of that type arises unless it is specifically referred to in a particular report.

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| A1 | WA/2014/1038 J Harbottle Amlets Park Ltd 28/05/2014 | <u>Outline application for the erection of up to 125 dwellings and a mixed use Community Building (Classes D1 and B1a) together with public parkland with mixed use including orchard, food growing and wildlife habitat and associated works with all matters reserved (as amended by additional plan received on 25/07/2014, emails received on 26/08/2014 and 02/09/2014, and amplified by plan received on 26/08/2014) at Land South Of Amlets Lane And North Of Roberts Way, Cranleigh</u> |
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| Committee: | Joint Planning Committee |
| Meeting Date: | 22 September 2014 |

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| Public Notice | Was Public Notice required and posted: Y |
| Grid Reference: | E: 506715 N: 140241 |

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| Parish: | Cranleigh |
| Ward : | Cranleigh East, Shamley Green and Cranleigh North |

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| Case Officer: | Barry John Lomax |
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| 13 Week Expiry Date | 27/08/2014 |
| Neighbour Notification Expiry Date | 07/08/2014 |
| Neighbour Notification Amended/Additional Expiry Date | 19/09/2014 |

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| Time extension agreed to | 15/10/2014 |
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RECOMMENDATION

That subject, to the consideration of the comments of, the AONB advisor, consultees in respect of Rights of Way, Health and Wellbeing, and Energy Infrastructure, and the Council's independent agricultural advisor, and subject to the applicant entering into an appropriate legal agreement by 22/12/2014, to secure the provision of Planning Infrastructure Contributions, on-site affordable housing; 15 self build units; the establishment of a Management Company for the management and maintenance of play and open space; the submission and management of a Travel Plan; financial contributions to Sustainable Transport Improvements; and the delivery of off-site highway improvements, and subject to planning conditions, permission be GRANTED.

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1.0 Introduction

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

The planning application seeks outline permission for the development proposed with all matters reserved for future consideration. An application for outline planning permission is used to establish whether in principle the development would be acceptable. This type of planning application seeks a determination from the Council as to the acceptability of the principle of the proposed development. If outline planning permission is granted any details reserved for future consideration would be the subject of future reserved matters application(s).

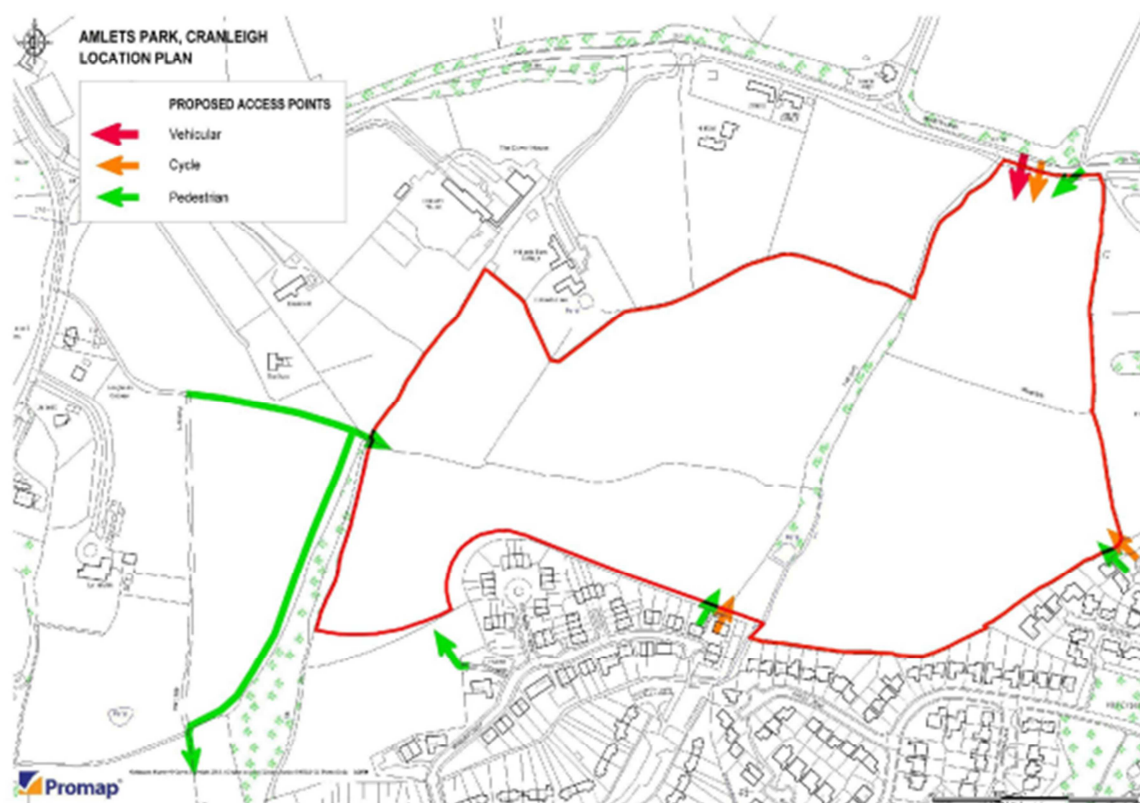
Reserved matters include:

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| Appearance | aspects of a building or place which affect the way it looks, including the exterior of the development. |
| Means of access | covers accessibility for all routes to and within the site, as well as the way they link up to other roads and pathways outside the site. |
| Landscaping | the improvement or protection of the amenities of the site and the area 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 |

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

In the event that access is a reserved matter, Part 2 Article 4 (5) of The Town and Country Planning (Development Management Procedure) (England) Order 2010 (as amended) directs that the application for outline planning permission shall state the area or areas where access points to the development proposed would be situated.

2.0 Location Plan



3.0 Site Description

The application site measures approximately 13.2 hectares and is located to the north of Cranleigh, abutting the northern limits of the settlement.

The site comprises 5 No. agricultural fields sown to grass subdivided by well vegetated consistent boundaries formed by mature tree lines and hedgerows. The site is flanked to the south by residential development, to the east by 2 properties set within extensive grounds, to the west by a woodland 'wedge' extending from the village to Amlets Lane and further by open agricultural fields, and to the north by Amlets Lane and further by the grounds of St Joseph's School.

A watercourse, Nuthurst Stream, enters the site at its northern boundary, through a culvert under Amlets Lane, after which it flows through the centre of the site as an open watercourse until it reaches the southern boundary at which point it enters a culvert and flows into the existing residential area to the south. In addition, a number of field ditches exist along the field boundaries within the site.

Overhead power lines supported on wooden poles cross the site.

Public footpath No. 346, enters the site from the north at Amlets Lane, charts a straight south-west path, until it reaches the residential development to the south at Roberts Way.

Vehicular access to the site is gained from of a number of points off Amlets Lane and by an access point from Roberts Way.

The site slopes gently from high land at the western and eastern boundaries downwards towards the Nuthurst Stream running through the centre of the site. The land at the western and eastern boundaries is up to approx. 83m AOD, sloping down to Nuthurst Stream which is approx. 80m AOD at the northern extent of the site and 72m AOD at the southern extent of the site.

Despite its size, views into the application site are largely obscured by existing well established vegetation. However, there are some views into the site from Amlets Lane and from the dwellings which abut the southern extreme limit of the site. Views are also readily available from the footpath which runs through the site.

4.0 Proposal

The proposal is for outline planning permission with all matters reserved, however, in line with statutory requirements the applicant has indicated that vehicular access would be situated in the north east of the site onto Amlets Lane.

The proposal is for the development of the existing agricultural land to provide up to 125 residential dwellings, and a mixed use Community Building (Classes D1 and B1a) together with public parkland with mixed use including orchard, food growing and wildlife habitat and associated works.

The proposal is in outline with all matters reserved. However, an illustrative layout plan submitted with the application shows that the site would reinforce existing landscape components to create 3 distinct character areas reflecting a change in density profile from the urban to the rural. The area of the site which abuts the southern boundary is indicated as being the 'Cranleigh edge' character area and would be of medium density of predominately terraced and semi detached properties, reflective of the residential development beyond. The central area of the site would be the 'Parkland edge' character area, characterised by a low density residential area of detached and semi detached dwellings interspersed with large areas of open spaces. The northern area of the site would be the 'Rural edge' character area, characterised by a low density residential area of detached and semi detached dwellings set within larger areas of landscaping.

The illustrative layout plan indicates that the existing landscaping components intersecting the site would be reinforced and used to create green / wildlife corridors and public open spaces. A central open space is indicated which would run north-south along the line of the existing footpath. Within the public open spaces there would be located a number of balancing ponds associated with the proposed SuDs scheme. In addition to the areas of public open space, the illustrative plans identifies an area in the north-west corner of the site for a Community Orchard and area for Bee keeping; to the south-west corner of the site, outside of the ownership of the applicant and the application site, is an area set aside for a community allotment. The plan also shows a Locally Equipped Area for Play which would be connected to the wider public open space network by way of the green / wildlife corridors.

Although a reserved matter, the scale of the proposed buildings is predominately 2 storey with limited examples of taller 2.5 and 3 storeys at key nodes within the site.

In relation to appearance, which is also reserved matter, it is proposed that the dwellings would be constructed from a restricted palette informed by the materials used in the local area, under predominately pitched roofs with some gable windows.

It is indicated that vehicle movement within the site would be achieved by way of a road hierarchy of a primary route, which would lead into secondary routes and beyond, into residential streets and shared surface private drives. Details of parking provision have not been included with the application. However, it is indicated that parking space provision would be incorporated in a way which would meet the local guidelines with minimal impact on the quality of the street scene.

The application includes the erection of a community building. The application form indicates that the building would have a floorspace of 500sqm, of which 200sqm would be used for non-residential institution floorspace (Class D1). This could include clinics, health centres, crèches and similar uses; and 300sqm of Office floorspace (Class B1 (a)). The illustrative layout plan indicates that the community building would be located in the centre of the site.

The application proposes the erection of 125 units; of which 15 units are proposed to be self build. The proposed housing mix is as follows:

| Unit type | 1 Bed | 2 Bed | 3 Bed | 4+ Bed | Total |
|------------------------|--------------|--------------|--------------|---------------|--------------|
| Number of units | 19 | 47 | 37 | 22 | 125 |
| % | 15.2% | 37.6% | 29.6% | 17.6% | |

For the 125 units, it is proposed that 75 units would be market dwellings and 50 units would be affordable units, a total of 40%. Of the 75 market units the proposed mix would be:

| Unit type | 1 Bed | 2 Bed | 3 Bed | 4+ Bed | Total |
|------------------------|--------------|--------------|--------------|---------------|--------------|
| Number of units | 8 | 23 | 25 | 19 | 75 |
| % | 10.7% | 30.7% | 33.3% | 25.3% | |

For the 50 affordable units, the proposed mix would be:

| Unit type | 1 Bed | 2 Bed | 3 Bed | 4+ Bed | Total |
|-----------------|-------|-------|-------|--------|-------|
| Number of units | 11 | 24 | 12 | 3 | 50 |
| % | 22% | 48% | 24% | 6% | |

In terms of tenure split, it is proposed that 38 units would be for rent, with the majority social rent, and 12 units would be intermediate /shared ownership.

The applicant proposes building all of the dwellings in a single phase over 3 years, with 40 dwellings completed in the 1st calendar year, 60 dwellings in the 2nd, and 25 in the 3rd.

The application includes off-site highway improvements as follows:

- Traffic calming scheme on Amlets Lane in accordance with a scheme to be submitted to and agreed in writing with the Highway Authority and Planning Authority
- Bus stop improvements at Ewhurst Road, Summerlands and Parsonage Road, in accordance with a scheme to be submitted to and agreed in writing with the Highway Authority and Planning Authority. The works shall comprise raising kerbs at bus stops and footway/crossing improvements to improve accessibility between the development and the bus stops.
- The provision of a Wayfinding Signage Scheme for pedestrian and cyclists between the development and the bus stops.

The application proposes the following contributions towards sustainable transport improvements:

- £6,150 towards Travel Plan monitoring fee
- A combined cycle/public transport voucher worth £200 per voucher
- A contribution, yet to be finalised, towards schemes detailed in the County Council's 'Cranleigh's Future Highway Infrastructure and Transport Requirements' document August 2014
- A contribution, yet to be finalised, for providing new/upgraded bus stop shelters and Real Time Passenger Information at the following bus stops: Ewhurst Road, and Parsonage Road
- A contribution, yet to be finalised, towards surface and drainage improvements on Public Bridleway 350

The following matters are recommended to be subject to a legal agreement under Section 106 of the Town and Country Planning Act 1990 (as amended).

- Provision of 50 on-site affordable units
- Provision of 15 self build units
- Financial contribution towards infrastructure (Planning Infrastructure Contribution – PIC).
- The establishment of a Management Company for provision and maintenance of play space and other open space.
- The submission and management of Travel Plan.
- Financial contribution to Sustainable Transport Improvements
- The delivery of off-site highway improvement works.

The applicant has carried out the following consultation exercises locally:

- Stakeholder exhibitions.
- Public exhibitions.
- Newsletter publicising.
- A project website.
- Local newspaper adverts and posters

5.0 Relevant Planning History

There is no relevant planning history on, or neighbouring, the application site.

6.0 Planning Policy Constraints

Footpath No. 346
 Countryside beyond Green Belt - outside any settlement
 Site of High Archaeological Potential
 Tree Preservation Order
 Potential contaminated land

7.0 Development Plan Policies and Proposals

Policies of the Waverley Borough Local Plan 2002:-

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| D1 | Environmental Implications of Development |
| D2 | Compatibility of Uses |
| D3 | Resources |
| D4 | Design and Layout |
| D5 | Nature Conservation |
| D6 | Tree Controls |
| D7 | Trees, Hedgerows and Development |
| D8 | Crime Prevention |
| D9 | Accessibility |
| D13 | Essential Infrastructure |
| D14 | Planning Benefits |
| C2 | Countryside beyond the Green Belt |
| C7 | Trees, Woodlands and Hedgerows |

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| C12 | Canals and River Corridors |
| HE15 | Unidentified Archaeological Sites |
| H4 | Density and Size of Dwellings |
| H10 | Amenity and Play Space |
| CF2 | Provision of New Community Facilities |
| RD9 | Agricultural Land |
| M1 | The Location of Development |
| M2 | The Movement Implications of Development |
| M4 | Provision for Pedestrians |
| M5 | Provision for Cyclists |
| M14 | Car parking Standards |

The South East Plan 2009 was the Regional Spatial Strategy (RSS) for the South East region, the Plan was revoked on March 2013 except for Policy NRM6: Thames Basin Heaths Special Protection Area. This Policy remains in force.

On the 27 March 2012, the Government adopted its National Planning Policy Framework (NPPF). This document superseded the majority of previous national planning policy guidance/statements (with the exception of PPS10: Planning for Sustainable Waste Management) and condensed their contents into a single planning document. Section 38(6) of the Planning and Compulsory Purchase Act 2004, still requires all applications for planning permission to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The Waverley Borough Local Plan 2002 therefore remains the starting point for the assessment of this proposal.

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

The Council is preparing a new Local Plan to replace the current Waverley Borough Local Plan that was adopted in 2002. The new Local Plan is being produced in two stages. Part 1 will set out the overall spatial strategy and strategic site allocations. Part 2 will contain development management policies and other land allocations. Extensive work has already been carried out for Part 1 through the Core Strategy, which was submitted for Examination in January 2013. Following comments from the Inspector the Core Strategy was withdrawn in October 2013.

The Council has since sought to address the inspector's concerns and is moving forward with the new Local Plan, building on the foundations of the Core Strategy. In some areas, the policy/approach is not likely to change significantly. A number of evidence base studies have been

published to support the new Local Plan, including a Draft Strategic Housing Market Assessment. The Council is consulting on potential housing scenarios and other issues from September 2011. A full draft Local Plan is intended to be published in early 2015, with submission to follow later in 2015.

Other guidance:

- The National Planning Policy Framework 2012 (NPPF)
- The National Planning Practice Guidance 2014 (NPPG)
- Residential Extensions Supplementary Planning Document 2010 (SPD)
- Waverley Borough Council Parking Guidelines 2013
- Planning Infrastructure Contributions 2008
- Surrey Vehicular and Cycle Parking Guidance 2012
- Surrey Hills AONB Management Plan 2009-2014
- Density and Size of Dwellings SPG (2003)
- Surrey Design Guide (2002)
- Strategic Housing Land Availability Assessment (2014)
- Draft Strategic Housing Market Availability Assessment (2013)
- Affordable Housing Viability Assessment (2009) and update 2012
- Strategic Flood Risk Assessment (2010)
- Technical Note: Transport Measures to support growth Identified in the Waverley Borough Core Strategy 2012
- Climate Change Background Paper (January 2011)
- Interim Position on Infrastructure Delivery Plan (January 2011) IDP 2012
- Waverley Borough Council Open Space, Sport and Recreation (PPG17) Study 2012
- Draft Settlement Hierarchy 2010 and factual update 2012
- Reaching Out to the Community – Local Development Framework- Statement of Community Involvement – July 2014
- Cranleigh Design Guide
- Design Statement Cranleigh

8.0 Parish Council Comments

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| Cranleigh Parish Council | <p>Cranleigh Parish Council raised no objection to the scheme but had reservations about the following matters.</p> <ul style="list-style-type: none"> • Road access details need to be obtained and approved and any off-site traffic works required to accommodate the increased traffic on Amlets Lane • Strongly object to the introduction of any road which might link to the residential estates to the south of the proposed development • Great Crested Newts require survey/protection • Comments required from statutory consultees about roads and ecology |
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| | <ul style="list-style-type: none"> • The details of the community building should not be approved at the outline stage. More consultation from the community and local businesses is strongly recommended before details are finalised. • Some of the pedestrian and cycle access points to the south of the site lack detail and should be examined. |
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9.0 Consultation Responses

| Consultation | Recommends conditions |
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| <p>Surrey Wildlife Trust (Initial comments received 23/7/2014, additional comments received 9/9/2014 and integrated in response for convenience)</p> | <p>The Ecological Appraisal (July 2014), Hazel Dormouse Report (March 2014), Reptile Report, (January 2014), Bat Survey Report (January 2014), Great Crested Newt Report (July 2014), Winter Bird Survey Report (April 2014) and Breeding Bird Survey Report (July 2014), provide much useful information for the Local Authority to be able to assess the potential status of protected and important species on the proposed development site and the likely effect of the development on them.</p> <p>Any permission for the development should be subject to a requirement to all the recommended mitigation and compensation recommendations in these Reports including the biodiversity enhancements as detailed. This will help prevent adverse effect to legally protected species resulting from the proposed development works and help to off-set adverse effects to the biodiversity value of the site resulting from the proposed development.</p> <p>LPA should seek further information from the applicant regarding their proposed Great Crested Newt mitigation strategy. Letter submitted by Mr D Harper of FPCR Environmental and Design Ltd 18/8/2014 addressed concerns regarding Great Crested Newts and Pond 9. Consider the applicant's ecologist would be best placed to decide if a precautionary measure is necessary to include Pond 9 in their Great Crested Newt European Protected Species Licence application.</p> <p>Control should be imposed in respect of new external lighting due to considerable bat activity. LPA should require the applicant to undertake lighting works under the direction of sections 6.1.4 and 6.2.5 of the Outline Lighting Strategy document.</p> <p>Applicant should provide a Landscape and Ecology Management Plan for the public spaces of the site for approval by the Local Authority. This Management Plan should include details of how existing habitats are to be protected and enhanced and how new habitats will be created including planting and seeding proposals, preferably using native species of local provenance, complimentary to existing native habitat.</p> |

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| | <p>LPA should require the applicant to control any development process under an approved Ecological Construction Management Plan to help control potential polluting and disturbing activities and to protect retained habitat.</p> <p>Further opportunities to restore or enhance biodiversity recommended are:</p> <ul style="list-style-type: none"> • Providing bird boxes erected on the new buildings and on suitable trees on site; these should be for species likely to use this site. • Providing roosting opportunities for bats, through bat boxes on suitable trees on site and by using bat bricks or tiles on the new building, which allow bats to use buildings for roosting without interfering with householder activities. • The applicant should consult a suitably experienced ecologist to determine the most appropriate provision of bird and bat boxes for this site. • Creating 'wild areas' on site to provide food and shelter for smaller animals such as reptiles and invertebrates. These area should be subject to a 'light touch' management regime to prevent more invasive species such as bramble dominating the vegetation, and could: <ul style="list-style-type: none"> ○ be sown with a wildflower mix which is managed with a conservation mowing regime ○ include a log pile created from some of any felled/dead wood on site to provide habitat for Stag Beetles and other invertebrate, reptiles and amphibians ○ contain man-made 'refuges' for animals such as hedgehog, toad, ladybirds, bees etc. • Using native species when planting new trees and shrubs, preferably of local provenance, suitable for site conditions and complimentary to surrounding natural habitat. Boundary planting is particularly important as native species hedgerows and tree lines can facilitate the movement of animals through a developed area. • Where cultivated species are selected, consider using those that provide nectar-rich flowers and/or berries as these can also be of considerable value to wildlife. Plantings of foreign species of invasive habit should be avoided adjacent to natural habitat. The use of peat-based composts, mulches and soil conditioners should be avoided due to the loss of important natural habitat. |
| Surrey Hills AONB Planning Advisor | It would be difficult to argue that housing development would relate visually to, and impact upon the setting of, the AONB to the north of Amlets Lane. However, its development would, as currently proposed, detrimentally affect the |

character of Amlets Lane that forms the AONB boundary and is considered to be a legitimate AONB consideration. Consider that there are not any significant AONB public viewpoints to the north from which the site can be seen and no apparent views from the site of the AONB except possibly at the western extent partly because of the contours and the existence of the trees/woodlands.

Development of the site would also not harm public views towards the Surrey Hills AONB from beyond the site to the south because of the existence of extensive housing development on the northern outskirts of Cranleigh, the contours and existence of trees on intervening land. Current countryside views would be spoilt for residents backing onto the site but these are private views that do not constitute significant public views of the Surrey Hills.

Year round the part of the site bordering Amlets Lane is clearly seen through a thin line of vegetation and through substantial gaps. All 150 proposed dwellings would be served off a new access road to be taken off Amlets Lane. That in itself would considerably affect the character of the lane but also, as proposed, would further open up views into the site and more importantly the view of housing development. This would extend Cranleigh's built up area to the clear view of users of this largely unspoilt rural lane.

If the Council is minded either to grant permission or allocate this site for housing within its emerging local plan I am strongly of the view that a substantial tree and shrubbery belt of native species should be planted to a depth of at least 35 metres from the lane. Further that the Council and County Highway Authority need to consider whether the creation of a vehicular access off Amlets Lane is environmentally and in highway terms the most suitable even if an alternative vehicular access may involve property outside the applicant's current control. If there is no reasonable alternative vehicular access then the road should wind markedly through the suggested woodland strip so that trees and undergrowth would block any public views of housing development from Amlets Lane. No dwellings should front Amlets Lane as currently illustrated. A thin line of trees and shrubbery would be inadequate to fulfil the aim of avoiding of spoiling the rural character of Amlets Lane on the AONB boundary.

Also to be considered is whether permitting or allocating this site for housing might set a precedent for possible housing development in the adjoining field to the west and land to the east where two houses stand in substantial grounds. The implications for the AONB would be similar to those set out

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| <p>Comments on amended plan</p> | <p>above except that the potential impact on the character of Amlets Lane on the AONB boundary would be greater. That issue would seem to reinforce the view that consideration of housing development of the site might be premature pending the local plan.</p> <p>Not yet received - To be reported orally</p> |
| <p>Natural England</p> | <p>Statutory nature conservation sites – no objection</p> <p>Protected landscapes – No comment, advises seeking advice of AONB office</p> <p>Protected Species – Not assessed, see Standing Advice which is a material consideration in the determination of applications. The Standing Advice should not be treated as giving any indication or providing any assurance in respect of European Protected Species (EPS) that the proposed development is unlikely to affect the EPS present on the site; nor should it be interpreted as meaning that Natural England has reached any views as to whether a licence may be granted</p> <p>Local sites - If the proposal site is on or adjacent to a local site, e.g. Local Wildlife Site, Regionally Important Geological/Geomorphological Site (RIGS) or Local Nature Reserve (LNR) the authority should ensure it has sufficient information to fully understand the impact of the proposal on the local site before it determines the application.</p> <p>Biodiversity enhancements - This application may provide opportunities to incorporate features into the design which are beneficial to wildlife, such as the incorporation of roosting opportunities for bats or the installation of bird nest boxes. The authority should consider securing measures to enhance the biodiversity of the site from the applicant, if it is minded to grant permission for this application.</p> <p>Landscape enhancements - application may provide opportunities to enhance the character and local distinctiveness of the surrounding natural and built environment; use natural resources more sustainably; and bring benefits for the local community, for example through green space provision and access to and contact with nature. Landscape characterisation and townscape assessments, and associated sensitivity and capacity assessments provide tools for planners and developers to consider new development and ensure that it makes a positive contribution in terms of design, form and location, to the character and functions of the landscape and avoids any unacceptable impacts.</p> <p>Impact Risk Zones for Sites of Special Scientific Interest -</p> |

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| | <p>Natural England has recently published a set of mapped Impact Risk Zones (IRZs) for Sites of Special Scientific Interest (SSSIs). This helpful GIS tool can be used by LPAs and developers to consider whether a proposed development is likely to affect a SSSI and determine whether they will need to consult Natural England to seek advice on the nature of any potential SSSI impacts and how they might be avoided or mitigated.</p> |
| <p>Council's Environmental Pollution Control Officer</p> | <p>Reviewed " PBA, Ground stability and Phase 1 Ground condition assessment, Land south of Amlets lane Cranleigh. Report reference 28263/002 GCA01 Rev02 April 2014" and agree with the report's conclusions that there is a very low risk of ground contamination issues at the site. No conditions recommended.</p> |
| <p>Council's Environmental Health Officer</p> | <p>Raised concerns in respect of air quality relates to the impact of traffic generated by the development. Although this development site is not within an Air Quality Management Area (AQMA), the addition of 150 extra houses at this location may increase road usage and it is likely that the development will contribute to additional traffic in other town centres for the purposes of work and educational facilities. This is likely to cause a further deterioration in air quality and consequently further compromise the health of those residents living within the most polluted areas.</p> <p>There is a requirement for robust mitigation measures to be in place to protect the air quality for the nearby receptors. Therefore, the development proposals should;</p> <ul style="list-style-type: none"> • Minimise increased exposure to existing poor air quality • Reduce emissions for all demolition and construction phases • Aim to be 'air quality neutral' and not lead to further deterioration of existing air quality. <p>Although the proposed development is not within an AQMA, an air quality assessment is recommended for this development, incorporating an assessment with the proposed Design Manual for Roads and Bridges (DMRB).</p> <p>The methodology of the Air Quality Assessment should follow three steps:</p> <ul style="list-style-type: none"> • Assessing the existing air quality in the study area according to the latest baseline data, to include the latest traffic flow data (AADT) and air monitoring data (baseline without development) • Predict the future air quality without the |

development in place (future baseline)

- Predict the future air quality with the development in place (with development scenario)

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When assessing the “future baseline” scenario and “ with development” scenario consideration should be given to the fact that the modelled predicted background concentrations of NO₂ across UK are/were expected to reduce over time, however this pattern has not been reflected in actual on the road scenario. Therefore, to reflect the worse case scenario the predicted future background concentrations should be the same as in the baseline scenario without development.

The Air Quality Assessment needs to consider the impact of both the construction and operational phase of the development. As there is no safe level of exposure, all reduction in emissions will be beneficial. A suitable site management plan would be required prior to any construction activities taking place, with regards for the Mayor of London, London Councils Best Practice Guidance, “The control of dust and emissions from construction and demolition” 2006, and other similar guidance.

The assessment of the construction phase of the development should consider:

- The impact of NO₂, PM_{2.5} and PM₁₀ and any re-suspended dust generated during the construction phase on the local road network.
- Impact of emission from construction plant and vehicles.
- The distance over which impacts are likely to occur and estimated number of properties likely to be affected.

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Consideration should be given to the cumulative impact of the proposed development and surrounding residential properties on local air quality and AQMA. The recognition of the exceedences of statutory air quality objectives is an important consideration within an Air Quality Assessment: however, it is not the only determining factor in identifying the need for and extent of mitigation. Air quality modelling outputs are often heavily influenced by meteorology and pollution background concentrations and often do not quantify the cumulative effect of other developments in the area.

Therefore all reasonable steps to minimise emissions from a scheme should be adopted with reference to the DEFRA good practice guidance " Low Emission Strategy: Using the

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| | <p>Planning System to Reduce Transport Emissions" with a view to developing a Low Emission Strategy as a part of the planning application.</p> <p>The LES is defined as a package of measures to help mitigate the transport impacts of development. In this case measures might include a requirement to install electric charging points at a percentage of car park spaces to encourage uptake of low emission vehicles; consideration of emission standards and/or fuelling options for heavy duty vehicles operated from the commercial development and offset contribution to support, for example, local air quality initiatives.</p> <p>Informative: If a biomass boiler is to be installed then this service will need to make a full assessment to ensure there is no harm to amenity. Biomass boilers are regulated in a variety of ways (depending on the size of the boiler) and we need additional information to make the appropriate assessment. Therefore the applicant is advised to supply the technical details of the biomass boilers, emission concentrations, fuel specification, fuel storage and delivery arrangements, and adequate details of stack height. The biomass boiler information form should be completed and included with your planning application if planning permission is required. Further information can be found at : www.waverley.gov.uk; Development Control : air quality assessments and Biomass boilers, or by contacting the Environmental Health section on 01483 523393.</p> |
| <p>County Archaeologist</p> | <p>The development is over the 0.4 hectare threshold which is recommended for archaeological assessment and possibly evaluation under policy HE15 of the Waverley Borough Council Local Plan. In addition the site partly contains an Area of High Archaeological Importance (AHAP) designated around a Romano British settlement identified during archaeological investigations carried out in as result of earlier development at Roberts Way in 2008. As a result of this work the main area of settlement was removed from the development so that the remains could be preserved in situ. As a result of pre-application discussions it was agreed that the policy of preservation in situ of the Roman settlement would be continued by using the area as green space within the proposed new development. It was also agreed that an archaeological field evaluation would be undertaken on the area adjacent to the AHAP so that the extent of the archaeological site could be further defined. The evaluation, consisting of the excavation of twenty six trenches, was carried out by Cotswold Archaeology in September 2013 and the results have been combined with a desk based assessment to produce the Heritage Statement, produced</p> |

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| | <p>by CgMs Consulting, that accompanies the application.</p> <p>The evaluation revealed a single archaeological feature, a possible hearth that was undated but may have been associated with the previously discovered settlement. The remainder of the trenches did not contain any significant archaeological deposits and therefore the extent of the settlement within the AHAP can be established with certainty and the designation of the area as open space will ensure the continued preservation of the remains.</p> <p>As the pre-application archaeological work was designed solely to clarify the extent of previously identified archaeological assets the remainder of this large site remains to be investigated. I therefore advise that in order to allow for the implementation of suitable mitigation measures appropriate to any significant archaeological Assets that may be present, a condition of any Outline planning permission should be that any detailed planning application(s) to follow be accompanied by the results of an archaeological field evaluation of the remainder of the site. This will provide for the opportunity to influence the design and logistics of the development and accommodate any Archaeological Assets worthy of preservation <i>in situ</i> within the detailed development proposal.</p> <p>A suitable condition would be;</p> <p>“No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.”</p> |
| <p>Council's Environmental Health Officer</p> | <p>Identified Environmental Services issues relevant to Planning</p> <ul style="list-style-type: none"> • During construction, potential disturbance to adjacent dwellings from:- • Noise and dust from construction • Floodlighting construction site • Accumulation and disposal of waste on the site • Potential disturbance to proposed and adjacent dwellings once site is occupied, due to installation of external plant such as air or ground source heating, etc. in the pursuance of sustainable development • Lighting of site when development completed and occupied |

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| | <p>The National Planning Practice Guidance advises that noise needs to be considered when new developments may create additional noise. Having reviewed the outline development proposal, it has been determined that noise from construction is likely to cross the lowest observed adverse effect level boundary above which the noise starts to cause small changes in behaviour and attitude, for example, having to turn up the volume on the television or needing to speak more loudly to be heard. The noise is therefore likely to start to have an adverse effect and consideration needs to be given to mitigating and minimising those effects.</p> <p>The National Planning Practice Guidance advises odour and dust can be a planning concern because of the effect on local amenity. Consideration should be given to development that may potentially have an unacceptable impact (such as through dust) during construction for nearby sensitive locations. It is considered that the proposed development will potentially give rise to unacceptable impact from dust during construction for nearby sensitive locations. The National Planning Practice Guidance advises that by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. The new development proposal has the potential to adversely affect the use or enjoyment of nearby buildings or open spaces during the construction phase due to poorly designed artificial lighting.</p> <p>The installation of external mechanical plant as part of the proposed development is likely, considering the proposed biomass boiler and the potential for air source heat pumps, etc. to be installed in the pursuance of sustainable development. It is recommended that any external mechanical plant to be installed is approved by the Local Planning Authority prior to installation to ensure that noise and vibration is mitigated and reduced to a minimum.</p> <p>The National Planning Practice Guidance advises that by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. The new development proposal has the potential to adversely affect the use or enjoyment of nearby buildings or open spaces when works are completed and the site is occupied, due to poorly designed artificial lighting. An Outline Lighting Strategy has been submitted as part of the outline application, which identifies that obtrusive light as a result of the development will need to be minimised. A scheme for external lighting should be submitted to and approved by the Local Planning Authority prior to development.</p> |
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Recommend the following conditions:

Condition 1

No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:

- i. An indicative programme for carrying out of the works
- ii. The arrangements for public consultation and liaison during the construction works
- iii. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- iv. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
- v. the parking of vehicles of site operatives and visitors
- vi. loading and unloading of plant and materials
- vii. storage of plant and materials used in constructing the development
- viii. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- ix. wheel washing facilities
- x. measures to control the emission of dust and dirt during construction
- xi. a scheme for recycling/disposing of waste resulting from demolition and construction works

Condition 2

Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment, compressors, generators or plant or equipment of a like kind, installed within the site which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. It shall be enclosed and/or attenuated so that noise resulting from its use does not exceed a level of 10dB(A) below the existing background level (or 15dB(A) below if there is a particular tonal quality) when measured according to British Standard BS4142: 1997, at a point 3.5 metres external to the nearest noise sensitive premises.

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| | <p><u>Condition 3</u></p> <p>No development shall commence until a detailed scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority. The development should be carried out in strict accordance with the approved details.</p> |
| <p>Godalming & Haslemere Ramblers</p> | <p>No objection to the proposed development, provided that the footpath is maintained, or reinstated on completion, should it need to be closed during the development.</p> |
| <p>Council Countryside Access Officer – Waverley and Woking Area (Letters received 24/7/2014 and 11/8/2014 integrated in response for convenience)</p> | <p>Following discussions, Countryside Access Team is happy to withdraw outstanding objection. Would welcome the dedication of the route as a bridleway and the dedication of additional link to the north of the site. The dedication would be dealt with by this office, but we would need a firm commitment from the developer at this stage and wonder whether this could come in the form of a written agreement by them as part of any consent.</p> <p>Understand that the applicant has been asked by TDC to contribute to a number of other rights of way schemes in the Cranleigh parish. The preference would be that their contributions towards these schemes be reduced and in turn they improve the surface of Footpath 346 across their site to a specification to be agreed with the CAO. Can this be agreed as a condition?</p> <p>Suggestions for improvements:</p> <ul style="list-style-type: none"> • Could Footpath 346 be dedicated as a Public Bridleway on land within the applicant's ownership? This would allow movement on horseback, bicycle and foot. With negotiation this bridleway could be linked to Footpath 350 as a bridleway linking to the existing bridleway network on Winterfold Heath. This would allow movements on the public right of way network towards open countryside without requiring the use of Barhatch or Amlets Lane and allow access to amenities in Cranleigh by bicycle. • Would like to seek an extension to Footpath 346 on the applicant's land, to avoid public use of Amlets Lane and seek for this also to become a bridleway. • Would support route in east-west direction on plans being dedicated as a footpath • Would require a speed table to be installed at the point where the route of Footpath 346 will cross the proposed access road. • Would seek a condition for a financial contribution towards the repair of bridleway 350 Cranleigh and the improvement of the surface of Footpath 346 |

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| <p>County Highway Authority</p> | <p>recommends an appropriate agreement should be secured before the grant of permission to secure the following highway and transport mitigation package:</p> <p><u>1. Prior to commencement of Development to enter into a Section 278 agreement with Surrey County Council to provide the following highway works, in accordance with the Highway Authority's requirements:</u></p> <p>-Prior to commencement of the development to construct vehicular access to Amlets Lane, in general accordance with Mayer Brown Drawing No. MBSK140725-1.</p> <p>-Prior to first occupation of the development to provide a traffic calming scheme on Amlets lane in accordance with a scheme to be submitted to and agreed in writing with the Highway Authority.</p> <p>-Prior to occupation of 75th residential unit provide bus stop accessibility improvements at the following locations, in accordance with a scheme to be submitted to and agreed in writing with the county council.</p> <p>(i) Ewhurst Road.</p> <p>(ii) Summerlands.</p> <p>(iii) Parsonage Road</p> <p>The works shall comprise raising kerbing at bus stops and footway/crossing improvements to improve accessibility between the development and the bus stops.</p> <p>-Prior to occupation of the 100th residential unit provide a Wayfinding Signage Scheme for pedestrians and cyclists between the development and Cranleigh High Street.</p> <p><u>2. S106 Financial Contributions:</u></p> <p>-Prior to commencement of the development to pay to the county council a £6,150 Travel Plan monitoring fee.</p> <p>-Prior to first occupation of each residential unit to provide each dwelling with a combined cycle/public transport voucher @ £200 per dwelling.</p> <p>-Prior to first occupation of the development pay to the county council the sum of £190,000 towards the schemes detailed in the county council's "Cranleigh's Future Highway Infrastructure and Transport Requirements" document, dated August 2014.</p> <p>-Prior to occupation of the 75th residential unit pay to the county council £60,000 for providing new/upgraded bus stop shelters and Real Time Passenger Information at the following bus stops:</p> <p>(i) Ewhurst Road.</p> <p>(ii) Parsonage Road.</p> <p>-Prior to occupation of the 100th residential unit pay to the county council £20,000 towards surface and drainage improvements on Public Bridleway Number 350.</p> |
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-Prior to occupation of the 100th residential unit pay to the county council £15,000 for cycle stands on the High Street.

The Highway Authority also recommends the following conditions are imposed on any permission granted:

Conditions:

1. The development hereby approved shall not be commenced unless and until the proposed vehicular access to Amlets Lane (D191) has been constructed and provided with visibility zones general accordance with Mayer Brown's Drawing No. MBSK140725-1 and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

2. The development hereby approved shall not be first occupied unless and until a traffic calming scheme on Amlets Lane (D191) has been provided in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.

3. The development hereby approved shall not be first occupied unless and until the pedestrian and cycle links between the development and the surrounding area are provided, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

4. The development hereby approved shall not be commenced unless and until a scheme for integrating and improving the surface of Public Footpath No. 346 within the development, is submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

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

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

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic

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| | <p>management)</p> <ul style="list-style-type: none">(e) provision of boundary hoarding behind any visibility zones(f) HGV deliveries and hours of operation(g) vehicle routing(h) measures to prevent the deposit of materials on the highway(i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused(j) measures to prevent deliveries at the beginning and end of the school day(k) on-site turning for construction vehicles <p>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.</p> <p>7. No operations involving the bulk movement of earthworks/materials to or from the development site shall commence unless and until facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably practicable prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.</p> <p>8. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority for:</p> <ul style="list-style-type: none">(a) The secure parking of bicycles within the development site.(b) Providing safe routes for pedestrians / cyclists to travel within the development site.(c) Electric Vehicle Charging Points for every dwelling. <p>9. Prior to the commencement of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with Section 5 'Community Travel Plan' of Mayer Brown's Transport Assessment dated April 2014. The approved Travel Plan shall be implemented prior to first occupation of the development, and for each and every subsequent</p> |
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occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reasons:

1. The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.
2. The above conditions are required in recognition of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

HIGHWAY INFORMATIVES:

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

2. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant’s intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.

3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.

4. All bridges, buildings or apparatus (with the exception of projecting signs) which project over or span the highway may be erected only with the formal approval of the Transportation Development Planning Division of Surrey County Council under Section 177 or 178 of the Highways Act 1980.

5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway

Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

6. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).

7. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.

8. The developer is advised that Public Bridleway Number 346 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

9. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.

10. The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to

being surveyed only within a specified annual quarter period but with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.

11. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.

12. The applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy:
<http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning/surrey-county-council-commuted-sums-protocol>

13. The applicant is advised that in providing each dwelling with integral cycle parking, the Highway Authority will expect dedicated integral facilities to be provided within each dwelling for easily accessible secure cycle storage/garaging.

INFORMATIVE NOTE FOR LPA CASE OFFICER:

1. Relevant Local and National Policy:

National Policy: The National Planning Policy Framework requires all developments that generate significant amounts of to be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;

The Highway Authority is satisfied that the proposed package of transport mitigation measures does improve accessibility to the site by non-car modes of travel, therefore the planning application does meet the transport sustainability requirements of the National Planning Policy Framework.

- safe and suitable access to the site can be achieved for all people

The Highway Authority is satisfied that the proposed access and movement strategy for the development would enable all highway users can travel to/from the site with safety and convenience.

- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

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

Local Policy: The Highway Authority is satisfied that the proposed development is in accordance with the relevant 'movement' Local Plan policies.

2. Overall Access Strategy:

The site has been designed to maximise accessibility by non-car modes of travel and includes pedestrian and cycle routes both within the development site and at its peripheries. The proposed links can be seen on Mayer Brown's 'Indicative Access Points' Drawing (Figure 4.2). The indicative site layout seeks to maximise connectivity to the existing settlements to the south of the site and proposes to integrate and improve Public Footpath No. 346 which runs through the site. The Highway Authority is satisfied that all new access points provide safe and suitable access for all highway users.

3. Proposed Traffic Generation:

The proposed trip generation assessments are based on trip rates obtained from the TRICS database. The likely trip generation during the AM (08:00-09:00) and PM (17:00-18:00) peak periods would be 85 and 98 vehicles respectively. The Highway Authority has assessed the assumptions used by the applicant to calculate the trip rates

and is satisfied that they are fit for purpose.

4. Development Traffic Distribution:

The distribution of development generated traffic has been calculated using Journey to Work data from the 2001 Census. Data from the 2011 census is not yet available for trip origins and destinations at ward level and therefore the 2001 Census data provides the most recent and comprehensive data. The development trip distribution is based on journey to work data for Cranleigh, because these journeys represent the majority of journeys by car during the AM and PM peak periods on the local highway network. The Highway Authority has assessed the trip distribution methodology and is satisfied that it is robust, realistic and suitable for modelling the impact of the proposed development on the surrounding highway network.

5. Traffic Flow Data:

Manual Classified Turning Counts were undertaken on 28 November 2013 at six locations as shown below:

| Junction Name | Junction Type | Development Traffic (total vehicles) | |
|--|--|--------------------------------------|------------------------------------|
| | | Weekday Morning Peak (07:45-08:45) | Weekday Evening Peak (16:30-17:30) |
| Amlets Lane Site Access | Priority Junction (proposed) | 85 | 98 |
| Amlets Lane / Smithwood Common Road / Horseshoe Lane | Bifurcated Priority Junction (Bennetts Junction) | 49 | 58 |
| Amlets Lane / Barhatch Lane | Bifurcated Priority Junction (Bennetts Junction) | 36 | 42 |
| Barhatch Lane / Bookhurst Road (B2127) | Priority Junction | 15 | 18 |
| Horseshoe Lane / High Street (B2128) | Mini Roundabout | 9 | 7 |
| Guildford Road (B2128) / Elmbridge Road (B2130) | Roundabout | 12 | 13 |

Assessment of this data confirms that the peak periods of the network are 0800-0900 and 1700-1800.

The table above also shows the number of development generated vehicle trips likely to pass through these junctions during the AM and PM peak periods.

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

Following a review of the proposed developments likely trip generation and distribution, the Highway Authority has requested that the applicant to undertake traffic impact modelling assessments at the following junctions:

- Amlets Lane Site Access Priority Junction.
- Amlets Lane/Smithwood Common Road/Horseshoe Lane Priority Junction.
- Amlets Lane/Barhatch Lane Priority Junction.
- Barhatch Lane/Bookhurst Road Priority Junction.

6. Traffic Impact Assessment Scenarios:

In accordance with the requirements of the National Planning Policy Framework (NPPF), the TA addresses the impact of development generated traffic using a cumulative impact assessment methodology.

This methodology ensures that the assessment takes into consideration both the committed planning applications within Cranleigh and the quantum of development earmarked for Cranleigh in Waverley's Local Plan.

With regard to the period of future year assessment, the Department for Transport document '*Guidance on Transport Assessments*' requires that any development should be assessed for a period of no less than five years after the date of registration of a planning application. The TA has therefore assessed the impact of the development for a future opening year of 2019.

In accordance with current guidance, TEMPRO software should be used to derive traffic growth rates. These growth rates reflect development forecasts provided by Local Planning Authorities, based on known site allocations and expected growth projections. The Highway Authority is aware that the TEMPRO growth projections for Cranleigh are based on Waverley Borough Council's current Local Plan 2002.

It is understood that the housing requirements in Waverley Borough Council's emerging local plan are being reviewed

but no specific housing allocations for the borough have been agreed. The Highway Authority does however recognise the importance of ensuring any planning application undertakes a realistic cumulative impact assessment, and in this regard has ensured the traffic impact assessment uses realistic and robust assumptions for future housing growth in Cranleigh.

The TA has utilised Surrey County Council's Strategic County Transport Model to derive a growth forecast for 2014 to 2019 of +5.9%, for the Cranleigh centre and Cranleigh east wards. The county council's model has been updated to include the emerging housing requirements for Waverley and the Highway Authority is therefore satisfied that the traffic growth assessment is realistic and robust.

Using the methodology detailed above, an assessment of the local highway network has been undertaken at the four junctions detailed above. It should be noted that the outputs from the transport model provide a measure of 'Ratio of Flow to Capacity' (RFC); an RFC value of 0.9 means that a junction is approaching its theoretical capacity. The results of the junction impact assessment are summarised below:

Proposed Site Access Priority Junction with Amlets Lane:

The proposed site access operates well within capacity for the 2019 assessment year with an RFC value of 0.149 in the AM peak hour. During the peak periods there is likely to be a queue of no more than 1 vehicle at the site access.

Amlets Lane Priority Junction with Smithwood Common Road/Horseshoe Lane:

This junction operates well within capacity for the 2019 assessment year with a maximum RFC of 0.609 in the AM peak hour and 0.334 in the PM peak hour.

Amlets Lane Priority Junction with Barhatch Lane:

This junction operates well within capacity for the 2019 assessment year with a maximum RFC of 0.532 in the AM peak hour and 0.470 in the PM peak hour.

Barhatch Lane Priority Junction with Bookhurst Road:

This junction operates with an RFC of 0.622 in the AM peak hour and with an RFC of 0.887 in the PM peak hour. It is clear that in the PM peak hour that this junction is approaching its theoretical capacity. Further interrogation of the modelling data shows that the maximum queue length in

the PM peak hour would be approximately 7 vehicles on the Barhatch Lane arm of the junction. The Highway Authority is satisfied that the modelling demonstrates that the proposed development generated traffic and background traffic growth would not exceed the theoretical capacity of this junction in the 2019 future assessment scenario.

Barhatch Road 'rat-running'

The Highway Authority requested that the TA should assess the likely impact of development generated traffic on Hound House Road via Barhatch Road, to the east of the village, to access destinations including London and Dorking (via the A3 and A24).

The TA assessment demonstrates that the proposed development is likely to generate around 21 and 24 vehicles along this route during the AM and PM peak periods respectively, which is broadly equivalent to 1 additional vehicle every two and a half minutes.

The Highway Authority does not consider development generated traffic would result in significant delays on this route, however the proposed highways and transport mitigation package does include a contribution towards a scheme to stop large vehicles using the route to Shere.

Highway Drainage

The Highway Authority recognises the concerns raised by local residents regarding the flooding problems that have occurred on some parts of the highway network in Cranleigh after sustained periods of heavy rain. In particular, concerns have been raised about flooding problems on Amlets Lane. The proposed development cannot be expected to resolve existing maintenance issues/problems, however the Highway Authority will ensure that any reserved matters application provides a detailed drainage strategy for the site.

7. Development Layout and Parking Provision:

The Highway Authority will assess the internal layout of the site when details are submitted with any reserved matters application for the site. Any request made by the developer for the adoption of roads within the application site will be considered in accordance with the county council's policy on road adoption.

The construction of the site access will be undertaken via a S278 agreement with the county council.

The development's car parking provision should be in accordance with Waverley Borough Council's Car Parking Standards. The Highway Authority have recommended a condition requiring the applicant to submit a plan showing the required car parking provision with any reserved matters planning application.

8. Road Safety:

The Transport Assessment has analysed Personal Injury Accident (PIA) for the latest five year period, for the highway network in the vicinity of the site.

The Highway Authority have reviewed the applicant's assessment of the PIA data, which shows there has been no fatalities, 11 slight accidents and 2 serious accidents in the 5 year period between 2008 and 2013, demonstrating the area has a comparatively good accident record. Analysis of the data shows a pattern of accidents occurring at the junction of Amlets Lane and Barhatch Lane. These accidents all involve a vehicle and a cyclist. The Highway Authority's mitigation package requires the applicant to provide a traffic calming scheme on Amlets Lane, which will include measures to improve safety at this junction, to mitigate the impact of additional traffic generated by the development.

9. Sustainable Transport

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

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

With regard to the public transport network, Cranleigh has a good level of bus service provision, with the nearest bus stops to the site located on Summerlands, Parsonage Road and Ewhurst Road. All these bus stops are located within a 10 to 15 minute walk to the south of the development site.

The Highway Authority requested at an early stage in the consultation process that the proposed development should seek to maximise this sustainable location and actively promote opportunities to access the site and the surrounding area by non-car modes of travel.

10. Highway/Transport Mitigation Package:

The proposed highway/transport mitigation package addresses both the need to mitigate the impact of the proposed development on the highway network and to ensure opportunities are taken up where reasonable to maximise the opportunities to access the site and the surrounding area by non-car modes of travel.

The mitigation package recognises the importance of addressing the cumulative impact of future development in Cranleigh, and thereby secures contributions from the applicant (in accordance with the tests for financial contributions as set out in the NPPF) towards future highway improvement schemes which all individual development sites will be required to contribute towards, subject to meeting the planning tests for financial contributions, as and when they come forward.

The proposed mitigation package secures the following:

-Prior to first occupation of the development to provide a traffic calming scheme on Amlets lane in accordance with a scheme to be submitted to and agreed in writing with the Highway Authority.

-Prior to occupation of 75th residential unit provide bus stop accessibility improvements at the following locations, in accordance with a scheme to be submitted to and agreed in writing with the county council.

- (i) Ewhurst Road.
- (ii) Summerlands.
- (iii) Parsonage Road

The works shall comprise raising kerbing at bus stops and footway/crossing improvements to improve accessibility between the development and the bus stops.

-Prior to occupation of the 100th residential unit provide a Wayfinding Signage Scheme for pedestrians and cyclists between the development and Cranleigh High Street.

2. S106 Financial Contributions:

-Prior to commencement of the development to pay to the county council a £6,150 Travel Plan monitoring fee.

-Prior to first occupation of each residential unit to provide each dwelling with a combined cycle/public transport voucher @ £200 per dwelling.

-Prior to first occupation of the development pay to the county council the sum of £190,000 towards the schemes detailed in the county council's "Cranleigh's Future Highway Infrastructure and Transport Requirements" document, dated August 2014.

-Prior to occupation of the 75th residential unit pay to the county council £60,000 for providing new/upgraded bus stop shelters and Real Time Passenger Information at the following bus stops:

- (i) Ewhurst Road.
- (ii) Parsonage Road.

-Prior to occupation of the 100th residential unit pay to the county council £20,000 towards surface and drainage improvements on Public Bridleway Number 350.

The above recommended conditions also require the applicant to:

1. fully integrate and improve public footpath No. 346 within the layout of the proposed development, which will need to be agreed at any reserved matters application. The Highway Authority will require the applicant to provide a continuous link between Public Footpath No's. 346 and 350, with an appropriate crossing point provided on Amlets Lane.
2. Submit a scheme at with any reserved matters application for the provision of at least three pedestrian and cycle links between the development and the south of the site.
3. Secure cycle storage for every dwelling.
4. Electric vehicle charging points for every dwelling.

11. Construction Management Strategy

The construction of the development will need to be carefully managed, and the Highway Authority has recommended that a construction management strategy is submitted as part of any reserved matters application.

12. Summary

Overall, it is considered that the applicant's Transport Assessment provides a robust and realistic assessment of the impact of the proposed development on the local highway network. The assessment has addressed the transport requirements of the National Planning Policy Framework, specifically with regard to ensuring safe and suitable access for all people, maximising sustainable

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| | <p>transport opportunities and demonstrating that the residual cumulative impact of the development would not be severe. The proposed development will preserve or enhance highway safety, help manage traffic capacity and encourage the use of public transport, walking and cycling.</p> |
| Thames Water | <p>Developer should be responsible for making proper provision for drainage to ground, water courses or a suitable sewer.</p> <p>Recommend that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When connecting to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater.</p> <p>Prior approval from Thames Water Developer Services would be required if developer proposes to discharge to a public sewer to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>Thames Water has identified an inability of the existing waste water infrastructure to accommodate the needs of this application. Therefore recommends the following condition:</p> <p>“Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed” Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community. Should the LPA consider this recommendation inappropriate or do not include it, LPA should liaise with Thames Water Development Control Department prior to approval.</p> <p>Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water’s Risk Management Team. Any discharge made</p> |

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| | <p>without a permit is deemed illegal and may result in prosecution under the provisions of the water industry Act 1991.</p> <p>The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommends the following condition: “Development should not be commenced until: Impact studies of the existing water supply infrastructure have been submitted to, and improved in writing by, the local planning authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.” Reason: To ensure that water supply infrastructure has sufficient capacity to cope with the/this additional demand.</p> <p>Recommended informatives:</p> <ol style="list-style-type: none"> 1. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx. 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water’s pipes. The developer should take account of this minimum pressure in the design of the proposed development. 2. There is a Thames Water main crossing the development site which may/will need to be diverted as the Developer’s cost, or necessitate amendments to the proposed development design so that the aforementioned main can be retained. Unrestricted access must be available at all times for maintenance and repair. Please contact Thames Water Developer Services, Contact Centre on Telephone Number: 0845 850 2777 for further information. <p>Supplementary comments</p> <ul style="list-style-type: none"> • Waste: Infrastructure capacity problems are known or suspected, the developer will be requires to finance an impact study • In the south of the proposed development are easements and way leaves. These are Thames Water Assets. The company will seek assurances that these will not be affected by the proposed development. On the Map a dashed yellow line shows the easements and way leaves. |
| Environment Agency | <p>The development would only be acceptable subject to the following planning conditions. It is unclear from the flood risk assessment whether the proposed development could potentially incorporate a suitable alleviation scheme in</p> |

partnership with Waverley Borough Council or whether the proposed development scheme may prevent the alleviation works from going ahead as previously planned.

Recommended conditions:

Condition 1: Prior to the approval of any reserved matters planning application surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

- Existing runoff rates and volumes for the 1 in 1, 1 in 30 and 1 in 100 storm events and proposed rates and volumes for the 1 in 1, 1 in 30 and 1 in 100 plus climate change storm events. It should be clearly demonstrated that runoff rates and volumes will not be increasing.
- Detailed drainage plans showing the pipe layout and pipe numbers.
- Calculations demonstrating that any runoff in the 1 in 30 year storm can be safely contained on site and any flooding in the 1 in 100 plus climate change storm event will be safely contained on site.
- If infiltration is proposed, infiltration test results in accordance with BRE 365
- Finished Floor Levels should be no lower than 150mm above ground level to reduce the residual risk of flooding in exceedance events.
- All residential development should be located no lower than 2m above the 1 in 100 plus climate change flood level for the ordinary watercourse.
- Details of how surface run-off from the development will be controlled in such a way so as to prevent the ingress of sediment and contaminant laden waters into the surface water drainage network and receiving or nearby watercourse, Please note, such contaminants and sediments originate from roads, carparks and other hardstandings, and have the potential to induce a non-compliance with the European Water Frameworks Directive (WFD).

Reason 1: This condition is sought in accordance with paragraph 103 of the National Planning Policy Framework (NPPF). As all matters are reserved, it is essential that a suitable surface water drainage scheme

is designed and fully implemented based in the information noted above and on any future scheme design and layout to ensure that flood risk is not increased onsite or elsewhere.

The submitted flood risk assessment (FRA) indicates that the proposed development will be constructing all proposed properties on high ground at least 2m above the watercourse. The risk of flooding from this watercourse is considered low.

We acknowledge that the applicant is to use an attenuation scheme based on a range of sustainable drainage systems (SuDS) including attenuation ponds. The applicant has demonstrated that they have sufficient space on site to store the 1 in 100 plus climate change storm event when discharging surface water at the Greenfield QBAR rate. Therefore, the proposed development will not be increasing surface water runoff rates and volumes being discharged from the site.

Additionally, the submitted detailed note that the finished floor levels will be raised 150mm above surrounding ground levels. Therefore, in principle the proposed development should be safe and not increase flood risk on site or elsewhere.

Condition 2: No development approved by the permission shall be commenced until a scheme for the improvement of the existing sewerage systems has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved. No occupation of dwellings/commencement of business approved by this permission shall occur until the scheme for the improvement of the existing sewage system has been completed.

Reason 2:

This condition is sought in accordance with paragraph 109 of the National Planning Policy Framework (NPPF) to ensure the protection of water quality as required by the European Water Framework Directive (WFD).

The proposed development is located in Water Framework Waterbody GB106039017810 (Cranleigh Waters). This waterbody is currently classified as "bad ecological status" as reported in the 2009 Thames River Basin Management Plan (RBMP). The WFD requires that all waterbodies be of "good ecological status" by 2027, and that there be no deterioration in the ecological status between the six-yearly RBMPs. The development

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| | <p>must not impinge upon the host or neighbouring waterbodies ecological status nor prevent the WFD-required “good ecological status” from being attained by 2027.</p> <p>The development is located at the top of the Nuthurst Stream which flows into Cranleigh waters. This watercourse is recognised under the WFD.</p> <p>Our preference for foul water drainage is for connection to the existing foul water drainage network. The applicant must liaise with the foul drainage provider to determine if there is sufficient capacity within the local foul drainage network. If there is insufficient capacity then the applicant must demonstrate how the foul drainage demands of the development will be met.</p> <p>If the foul drainage network lacks the necessary capacity for the development, then it may be overwhelmed leading to instances of foul sewer flooding, which in turn could hinder the water quality and therefore WFD compliance of nearby and connected (via surface water drainage) waterbodies.</p> <p>The Thames RBMP requires the restoration and enhancement of waterbodies to prevent deterioration and promote recovery of waterbodies. Without this condition, the impact could cause deterioration of a water quality element to a lower status class and cause failure to comply with the WFD.</p> <p>Advice to WBC and applicant:</p> <ol style="list-style-type: none"> 1. The watercourse on the site is classified as a non-main river or ‘ordinary watercourse’. As such, under the terms of the Land Drainage Act 1991 and the Floods and Water Management Act 2010, the prior consent of the Lead Local Flood Authority (Surrey County Council) is required for any proposed works or structures, in the watercourse. Contact SCC for further information. This is a separate process from seeking planning permission. 2. We suggest that a natural buffer zone free from all built development and formal landscaping be established at least 5 metres from the top of the bank on each side of the watercourse. A buffer zone will assist with the enhancement of the green and blue infrastructure corridors in the locality and will promote local flora and fauna. |
| Surrey Police | Request that Secured by Design accreditation is sought for this development in order to ensure a safe environment for residents. SBD NH 2014 (Secured by Design New Homes |

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| | 2014) gives guidance around layout as well as the physical security of the buildings. |
| Auto Cycle Union | No yet received – to be reported orally |
| British Horse Society | No yet received – to be reported orally |
| Byways and Bridleways Trust | No yet received – to be reported orally |
| Cycling Touring Club | No yet received – to be reported orally |
| The Open Spaces Society | No yet received – to be reported orally |
| British Driving Society | No yet received – to be reported orally |
| Director of Public Health | No yet received – to be reported orally |
| NHS England | No yet received – to be reported orally |
| Guildford and Waverley CC | No yet received – to be reported orally |
| Health watch | No yet received – to be reported orally |
| Scottish AND Southern Energy Plc | No yet received – to be reported orally |
| Scotia Gas Networks | No yet received – to be reported orally |
| Council's Agricultural Advisor | No yet received – to be reported orally |

10.0 Representation

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – July 2006” the application was advertised in the newspaper on 27/06/2014, site notices were displayed around the site 27/06/2014, and 142 neighbour notification letters were sent on 16/06/2014.

92 letters have been received raising objections on the following grounds:

- Highway Impact and additional traffic
- Increased safety risk on highway
- Cranleigh is already overdeveloped
- Impact on local Infrastructure
- Loss of greenfield amenity
- Impact on biodiversity
- Flooding

- One access road
- Impact on footpath
- Impact on archaeology
- Impacts on drainage
- Impact on medical facilities
- Impact visual amenity
- Light pollution
- Cumulative impacts
- Surrounded by B Class roads
- Impact on protected trees
- Use brownfield sites
- Loss of privacy
- No need for new housing in Cranleigh
- Existing traffic problems getting into Guildford

27 letters have been received raising support for the following reasons:

- Opportunites to start self build in area
- Compliment the existing community
- Exciting and innovative
- Nice place to live
- Support government self build initiative
- Well planned and spacious community
- Housing desperately needed in area
- Protecting village against flooding
- Encourage young families to area
- Range of affordable housing

6 letters have been received making general observations to the proposal.

11.0 Submissions in support of the application has made the following points

- The Council cannot currently demonstrate a five year supply of deliverable housing sites.
- The proposal for 125 homes at Amlets Park represents a rare and exciting opportunity to deliver a genuinely different and harmonious development.
- The proposal represents a sensitive approach by conceiving a thoughtful and holistic Masterplan for up to 125 homes, with parkland, open spaces, self build, flexible work, orchard, wildflower areas and biodiversity enhancements.
- The self build plots meet a growing demand in the housing market.
- There are no specific policies in the National Planning Policy Framework 2012 which indicated that development should be restricted.
- The proposal constitutes sustainable development that will deliver significant economic, social and environmental benefits.
- The proposal would deliver at least 40% affordable units.

- The application site is not in an isolated location, it is immediately adjacent to the settlement boundary of one of the main settlements in the Borough where the principle of growth has been accepted in the evidence base for the merging Local Plan.

12.0 Determining Issues

12.1 Principle of Development

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

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

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

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

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

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

12.2 Prematurity

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

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

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

Officers conclude that the emerging Local Plan is not at an advanced stage and that the Cranleigh Neighbourhood Plan is at an early stage in its development (it is not intended to publicise the proposed plan until February 2015). Having regard to the advice of the NPPG, Officers conclude that a reason for refusal based on prematurity could not be substantiated

12.3 Environmental Impact Assessment

On 19 May 2014 the applicant, pursuant to regulation 5 (7) of the Town and Country Planning (Environmental Impact Assessment) Regulations

2011 received a screening direction from the Secretary of State that the proposed development of up to 150 dwellings at land south of Amlets Lane is not EIA development within the meaning of the Regulations.

12.4 The lawful use of the land and loss of agricultural land

The application site consists of 5 agricultural fields sown to grass. Policy RD9 of the Local Plan outlines that development will not be permitted which would result in the loss or alienation of the most versatile agricultural land unless it can be demonstrated that there is a strong case for development on a particular site that would override the need to protect such land.

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

A report titled Agricultural Use & Quality and Soils Report, undertaken by Land Research Assoc. dated February 2014, has been submitted with the application and concludes that the majority of the site is classified as Agricultural Land Classification (ALC) sub-grade 3B, with other elements falling as ALC sub-grade 3a. The Council's Agricultural Consultant have been consulted on the application and their comments are awaited. However, Officers consider that the proposed development would not result in the loss or alienation of the best and most versatile land and furthermore would not appear to result in the fragmentation of an agricultural holding so as to seriously undermine the economic viability of the remaining holding. Subject to the comments of the Council's Agricultural Consultant, Officers consider that the proposal is in accordance with Policy RD9 and the guidance contained within the NPPF.

12.5 Location of Development

The site is located within the Countryside beyond the Green Belt outside any defined settlement area. Policy C2 of the Local Plan states that building in the countryside, away from existing settlements will be strictly controlled.

The Key Note Policy of the Waverley Borough Local Plan aims, amongst other matters, to make provision for development, infrastructure and services which meet the needs of the local community in a way which minimises impacts on the environment. The text states that opportunities for development will be focused on the four main settlements (Farnham, Godalming, Haslemere and Cranleigh), mainly through the re-use or redevelopment of existing sites.

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

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

Whilst it is recognised that the application site falls outside of the settlement boundary, within the Countryside beyond the Green belt, Officers acknowledge that the application site abuts the settlement boundary of Cranleigh at its northern most extreme. Officers further note the proposed pedestrian/cycle access routes would provide sustainable access links to public transport and to the facilities in Cranleigh Village Centre. As such, Officers consider that the proposal would provide sustainable access to the facilities required for promoting healthy communities and would enhance the vitality of the rural community of Cranleigh. Therefore, whilst acknowledging that the site is outside of a defined settlement or developed area, it is considered that the proposal would not result in isolated dwellings in the countryside and as such the application is not required to demonstrate any special circumstances as required by paragraph 55 of the NPPF.

12.6 Housing Land Supply

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

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

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

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

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

It is considered that the Council's policies with regards to assessing housing need and demonstrating supply are consistent with the NPPF in this respect.

Following the withdrawal of the Core Strategy from examination in October 2013, the Council agreed an interim housing target of 250 dwellings a year for the purposes of establishing five year housing supply in December 2013. That was the target in the revoked South East Plan and is the most recent housing target for Waverley that has been tested and adopted. However, as a result of recent court judgements, it is accepted that the Council should not use the South East Plan figure as its starting point for its five year housing supply and that the Council does not currently have an up-to-date housing supply policy from which to derive a five year housing land requirement.

It is acknowledged that both the latest household projections published by the Department for Communities and Local Government and the evidence in the emerging draft Strategic Housing Market Assessment point to a higher level of housing need in Waverley than that outlined within the South East Plan. Specifically, the SHMA indicates an unvarnished figure of 470 dwellings per annum.

Notwithstanding that this is a higher figure than the South East Plan Figure, latest estimates suggest a housing land supply of 3.8 years based on the unvarnished housing supply figure of 470 dwellings per annum, which equates to approximately 396 dwellings per annum. When measured against the housing supply requirement of the Regional Spatial Strategy of 250 (albeit it is acknowledged that this figure carries little weight) the Council has, in accordance with paragraph 47 of the Framework, worked to boost significantly the supply of housing. As such, it is considered that the shortfall in housing land supply identified at present, when assessed against the untested SHMA figure of 470 dwellings per annum, should be given limited weight at this time, particularly given the constraints of the Borough,

which clearly influenced the conclusion of the Report of the Panel (August 2007) appointed by the Secretary of State to examine the Draft Regional Spatial Strategy for the South East.

Nonetheless, the proposed development of up to 125 dwellings, including 15 self build would contribute to meeting the housing needs of the Council. This is a material consideration to be weighed against the other considerations for this application.

12.7 Housing Mix and density

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

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

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

The density element of Policy H4 has been superseded by guidance in the NPPF which states that to boost significantly the supply of housing, local planning authorities should set their own approach to housing density to reflect local circumstances.

Rather than prescribing a minimum or maximum density, the NPPF sets out, at paragraph 47, that Local Planning Authorities should set out their own approach to housing density to reflect local circumstances. Density is a rather crude numeric indicator. What is more important is the actual visual impact of the layout and extent of development upon the character and amenities of the area. The density would be low in comparison to the surrounding area. However, it would be reflective of the landscape character in which the site is located.

The Council's Draft Strategic Housing Market Assessment 2013 (SHMA) provides an updated likely profile of household types within Waverley. The evidence in the Draft SHMA 2013 is more up to date than the Local Plan. However, the profile of households requiring

market housing demonstrated in the SHMA at Borough level is broadly in line with the specific requirements of Policy H4.

The application proposes the erection of 125 units; of which 15 units are proposed to be self build. The proposed housing mix is as follows:

| Unit type | 1 Bed | 2 Bed | 3 Bed | 4+ Bed | Total |
|------------------------|--------------|--------------|--------------|---------------|--------------|
| Number of units | 19 | 47 | 37 | 22 | 125 |
| % | 15.2% | 37.6% | 29.6% | 17.6% | |

The Council's Strategic Housing Market Assessment (Draft) 2013 (SHMA) sets out the likely profile of household types in the housing market area. The draft SHMA 2013 provides the follow information with regards to the indicative requirements for different dwelling sizes (2011-2013).

| Unit type | 1 Bed | 2 Bed | 3 Bed | 4+ Bed |
|-------------------|--------------|--------------|--------------|---------------|
| Market | 10 – 15% | 30 – 35% | 30 – 35% | 20 -25% |
| Affordable | 40 – 45% | 25 – 30% | 20 – 25% | 5 – 10% |

52.8% of the proposed units would be two bedrooms or less, with 82.4% of the units being three bedrooms or less. The proposed housing mix would therefore largely comply with the requirements of Policy H4 and the latest evidence in the SHMA draft 2013.

12.8 Affordable Housing

The Local Plan is silent with regards to the delivery of affordable dwellings in locations such as this. However, there is a considerable need for affordable housing across the Borough and securing more affordable homes is a key corporate priority. As a strategic housing authority, the Council has a role in promoting the development of additional affordable homes to help meet need, particularly as land supply for development is limited. The draft SHMA 2013 estimates that there is a need for 350 additional affordable homes to be provided each year from 2013.

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

As of 30th July 2014, there are 1,759 households with applications on the Council's Housing Needs Register, who are unable to access

housing to meet their needs in the market. Additionally, the 2013 SHMA indicates a continued need for affordable housing, with an additional 350 additional affordable homes required per annum.

The draft SHMA 2013 provides the follow information with regards to the indicative requirements for different dwelling size affordable units (2011-2013).

| Unit type | 1 Bed | 2 Bed | 3 Bed | 4+ Bed |
|-------------------|--------------|--------------|--------------|---------------|
| Affordable | 40 – 45% | 25 – 30% | 20 – 25% | 5 – 10% |

The draft SHMA 2013 also recommends 25% of new affordable homes to be intermediate tenures and 75% rent, with the rent composition slightly skewed towards social rent. This is on the basis of the intermediate housing being for shared ownership.

The application proposes 50 affordable units representing 40% of the overall development. The proposed housing mix would be

| Unit type | 1 Bed | 2 Bed | 3 Bed | 4+ Bed | Total |
|------------------------|--------------|--------------|--------------|---------------|--------------|
| Number of units | 11 | 24 | 12 | 3 | 50 |
| % | 22% | 48% | 24% | 6% | |

The applicant has proposed that the tenure split would be 25% intermediate housing for shared ownership and 75% rent, with the majority being social rent.

Officers conclude, that overall, the proposed housing and tenure mix would contribute to meeting local needs in line with guidance contained within the NPPF. However, in the absence of any viability assessment Officers cannot confirm that the proposed provision of affordable dwellings is the maximum amount achievable on the site, whilst still seeking to achieve mixed and balanced communities.

12.9 Highway considerations, including impact on traffic and parking considerations.

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

transport network that cost-effectively limits the significant impact of the development.

The application is accompanied by a Transport Statement (TS) which assesses existing transport conditions in the area and assesses the impact of the proposed development. In response to the TS the residents of Amlets Lane commissioned an independent traffic survey of the proposal, in particular of the proposed access point at the eastern end of Amlets Lane. This Survey was forwarded to the County Highway to take into account in formulating its formal views on the application.

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

The proposed trip generation assessments are based on trip rates obtained from the TRICS database. The likely trip generation during the AM (08:00-09:00) and PM (17:00-18:00) peak periods would be 85 and 98 vehicles respectively. The Highway Authority has assessed the assumptions used by the applicant to calculate the trip rates and is satisfied that they are fit for purpose.

The distribution of development generated traffic has been calculated using Journey to Work data from the 2001 Census. Data from the 2011 Census is not yet available for trip origins and destinations at ward level and therefore the 2001 Census data provides the most recent and comprehensive data. The development trip distribution is based on journey to work data for Cranleigh because these journeys represent the majority of journeys by car during the AM and PM peak periods on the local highway network. The Highway Authority has assessed the trip distribution methodology and is satisfied that it is robust, realistic and suitable for modelling the impact of the proposed development on the surrounding highway network.

In accordance with the requirements of the National Planning Policy Framework (NPPF), the TS addresses the impact of development generated traffic using a cumulative impact assessment methodology.

This methodology ensures that the assessment takes into consideration both the committed planning applications within Cranleigh and the quantum of development earmarked for Cranleigh in Waverley's Local Plan.

With regard to the period of future year assessment, the Department for Transport document '*Guidance on Transport Assessments*' requires that any development should be assessed for a period of no less than five years after the date of registration of a planning application. The TS has therefore assessed the impact of the development for a future opening year of 2019.

In accordance with current guidance, TEMPRO software should be used to derive traffic growth rates. These growth rates reflect development forecasts provided by Local Planning Authorities, based on known site allocations and expected growth projections. The Highway Authority is aware that the TEMPRO growth projections for Cranleigh are based on Waverley Borough Council's current Local Plan 2002.

The County Highway Authority has been in pre-application discussions with applicant to ensure that the submitted TS contains a realistic cumulative impact assessment and in this regard has ensured the traffic impact assessment uses realistic and robust assumptions for future housing growth in Cranleigh.

The TS has utilised Surrey County Council's Strategic County Transport Model to derive a growth forecast for 2014 to 2019 of +5.9%, for the Cranleigh Centre and Cranleigh East wards. The County Council's model has been updated to include the emerging housing requirements for Waverley and the Highway Authority is therefore satisfied that the traffic growth assessment is realistic and robust.

An assessment of the local highway network has been undertaken at the following four junctions

- Amlets Lane Site Access Priority Junction.
- Amlets Lane/Smithwood Common Road/Horseshoe Lane Priority Junction.
- Amlets Lane/Barhatch Lane Priority Junction.
- Barhatch Lane/Bookhurst Road Priority Junction.

The outputs from the transport model provide a measure of 'Ratio of Flow to Capacity' (RFC); an RFC value of 0.9 means that a junction is approaching its theoretical capacity. The results of the junction impact assessment are summarised below:

Proposed Site Access Priority Junction with Amlets Lane:

The proposed site access operates well within capacity for the 2019 assessment year with an RFC value of 0.149 in the AM peak hour. During the peak periods there is likely to be a queue of no more than 1 vehicle at the site access.

Amlets Lane Priority Junction with Smithwood Common Road/Horseshoe Lane:

This junction operates well within capacity for the 2019 assessment year with a maximum RFC of 0.609 in the AM peak hour and 0.334 in the PM peak hour.

Amlets Lane Priority Junction with Barhatch Lane:

This junction operates well within capacity for the 2019 assessment year with a maximum RFC of 0.532 in the AM peak hour and 0.470 in the PM peak hour.

Barhatch Lane Priority Junction with Bookhurst Road:

This junction operates with an RFC of 0.622 in the AM peak hour and with an RFC of 0.887 in the PM peak hour. It is clear that in the PM peak hour that this junction is approaching its theoretical capacity. Further interrogation of the modelling data shows that the maximum queue length in the PM peak hour would be approximately 7 vehicles on the Barhatch Lane arm of the junction. The County Highway Authority is satisfied that the modelling demonstrates that the proposed development generated traffic and background traffic growth would not exceed the theoretical capacity of this junction in the 2019 future assessment scenario.

Barhatch Road 'rat-running'

The County Highway Authority requested that the TS should assess the likely impact of development generated traffic on Hound House Road via Barhatch Road, to the east of the village, to access destinations including London and Dorking (via the A3 and A24).

The TS assessment demonstrates that the proposed development is likely to generate around 21 and 24 vehicles along this route during the AM and PM peak periods respectively, which is broadly equivalent to 1 additional vehicle every two and a half minutes.

The County Highway Authority considers that development generated traffic would not result in significant delays on this route. However, the proposed highways and transport mitigation package does include a contribution towards a scheme to stop large vehicles using the route to Shere.

The TS has analysed Personal Injury Accident (PIA) for the latest five year period, for the highway network in the vicinity of the site.

The County Highway Authority has reviewed the applicant's assessment of the PIA data, which shows there has been no fatalities, 11 slight accidents and 2 serious accidents in the 5 year period between 2008 and 2013, demonstrating the area has a comparatively

good accident record. Analysis of the data shows a pattern of accidents occurring at the junction of Amlets Lane and Barhatch Lane. These accidents all involve a vehicle and a cyclist. The proposed off-site improvement works requires the applicant to provide a traffic calming scheme on Amlets Lane, which would include measures to improve safety at this junction, to mitigate the impact of additional traffic generated by the development.

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

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

With regard to the public transport network, Cranleigh has a good level of bus service provision, with the nearest bus stops to the site located on Summerlands, Parsonage Road and Ewhurst Road. All these bus stops are located within a 10 to 15 minute walk to the south of the development site.

In relation to parking provision the application does not provide the number of parking spaces proposed, however the illustrative layout plan submitted with the application demonstrates that sufficient parking could be provided in line with Waverley Borough Council's adopted Guidance 2013 without being detrimental to character and appearance. Having regard to the expert views of the County Highway Authority, the proposal is considered to be acceptable in terms of highway safety, capacity and policy considerations. Subject to a legal agreement and appropriate safeguarding conditions the proposal would not cause severe residual cumulative impact in transport terms.

12.10 Impact on Countryside beyond the Green Belt and landscape

Paragraph 17 of the NPPF sets out that within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: *inter alia* take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.

Paragraph 155 of the NPPF directs that great weight should be given to conserving landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to landscape and scenic beauty.

Policy C2 of the Local Plan states that building in the countryside, away from existing settlements will be strictly controlled.

Section 85 of the Countryside and Rights of Way Act 2000 states that in exercising or performing any functions in relation to, or so as to affect, land in an area of outstanding natural beauty, a relevant authority shall have regard to the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty. The NPPF says that great weight should be given to conserving landscape and scenic beauty in Areas of Outstanding Natural Beauty (AONB), in accordance with this.

The application site is located within the Countryside beyond the Green Belt outside of any recognised settlement boundary, whilst the application site is not designated for its landscape quality it is bound to the north by the nationally designated Surrey Hills Area OF Outstanding Natural Beauty (AONB) and by the locally designated Area Great Landscape Value (AGLV). The proposed development would involve the development of 5 agricultural fields sown to grass. The applicant has submitted a Landscape and Visual Impact Appraisal (LVIA) undertaken by FPCR in March 2014. The appraisal concludes that the application site is located in the National Character Area of Low Weald, and the lower level Landscape Character Area of Wooded Weald. The application site exhibits some of the key characteristics of the Low Weald and Wooded Weald character areas, which include such characteristics as,

- A gently pastoral landscape with arable farming associated with lighter soils on higher ground. Land use is predominately agricultural but with urban influences.
- Field boundaries of hedgerows, and shaws (remnant strips of cleared woodland) enclosing small, irregular fields and linking into small and scattered linear settlements centred on greens or commons.

The LVIA concludes that landscape effects during construction will typically be transitory in nature, although there would be some permanent changes, such as the localised removal of landscape features. Overall, during the construction phase, the impacts are concluded to be Negligible to Low Adverse magnitude and direct. In relation to the operation phase, the LVIA concludes that landscape effects would be direct and adverse due to physical changes. However, given the context of the site the magnitude of the change is considered to be Low resulting in impacts of Slight to Moderate Adverse significance.

A Landscape Study undertaken by AMEC August 2014, on behalf of the Council as background information for the preparation of the emerging Local Plan, assesses the application site in terms of the ability of the landscape to accommodate future residential development. For the purposes of the assessment, the application site

is split into 2 areas CL5B and CL5A, with approximately 75% of the application site falling within CL5B, and the remainder in CL5A. The Landscape Study concludes that in area CL5B there may be some capacity for development due to the low visibility and the character of the landscape and its condition. It continues, that housing development could tie in visually with the existing estate to the south. Furthermore, CL5B does not have views to the AONB to the north. In relation to area CL5A, the study concludes that due to the occupancy pattern and proximity to the AONB, development in this area could potentially have more impact on landscape character.

The conclusions of the Landscape Study, in relation to area CL5A, are echoed by the advice of Surrey Hills AONB advisor who advises that:

“It would be difficult to argue that housing development would relate visually to, and impact upon the setting of, the AONB to the north of Amlets Lane. However, its development would, as currently proposed, detrimentally affect the character of Amlets Lane that forms the AONB boundary and is considered to be a legitimate AONB consideration...If the Council is minded either to grant permission or allocate this site for housing within its emerging local plan I am strongly of the view that a substantial tree and shrubbery belt of native species should be planted to a depth of at least 35 metres from the lane”

Following the comments of the AONB advisor, the applicant has submitted a revised illustrative layout plan for 125 dwellings, with development much reduced in the area closest to the AONB, and a greater landscape buffer proposed in line with the AONB advisor's comments.

Officers have invited comments from the AONB advisor on the revised illustrative layout and his comments will be reported orally to the meeting.

Officers acknowledge that the proposal would have an overall impact of Slight to Moderate Adverse significance on the immediate landscape. In relation to the AONB, based on the amended illustrative plan, Officers consider that the proposal would satisfactorily conserve the natural beauty of the Surrey Hills AONB to the north of the site.

The proposed development is considered to have a Slight to Moderate Adverse impact on the immediate landscape character. The currently agricultural fields would be replaced by substantial built form. It is noted that established hedgerows would be retained as green infrastructure and that the well treed established boundaries of the site would be retained. The overall Slight to Moderate Adverse impact on the immediate localised landscape must be balanced against other issues in the proposed development.

12.11 Impact on visual amenity / Trees

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

Whilst the application is an outline application, with all matters reserved, illustrative layout plans and a Design and Access Statement have been submitted which provide some details. The indicative plan gives some basic information about the parameters for development including the quantity, scale and height of the proposed development. Whilst this is an indicative plan, it does clearly explain how the development would fit on the site whilst providing all the additional community benefits.

The design principles, as contained within the Design and Access Statement, are considered to be appropriate for the site and its context, with an overarching aim of achieving a sustainable development. This aspiration accords with the NPPF.

Officers have raised concerns with the applicant in respect of the location and level of provision of the proposed play space as currently only one LAP and one LEAP are shown, for a development of this size further provision is desirable. Further details about these would be required at the reserved matters stage, if outline permission were to be granted, to assess whether there is sufficient provision proposed and to consider the level of natural surveillance.

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

Three character areas have been identified and reflect a change in density from the urban to the rural. Design elements should also be employed to emphasise this transition on site.

In terms of the scale and height of the proposed development, officers note that the area is dominated primarily by two storey properties. However, there may be some opportunities to increase the height in key areas to two and a half or, in a more limited capacity, three storeys. The indicative plans have appropriately identified areas where increased height properties would be accommodated but when considering this, it is important to remember that height need not be the only way of creating a landmark building.

The site is served from a single access point. However, the illustrative layout shows that permeability is increased for pedestrians by linking through to the wider housing areas to the south of the site.

The Cranleigh Design Statement was adopted in July 2008. Whilst the Design Statement was unlikely to have covered schemes such as this, there are some key principles which are relevant. The need for new development to have regard to the traditional character of the village is a key principle; whilst the application is in outline only, with all matters reserved, it is considered that the indicative plans which show the character areas strongly exhibit an understanding of the village and transition to the countryside. More detailed analysis should be provided at the reserved matters stage, if outline permission were to be granted.

Although in outline with all matters reserved, Officers considered that sufficient evidence has been submitted to demonstrate that, subject to detailed consideration at a future stage, a scheme could be developed which would function well, be of a high quality design, which would integrate well with the site and complement its surroundings so as to establish a strong sense of place. Officers consider that the proposal would be in accordance with Policies D1 and D4 of the Waverley Local Plan and guidance contained within the NPPF.

The NPPF states that planning permission should be refused for development resulting in the loss or deterioration of ancient woodland and aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss. Policy C7 of the Local Plan states that the Council will resist the loss of woodlands and hedgerows which significantly contribute to the character of the area, are of wildlife interest, are of historic significance and, are of significance for recreation.

The Council's Tree and Landscape Officer has advised that the application is accompanied by a Tree Survey that appears to be a fair assessment of the species, size and condition of trees and woodland on and immediately adjacent to the site. There is an area of Ancient Woodland to the south west and the tree survey rightly apportions significant age/significance to the strip of woodland adjacent to the stream running north-south through the site.

The indicative layout appears to show reasonable respect for the existing tree belts and landscape connectivity could be achieved within a design for the number of dwellings proposed. Only one vehicle access is proposed and this appears to be feasible (if carefully positioned) with limited impact on roadside oaks either side.

There are some TPO trees located around the south eastern edge of the site which, as with all mature trees in this respect will have implications for development layout. The Council's Tree and Landscape Officer has advised that sufficient garden depth should be

provided in latter design to ensure pressures on trees from future occupiers are not unnecessarily created.

The Landscape Assessment appears to have considered the relevant constraints and impact on character from proposed development. The site would be a northern extension to the Cranleigh settlement. It has existing boundary features to some boundaries that would limit visual landscape impact compared with that of the current residential boundary to the south west. The experience of using the Public Right of Way (PROW) through the site would be dramatically altered.

The Council's Tree and Landscape Officer has recommended a number of conditions to cover issues to be dealt with in a reserved matters application. Officers consider that the proposal, subject to conditions, would not result in loss of important trees or hedgerows. Officers consider that the proposal would be in accordance with Policies D6 and D7 of the Waverley Local Plan and guidance contained within the NPPF

12.12 Impact on residential amenity

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

Whilst the application is an outline application, an illustrative layout plan has been submitted. This plan clearly demonstrates that the quantum of development proposed could be achieved on site whilst maintaining a good level of amenity for both future occupiers of the development and for existing neighbouring occupiers.

The construction phase of the development has the potential to cause disruption and inconvenience to nearby occupiers and users of the local highway network. However, these issues are transient and could be minimised through the requirements of planning conditions if outline permission were to be granted.

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

12.13 Provision of Amenity and Play Space

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

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

- 0.28ha of amenity greenspace
- 0.09ha of play areas for children and young people
- 0.07ha of public park/garden

The public amenity space proposed is as follows:

- 2ha of public park/garden
- 1ha of semi-natural green space (centred on the woodland belt)
- 1ha of amenity greenspace
- 0.5ha of allotment/community garden & orchard
- 0.1ha of provision for children and young people

This provision in excess of the required amount and this aspect of the scheme is welcomed.

The scheme proposes a Local Area for Play (LAP) and a Local Equipped Area for Play (LEAP).

A LAP comprises a small area within 1 minute walking time from home for children up to 6 years of age. These have no play equipment but provision is made for low key games such as hopscotch or play with small toys. Seating for carers should be provided.

A LEAP comprises a play area equipped mainly for children of early school age (4-8 years old). LEAPs should be located within five minutes walking time from every home (400m walking distance). The main activity area should be a minimum of 400sqm with a buffer between it and the boundary of the nearest residential property. This buffer zone should include footpaths and planted areas.

The proposed scheme currently proposes a limited range of playspace. However, the application is for outline planning permission only and as

such the layout proposed is illustrative only. The submission recognizes the need for additional playspace and the Open Space Assessment submitted with the application acknowledges that either a LEAP or a NEAP would be required and that additional LAPs will be required throughout the site. This could be secured through the layout details at reserved matters stage.

A NEAP is designed and laid out specifically for older children and have a minimum activity area of 1000m², with 465m² of the area laid out for a kick-about area. Like the LEAP, the main change to the play criteria is that the area is to provide play experiences (rather than a set number of pieces of equipment). The space is therefore to be designed to provide stimulating and challenging play experiences and PAD recommends that a minimum of nine play experiences (from their list) are to be provided, as well as bicycle parking. The play area should also have a buffer zone of at least 30m in depth, containing varied planting.

In terms of public open space, the scheme proposes to:

- Provide generous and carefully landscaped parkland to meet the recreation and play needs of existing and future residents in this part of the village;
- Contribute to a visual buffer next to existing residential properties and the countryside edge;
- Provide opportunities for ecological enhancements to benefit protected species and increase biodiversity;
- Encourage community involvement in allotments, community orchards and other social and community organisations;
- Attenuate surface water and reduce flood risk to existing properties and infrastructure;
- Reduce CO₂ emissions by tree planting, reduced food miles from local food production and providing an attractive green setting and activities that retain people on site so as to reduce the need to travel.

A Management Plan would commit to the following principles:

- All public open spaces will be clean, well maintained, litter free, with dogs managed throughout
- All public open spaces will be designed to be safe, welcoming and provide a visually attractive environment
- A fitness trail will be provided to encourage healthier lifestyles
- Wildflower meadows will be sown to create a distinctive appearance that benefits biodiversity
- Where appropriate, the open spaces will contribute to nature conservation particularly through the protection and enhancement of suitable planting
- Interpretation boards will be provided to encourage people to respect the environment and its ecological resources

- Allotments will be level and have good quality soil, drainage and access to a good water supply
- Children's play areas will provide a safe, fun and stimulating environment where possible for children of all ages
- The community building within the scheme will provide amenities for the parkland including offices for rangers

The scheme proposes allotments to the south of the site outside of the site area. Officers raise concern that this element of the scheme could not be reasonably controlled or delivered. However, the applicant has acknowledged that if allotment provision outside of the site is not possible, then on-site provision can be considered at the reserved matters stage.

In terms of private amenity space, each dwelling would have its own usable outdoor area in the form of a garden, yard or terrace sufficient to sit out in or to dry clothes. All houses will have gardens at least 50sqm in area and normally they would be considerably larger.

The proposed development would provide for appropriate open space for members of the community, in the form of both private and communal outdoor amenity space.

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

12.14 Land Contamination

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

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

The application is accompanied by a Ground Stability and Phase 1 Ground Condition Assessment (Contamination). This report concludes that, historically, the site has been open agricultural land. During the 1960s the land to the south was developed with residential dwellings. Based on the historical and current land uses and in the absence of

sources of significant contamination in the near vicinity of the Site, the site is considered to have a Very Low risk of ground contamination being present.

The Council's Contaminated Land Officer has scrutinised the submitted information and concludes that there is a very low risk of ground contamination issues at the site and that no conditions are required in this respect.

Officers conclude that the proposal would be in accordance with Policy D1 of the Waverley Local Plan and guidance contained within the NPPF

12.15 Air Quality

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

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

Policy D1 of the Waverley Borough Local Plan 2002 states that the Council will have regard to the environmental implications of development and will promote and encourage enhancement of the environment. Development will not be permitted where it would result in material detriment to the environment by virtue of *inter alia* (c) loss of general amenity, including material loss of natural light and privacy enjoyed by neighbours and disturbance resulting from the emission of noise, light or vibration; (d) levels of traffic which are incompatible with the local highway network or cause significant environmental harm by virtue of noise and disturbance; (e) potential pollution of air, land or water, including that arising from light pollution and from the storage and use of hazardous substances; In the same vein Policy D2 states that the Council will seek to ensure that proposed and existing land uses are compatible. In particular *inter alia* (a) development, which may have a materially detrimental impact on sensitive uses with regard to environmental disturbance or pollution, will not be permitted.

There is not an Air Quality Management Area in Cranleigh. However, the impact on air quality remains an important material consideration. The proposed site introduces a new exposure into an area of potentially poor air quality and therefore may expose future occupants

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

It should be noted that the impact of dust and emissions from construction could have a significant impact on local air quality. As there is no safe level of exposure, all reduction in emissions will be beneficial.

An Air Quality Statement by Peter Brett Associates was submitted as part of the application. The conclusions reached in the submitted report were that the predicted daily vehicle movements in association with the development would be below the threshold defined in the EPUK guidance and therefore the air quality impacts of the development can be considered to be insignificant.

The submitted report also concludes that nitrogen dioxide measurements as a similar location to the site have been below the annual mean objective in recent years and that therefore air quality for future residents is likely to be good.

The Air Quality Statement recommends that, in respect of the creation of dust during construction works, a package of mitigation measures is implemented to minimise the risk of elevated PM₁₀ concentrations and dust nuisance in the surrounding area. Construction impacts are not considered to be significant.

The report concludes that there are not likely to be any significant cumulative impacts associated with that the proposed development and committed or anticipated developments within Cranleigh and that there would be no air quality constraints to the proposed development.

The Council's Air Quality Officer has raised concerns in respect of potential impact on air quality arising from the development. The primary concern raised relates to the impact of traffic generated by the development. Although this development site is not within an Air Quality Management Area (AQMA), the addition of 125 extra houses at this location may increase road usage and it is likely that the development will contribute to additional traffic in other town centres for the purposes of work and educational facilities. This is likely to cause a further deterioration in air quality and consequently further compromise the health of those residents living within the most polluted areas.

The Council's Air Quality Officer considers that there is a requirement for robust mitigation measures to be in place to protect the air quality for the nearby receptors if permission is granted. These would minimise increased exposure to existing poor air quality, reduce emissions for all

demolition and construction phases and aim to be 'air quality neutral' and not lead to further deterioration of existing air quality. Recommendations made by the Council's Air Quality Officer include an Air Quality Assessment incorporating an assessment with the proposed Design Manual for Roads and Bridges (DMRB)

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

12.16 Flooding and Drainage considerations

Paragraph 103 of the NPPF 2012 states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. The NPPG outlines that for sites in Flood Zone 1, development proposals comprising one hectare or above should take account of vulnerability to flooding from other sources as well as from river and sea flooding, and also the potential to increase flood risk elsewhere.

Whilst Nuthurst Stream flows through the site, the channel capacity is large and the floodplain does not extend into the site. The entirety of the site is within Flood Zone 1 (low probability); land having a less than 1 in 1,000 annual probability of river or sea flooding. Flood Zone 1 includes all land outside of Flood Zones 2 and 3.

The site is over 1ha in area and as such the applicant is required to provide a Flood Risk Assessment (FRA) to demonstrate that the scheme would not give rise to flooding or surface water flooding.

The FRA concludes that the proposed development would be safe with regard to flood risk, with no detriment to existing properties upstream or downstream of the site. The FRA indicates that opportunities to provide additional flood storage on-site to provide a reduction in flood risk downstream would be explored during the detailed design of the surface water drainage system.

Records held by the Environment Agency (EA) have confirmed that there have been no recorded incidents of flooding at the site.

Thames Water has confirmed that there have been no incidents of sewer flooding adjacent to the site as a consequence of surcharging public sewers.

As the site is in Flood Zone 1, the scheme satisfies the requirements of the NPPF Sequential Test. The residential development is classified as 'more vulnerable' but does not require the Exception Test.

The proposed flood mitigation measures include:

- Elevation of ground levels in accordance with EA requirements (i.e. over 300mm above the estimated 1 in 100 annual probability plus allowance for climate change flood level);
- Safe access arrangements; and
- Appropriate management of surface water to ensure there is no increase in surface water run-off from the site.
- The proposed properties would be constructed on high ground at least 2m above the watercourse.

In terms of surface water drainage, it is necessary to demonstrate that the site could be developed without increasing the risk of surface water flooding either to or from the proposed development.

The submitted information relating to a Sustainable Urban Drainage System (SUDS) demonstrates that the discharge of additional run-off would be restricted to rates that seek to match or reduce greenfield rates. Water attenuation measures proposed include:

- Rainwater harvesting and water butts
- Rain gardens and micro basins
- Pervious pavements
- Filter drains and trenches
- Filter strips
- Swales
- Ponds
- Detention basin
- Silt removal devices
- Pipework, sub surface storage (cellular tanks)
- Sand filters

The site would be sub-divided into seven catchment areas:

The Environment Agency (EA) has scrutinised the submitted information and has advised that the proposed development would be acceptable in terms of flood risk provided that a surface water drainage scheme is incorporated, that improvements to the existing sewerage system are agreed and made. The EA raises no objection to the proposed development and accordingly Officers conclude that the proposed development would be acceptable in terms of flood risk and would accord with the requirements of the NPPF 2012.

12.17 Archaeological considerations

The site partly contains an Area of High Archaeological Importance (AHAP) designated around a Romano British settlement identified during archaeological investigations carried out as a result of an earlier development at Roberts Way, Cranleigh in 2008.

Paragraph 128 of the NPPF sets out that in determining applications, local planning authorities should require an applicant to describe the

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

An archaeological field evaluation has been carried out, consisting of the excavation of twenty six trenches, by Cotswold Archaeology in September 2013, the results of which have been combined with a desk based assessment to produce the Heritage Statement, produced by CgMs Consulting.

The evaluation revealed a single archaeological feature, a possible hearth that was undated but may have been associated with the previously discovered settlement. The remainder of the trenches did not contain any significant archaeological deposits and therefore the extent of the settlement within the AHAP can be established with certainty and the designation of the area as open space will ensure the continued preservation of the remains.

The County's Archaeological Officer had advised that as the previous archaeological work was designed to solely clarify the extent of previously identified archaeological assets the remainder of this site still remains to be investigated. The County's Archaeological Officer had advised that in order to allow for the implementation of suitable mitigation measures appropriate to any significant archaeological Assets that may be present, a condition should be imposed that requires that any detailed planning application to follow be accompanied by the results of an archaeological field evaluation of the remainder of the site. This will provide for the opportunity to influence the design and logistics of the development and accommodate any Archaeological Assets worthy of preservation *in situ* within the detailed development proposal.

Officers therefore consider that the proposal would accord with Local Plan Policy HE15 and the advice contained within the National Planning Policy Framework 2012.

12.18 Crime and disorder

S17(1) of the Crime and Disorder Act 1998 places a duty to consider crime and disorder implications on local authorities. In exercising its various functions, each authority should have due regard to the likely effect of those functions on, and the need to do all that it can to prevent, crime and disorder in its area. This requirement is reflected in the National Planning Policy Framework, which states that planning policies and decisions should promote safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

Paragraph 69 of the National Planning Policy Framework 2012 highlights that the planning system can play an important role in facilitating social interaction and creating healthy, inclusive communities. To this end, planning policies and decisions should aim to achieve places which promote *inter alia* safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion.

The proposal is for outline planning permission and the detailed layout and design of the development will be addressed in the reserved matters application. Having regard to the illustrative layout it is concluded that the proposed development could be designed to minimise opportunities for, and perception of, crime.

The Council's Crime Prevention Design Advisor has commented on the application and recommends that the applicant seeks Secured by Design accreditation for the development, which would ensure that the development provides a safe environment for residents.

Officers conclude that the reserved matters scheme would achieve a high degree of natural surveillance for most public areas of the development and a minimum of dead, inactive edges within the layout.

It is considered that the proposal would not lead to crime and disorder in the local community and would accord with the requirements of the NPPF and the Crime and Disorder Act 1998

12.19 Infrastructure

Policy D13 of the Local Plan states that "development will only be permitted where adequate infrastructure, services and facilities are available, or where the developer has made suitable arrangements for the provision of the infrastructure, services and facilities directly made necessary by the proposed development. The Council will have regard to the cumulative impact of development, and developers may be required to contribute jointly to necessary infrastructure improvements". Local Plan Policy D14 goes on to set out the principles behind the negotiation of planning obligations required in connection with particular forms of new development. The current tests for legal

agreements are set out in Regulation 122 (2) of the CIL Regulations 2010 and the guidance within the NPPF.

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

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

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

The Council's adopted a SPD on Infrastructure Contributions in April 2008. The policy requires developments which result in a net increase in dwellings to contribute towards infrastructure improvements in the Borough. This is the starting point for calculating the contribution.

The SPD sets out the basis for calculating the formulae and standard charges relating to the amount of contribution required for each development.

The scheme proposes the following mix of market units:

- 1 x 8 bed
- 23 x 2 bed
- 15 x 3 bed
- 19 x 4 bed

Therefore, a contribution of £660,785.11 is required, in line with the Council's SPD on PIC. The applicant has indicated a willingness to enter into a suitable legal agreement to secure the relevant contributions. As of yet, a signed and completed legal agreement has not been received. However, it is envisaged that an agreement will be provided by the applicant. This matter is addressed in the Officer recommendation. Subject to the receipt of a suitable, signed legal agreement to secure PIC it is concluded that the proposal has adequately mitigated for its impact on local infrastructure and the proposal would comply with the requirements of the Local Plan and the NPPF is regards to infrastructure provision.

12.20 Financial Considerations

Section 70 subsection 2 of the Town and Country Planning Act 1990 (as amended) states that any local financial considerations are a matter to which local planning authorities must have regard to in determining planning applications; as far as they are material for the application.

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

Local financial considerations are defined as grants from Government or sums payable to the authority under the Community Infrastructure Levy (CIL). This means that the New Homes Bonus (NHB) is capable of being a material consideration where relevant. In the current case, the approval of the application would mean that the NHB would be payable for the net increase in dwellings from this development. The Head of Finance has calculated the indicative figure of £1,450 per net additional dwelling, (Total of £616,240.00) per annum for six years. A supplement of £350 over a 6 year period is payable for all affordable homes provided for in the proposal.

12.21 Climate change and sustainability

The Local Plan does not require this type of development to achieve a particular rating of the Code for Sustainable Homes or include renewable energy technologies. This said, the applicant has indicated as part of their Design and Access Statement that the new building will be built to modern standards and be more energy efficient and better for the environment than the existing building. The lack of any policy backing in this regard, however, prevents conditions being added to require this.

The NPPF sets out that planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure. This is central to the economic, social and environmental dimensions of sustainable development.

The applicant has indicated that they are exploring the delivery of Code for Sustainable Homes Level 4.

12.22 Biodiversity and compliance with Habitat Regulations 2010

The NPPF states that the Planning System should contribute to and enhance the natural and local environment by minimising impacts upon biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

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

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

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

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

The application is accompanied by the following ecology reports:

- Ecological Appraisal (July 2014),
- Hazel Dormouse Report (March 2014),
- Reptile Report, (January 2014),
- Bat Survey Report (January 2014),
- Great Crested Newt Report (July 2014),
- Winter Bird Survey Report (April 2014)
- Breeding Bird Survey Report (July 2014)

Surrey Wildlife Trust has highlighted comments from a local resident, which suggests that there is some habitat connectivity to the proposed development site, indicating that Great Crested Newts from this pond could be impacted by development works. Surrey Wildlife Trust has advised that the Local Planning Authority seek further information from the applicant regarding their proposed Great Crested Newt mitigation strategy in the light of this further information.

Surrey Wildlife Trust has advised that due to a considerable amount of bat activity recorded on site, suitable controls should be imposed on any new external lighting, to minimise the known disruptive effect of artificial lighting on bat foraging and commuting activity. We would therefore advise the Local Planning Authority to require the applicant to undertake lighting works under the direction of sections 6.1.4 and 6.2.5 of the Outline Lighting Strategy document.

Surrey Wildlife Trust has advised that the conservation of biodiversity value on the site is likely to be significantly influenced by the applicants proposed conservation and enhancement of existing habitat on site including woodlands, hedgerows and ponds. Surrey Wildlife Trust have advised that the applicant should provide a Landscape and Ecology Management Plan for the public spaces of the site and that this

Management Plan should include details of how existing habitats are to be protected and enhanced and how new habitats will be created including planting and seeding proposals, preferably using native species of local provenance, complimentary to existing native habitat.

Surrey Wildlife Trust has advised that the applicant controls the development process under an approved Ecological Construction Management Plan to help control potential polluting and disturbing activities and to protect retained habitat.

Officers therefore recommend that the above recommendations by Surrey Wildlife Trust can be suitably controlled by conditions.

The documentation submitted with the application indicates that the proposals would involve activities which would affect European Protected Species. Two legal decisions have recently helped to clarify the role and responsibilities of Local Planning Authorities (LPAs) in respect of European Protected Species (EPS) when they are considering development consent applications. Those cases are R (Simon Woolley) v Cheshire East Borough Council and Millennium Estates Limited¹, a High Court case, and more recently still the Supreme Court decision in R (Vivienne Morge) v Hampshire County Council (the Morge case). These cases do not create a new obligation or requirement on LPAs but they do provide some clarification of the duties placed on LPAs by the Conservation of Habitats and Species Regulations 2010 (the Regulations).

The Regulations transpose certain prohibitions against activities affecting EPS. These include prohibitions against the deliberate capturing, killing or disturbance and against the damage or destruction of a breeding site or resting place of such an animal. The Habitats Directive provides for the derogation from these prohibitions for specified reasons and providing certain conditions are met. Those derogations are transposed into the Regulations by way of a licensing regime that allows what would otherwise be an unlawful act to be carried out lawfully. Among the reasons why a licence may be granted and the reason relied upon by developers when seeking a licence to carry out operations for the purposes of development, is that there are imperative reasons of overriding public interest why the operation should be carried out.

Natural England is the licensing authority for the purposes of this licensing regime. In addition to satisfying itself that one of the reasons provided for by the Regulations, in this case imperative reasons of overriding public interest exists, before granting a licence Natural England must also be satisfied that there is no satisfactory alternative and that any action licensed will not be detrimental to the maintenance of the population of the species at favourable conservation status in its natural range. The reason for granting the licence together with the two conditions that must be met before a licence can be granted are what Natural England refers to as the three statutory tests.

The Regulations also provide that a competent authority, including a planning authority must, in the exercise of any of their functions, have regard to the requirements of the Habitats Directive so far as they may be affected by the exercise of those functions. It is this duty that was considered in the Morge case. In that case the Supreme Court stated that it could not see why planning permission should not ordinarily be granted unless it is concluded that the proposed development would (a) be likely to offend one of the prohibitions referred to above and (b) be unlikely to be licensed under the regime described. Following that, it is clear that there will be circumstances in which planning authorities will be required to form a view on the likelihood of a licence being granted by Natural England. It is for the planning committee to determine the planning application in light of the three tests and the Morge and Woolley cases do not alter that position.

In determining whether or not to grant a licence Natural England must apply the requirements of Regulation 53 of the Regulations and, in particular, the 3 tests set out in sub-paragraphs (2)(e), (9)(a) and (9)(b):-

(1) Regulation 53(2)(e) states:

a licence can be granted for the purposes of “preserving public health or public safety or other imperative reasons of overriding public interest including those of a social or economic nature and beneficial consequences of primary importance for the environment”.

(2) Regulation 53(9)(a) states:

the appropriate authority shall not grant a licence unless they are satisfied “that there is no satisfactory alternative”

(3) Regulation 53(9)(b) states:

the appropriate authority shall not grant a licence unless they are satisfied “that the action authorised will not be detrimental to the maintenance of the population of the species concerned at a favourable conservation status in their natural range.

It is clear from the Ecological Survey results that the proposal would offend Article 12(1) of the Habitats Directive and a licence would be required. Following the advice contained above, it is incumbent on the Local Planning Authority to assess the likelihood of obtaining the said licence.

Natural England has not responded specifically to the request for a view on the scheme but instead has referred the LPA to their Standing Advice. However, the surveys submitted by the applicant are comprehensive in terms of the recognition and protection of protected species. Subject to the imposition of suitable planning conditions to secure where necessary extra survey work, and mitigation, Officers consider that owing to the overriding need for additional housing in the borough and the absence of any suitable alternatives to deliver the

level of housing provision proposed at this site; that the proposal would contribute to the social and economic needs of the local community; and subject to the effective implementation of mitigation measures, that the proposed development would meet the Imperative Reasons of Overriding Public Interest test in a licensing context and would, with the effective implementation of mitigation, cause no adverse effect on the conservation status of the protected species concerned. Officers conclude that the proposal would be likely to obtain the requisite licence.

Officers raise no objection on Biodiversity ground subject to conditions to ensure that the recommendations identified in the various ecological reports are carried out.

12.23 Community facilities

In promoting healthy communities the NPPF states that the planning system should deliver social, recreational and, cultural facilities and services communities need, and should guard against the unnecessary loss of valued facilities.

The application includes the erection of a community building. The application form indicates that the building would have a floorspace of 500sqm, of which 200sqm would be used for non-residential institution floorspace (Class D1). This could include clinics, health centres, crèches and similar uses; and 300sqm of Office floorspace (Class B1 (a)). The illustrative layout plan indicates that the community building would be located in the centre of the site.

Officers consider that the provision of a community building would be weighed in favour of the development. Details of the design of the building and its management would be secured at the reserved matters stage if outline permission were to be granted.

12.24 Health and Wellbeing

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

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

- development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to

do and create places and spaces to meet to support community engagement and social capital;

- the local plan promotes health, social and cultural wellbeing and supports the reduction of health inequalities;
- the local plan considers the local health and wellbeing strategy and other relevant health improvement strategies in the area;
- the healthcare infrastructure implications of any relevant proposed local development have been considered;
- opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);
- potential pollution and other environmental hazards, which might lead to an adverse impact on human health, are accounted for in the consideration of new development proposals; and
- access to the whole community by all sections of the community, whether able-bodied or disabled, has been promoted.

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

12.25 Water Frameworks Regulations 2011

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

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

The proposal would not conflict with these regulations.

12.26 Accessibility and Equalities Act 2010 Implications

Policy D9 of the Waverley Borough Local Plan encourages and seeks provision for everyone, including people with disabilities, to new development involving buildings or spaces to which the public have access. Officers consider that the proposal complies with this policy. A full assessment against the relevant Building Regulations would be

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

12.27 Human Rights Implications

The proposal would have no material impact on human rights.

12.28 Third Party and Cranleigh Parish Council comments

A number of concerns have been highlighted in third party representations and by the Parish Council, these have been carefully considered.

92 letters have been received raising objections, 27 letters have been received raising support and 6 letters have been received making general observations. The majority of these issues have been addressed elsewhere within this report and conditions recommended that can overcome any harm that may arise.

In addition, the following response is offered:

The site is in the Countryside Beyond the Green Belt and there would be an adverse impact on the intrinsic character of the countryside. However, this issue must be balanced against the immediate requirement for a significant increase in housing supply and the lack of a five year housing supply.

The concerns regarding flooding have been carefully considered. It is unclear from the flood risk assessment whether the proposed development could potentially incorporate a suitable alleviation scheme in partnership with Waverley Borough Council or whether the proposed development scheme may prevent the alleviation works from going ahead as previously planned. However, the Environment Agency has recommended that prior to the approval of any reserved matters planning application surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the local planning authority and that no development approved should be commenced until a scheme for the improvement of the existing sewerage systems has been submitted to and approved in writing by the local planning authority.

The County Highway Authority has reviewed the proposed development, including a detailed assessment of the impact on the local highway network and the need for any junction improvements. The County Highway Authority has not raised objection in terms of the proposed development and the proposed works to existing junctions in

the vicinity of the site. However, the County Highway Authority has recommended that highway and transport mitigation packages are agreed and has also recommended a large number of relevant conditions in respect of highways to overcome concerns.

The visual impact of the scheme is an aspect of the scheme to be weighed against any potential benefits.

A Planning Infrastructure Contribution would be secured through a legal agreement and could be used to provide required or improved facilities e.g. infrastructure, schools and community facilities.

The concerns regarding an adverse impact on the High Street of Cranleigh have been carefully considered. In general, the additional population would benefit the local economy and local retailers. The comments regarding a lack of parking in the High Street have been carefully considered, however, it is noted that most parts of the development are in easy walking distance to the High Street and that the walking route is far more direct than taking a car (particularly from the western side of the development). Officers conclude that the proposed development would significantly benefit the local economy and local retail.

12.29 Article 2(3) Development Management Procedure (Amendment) Order 2012 Working in a positive/proactive manner

In assessing this application, officers have worked with the applicant in a positive and proactive manner consistent with the requirements of paragraphs 186-187 of the NPPF. This included the following:-

Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;

Have accepted amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation

12.30 Conclusion / planning judgement

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

The site is located in the Countryside beyond the Green Belt and as such the development would encroach into the countryside. The Council's preference would be for previously developed land to be developed prior to green field sites. However, the Council cannot currently identify a deliverable supply of housing sites which would sufficiently meet the housing demand for the next five years. This is a material consideration of significant weight in this assessment.

Although the application is in outline, Officers consider that sufficient evidence has been submitted to demonstrate that, subject to detailed consideration at a future stage, a scheme could be developed which would function well, be of a high quality design, would over provide open space and would integrate well with the site and complement its surroundings so as to establish a strong sense of place which would provide a good standard of amenity for future and existing occupiers.

Officers consider that the proposal, subject to conditions, would not result in loss of important trees or hedgerows.

The scheme would result in an increase in traffic movements; however, the County Highway Authority has assessed the Transport Assessment submitted and concludes that the junction improvements put forward would be sufficient to accommodate this increase in traffic.

The benefits of the scheme must be balanced against any negative aspects of the scheme.

The scheme would deliver a substantial level of housing, along with affordable housing, which would contribute significantly towards housing in the Borough.

The scheme would provide a commuted sum towards facilities in Cranleigh and would make significant contributions towards infrastructure.

Having regard to the immediate need for additional housing and the lack of alternative deliverable sites to achieve the level of housing that is required, it is considered that the dis-benefits of the scheme, primarily the adverse impact on the character of the Countryside Beyond the Green Belt and landscape, are outweighed by the significant delivery of housing that this scheme would achieve.

13.0 Recommendation

That subject, to the consideration of the comments of, the AONB advisor, consultees in respect of Rights of Way, Health and Wellbeing, and Energy Infrastructure, and the Council's independent agricultural advisor, and subject to the applicant entering into an appropriate legal agreement by 22/12/2014, to secure the provision of Planning Infrastructure Contributions, on-site affordable housing; 15 self build

units; the establishment of a Management Company for the management and maintenance of play and open space; the submission and management of a Travel Plan; financial contributions to Sustainable Transport Improvements; and the delivery of off-site highway improvements, and subject to planning conditions, permission be GRANTED subject to the following conditions:

1. Condition

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

- (i) layout;
- (ii) scale;
- (iii) appearance;
- (iv) landscaping; and
- (v) means of access

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

Reason

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

2. Condition

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

Reason

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

3. Condition

No dwelling shall be occupied until:

- a) A scheme for the laying out and equipping of the play area shown on the submitted plan, to include details of play equipment, landscaping, boundary treatment and safety checks of the equipment has been submitted to and approved in writing by the Local Planning Authority and;
- b) The play area has been laid out and equipped in accordance with the approved scheme.

Reason

To ensure that the play area is provided in a timely manner in the interests of the amenity of future residents in accordance with Policies D1, D4 and H10 of the Waverley Borough Local Plan 2002.

4. Condition

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Planning Authority.

Reason

The development proposed covers a large surface area and it is considered likely that it will affect currently unknown archaeological information. It is important that the site is surveyed and work is carried out as necessary in order to preserve as a record any such information before it is destroyed by the development in accordance with Policy HE15 of the Waverley Borough Local Plan 2002.

5. Condition

No development shall take place, including any works of demolition, until a Construction Environmental Management Plan has been submitted to, and approved in writing by, the Local Planning Authority. The approved Plan shall be adhered to throughout the construction period. The Plan shall provide for:

- i. An indicative programme for carrying out of the works
- ii. The arrangements for public consultation and liaison during the construction works
- iii. Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- iv. Details of any floodlighting, including location, height, type and direction of light sources and intensity of illumination
- v. the parking of vehicles of site operatives and visitors
- vi. loading and unloading of plant and materials
- vii. storage of plant and materials used in constructing the development
- viii. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- ix. wheel washing facilities
- x. measures to control the emission of dust and dirt during construction
- xi. a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason

Having regard to the amenities of neighbouring properties and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

6. Condition

Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment, compressors, generators or plant or equipment of a like kind, installed within the site

which has the potential to cause noise disturbance to any noise sensitive receivers, shall be submitted to and approved by the local planning authority before installation. It shall be enclosed and/or attenuated so that noise resulting from its use does not exceed a level of 10dB(A) below the existing background level (or 15dB(A) below if there is a particular tonal quality) when measured according to British Standard BS4142: 1997, at a point 3.5 metres external to the nearest noise sensitive premises.

Reason

Having regard to the amenities of neighbouring properties and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

7. Condition

No development shall commence until a detailed scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority. The development should be carried out in strict accordance with the approved details.

Reason

Having regard to the amenities of neighbouring properties and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

8. Condition

No development (excluding demolition) shall take place until a detailed landscaping scheme has been submitted to and approved by the Local Planning Authority in writing. The landscaping scheme shall be carried out strictly in accordance with the agreed details and shall be carried out within the first planting season after commencement of the development or as otherwise agreed in writing with the Local Planning Authority. The landscaping shall be maintained to the satisfaction of the Local Planning Authority for a period of 5 years after planting, such maintenance to include the replacement of any trees and shrubs that die or have otherwise become, in the opinion of the Local Planning Authority, seriously damaged or defective. Such replacements to be of same species and size as those originally planted.

Reason

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

9. Condition

Prior to commencement of any works on site, details of any services to be provided or repaired including drains and soakaways, on or to the site, shall be submitted to and approved by the Local Planning Authority in writing and shall be carried out as shown. This requirement is in addition to any submission under the Building Regulations. Any amendments to be agreed with the Local Planning Authority in writing.

Reason

In the interest of the character and amenity of the area in accordance with Policies D1, D4 and D7 of the Waverley Borough Local Plan 2002.

10. Condition

Before work begins, cross sections/details indicating the proposed finished ground levels, surface materials including sub-base and depth of construction and method/materials used for edging, within protected zone around retained trees shall be submitted and approved in writing by the Local Planning Authority.

Reason

In the interest of the character and amenity of the area in accordance with Policies D1, D4 and D7 of the Waverley Borough Local Plan 2002.

11. Condition

Prior to commencement of any works on site, plans shall be submitted showing the location of the dwellings, ancillary buildings and hard standing, the positions of which shall accord with the British Standard 5837 - Trees in relation to design, demolition and construction - Recommendations.

Reason

In the interest of the character and amenity of the area in accordance with Policies D1, D4 and D7 of the Waverley Borough Local Plan 2002.

12. Condition

Prior to commencement of any works on site, a detailed tree survey (species, locations and condition) and schedule that complies with British Standard 5837 - Trees in relation to design, demolition and construction - Recommendations, and which accurately shows all the trees to be retained and giving details of any tree removal and surgery required, shall be submitted to and approved by the Local Authority in writing. No retained tree shall be cut down, uprooted or destroyed nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the Local Planning Authority. If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local Planning Authority.

Reason

In the interest of the character and amenity of the area in accordance with Policies D1, D4 and D7 of the Waverley Borough Local Plan 2002.

13. Condition

Prior to commencement of any works on site, demolition or other development activities, a scheme of tree protection (in line with BS 5837: Trees in relation to design, demolition and construction - Recommendations) shall be submitted to and agreed by the Local Planning Authority in writing. Where relevant, such scheme shall also take "off site" trees into consideration. The Local Authority Tree and

Landscape Officer shall be informed of the proposed commencement date a minimum of two weeks prior to that date to allow inspection of protection measures before commencement. The agreed protection to be kept in position throughout the development period until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without written consent of the Local Planning Authority.

Reason

In the interest of the character and amenity of the area in accordance with Policies D1, D4 and D7 of the Waverley Borough Local Plan 2002.

14. Condition

All hard and soft landscape works shall be carried out in accordance with the approved details. The works shall be carried out prior to the occupation of any part of the development or in accordance with the programme agreed with the Local Planning Authority.

Reason

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

15. Condition

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

Reason

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

16. Condition

A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development. The landscape management plan shall be carried out as approved.

Reason

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

17. Condition

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason

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

18. Condition

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

Reason

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

19. Condition

The development hereby approved shall not be commenced unless and until the proposed vehicular access to Amlets Lane (D191) has been constructed and provided with visibility zones general accordance with Mayer Brown's Drawing No. MBSK140725-1 and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason

In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

20. Condition

The development hereby approved shall not be first occupied unless and until a traffic calming scheme on Amlets Lane (D191) has been provided in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.

Reason

In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in

accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

21. Condition

The development hereby approved shall not be first occupied unless and until the pedestrian and cycle links between the development and the surrounding area are provided, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason

In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

22. Condition

The development hereby approved shall not be commenced unless and until a scheme for integrating and improving the surface of Public Footpath No. 346 within the development, is submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority.

Reason

In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

23. Condition

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

Reason

In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

24. Condition

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

- (a) parking for vehicles of site personnel, operatives and visitors,
- (b) loading and unloading of plant and materials,
- (c) storage of plant and materials,
- (d) programme of works (including measures for traffic management),
- (e) provision of boundary hoarding behind any visibility zones,

- (f) HGV deliveries and hours of operation,
- (g) vehicle routing,
- (h) measures to prevent the deposit of materials on the highway,
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused,
- (j) measures to prevent deliveries at the beginning and end of the school day, and
- (k) on-site turning for construction vehicles

have 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, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

25. Condition

No operations involving the bulk movement of earthworks/materials to or from the development site shall commence unless and until facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority to so far as is reasonably practicable prevent the creation of dangerous conditions for road users on the public highway. The approved scheme shall thereafter be retained and used whenever the said operations are undertaken.

Reason

In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

26. Condition

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

- (a) The secure parking of bicycles within the development site.
- (b) Providing safe routes for pedestrians / cyclists to travel within the development site.
- (c) Electric Vehicle Charging Points for every dwelling.

Reason

In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

27. Condition

Prior to the commencement of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with Section 5 'Community Travel Plan' of Mayer Brown's Transport Assessment dated April 2014. The approved Travel Plan shall be implemented prior to first occupation of the development, and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety, the free flow of traffic nor cause inconvenience to other highway users in accordance with Policies M2 and M14 of the Waverley Borough Local Plan 2002.

28. Condition

No development shall take place until a Low Emission Strategy covering measures to reduce transport emissions during the construction and operational phases of the development, hereby approved, has been submitted to and approved in writing by the Local Planning Authority. The Local Emission Strategy shall be written in conjunction with DEFRA Low Emissions Strategies - using the planning system to reduce transport emissions. Good Practice Guidance 2010 and the control of dust and emissions from construction and demolition - Best Practice Guidance November 2006 or the latest guidance at the time of writing the strategy. The development shall be carried out in accordance with the approved Strategy.

Reason

In the interests of air quality and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

29. Condition

Destruction by burning of materials obtained by site clearance, if at all necessary, shall not take place within 10 metres of the furthest extent of the canopy of any tree or tree group to be retained on the site or on land adjoining.

Reason

In the interest of the character and amenity of the area in accordance with Policies D1, D4 and D7 of the Waverley Borough Local Plan 2002.

30. Condition

No development shall take place until a schedule of landscape maintenance for a minimum period of 5 years has been submitted to and approved in writing by the Local Planning Authority. The schedule shall

include details of the arrangements for its implementation. Development shall be carried out in accordance with the approved schedule.

Reason

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

31. Condition

Unless otherwise agreed in writing by the Local Planning Authority, no development (excluding demolition) shall commence until:

- a) evidence that the development is registered with an accreditation body under the Code for Sustainable Homes and a Design Stage/Interim Report showing that the development will achieve Code level 4 for all residential units have been submitted to the Local Planning Authority; and
- b) a Design Stage/Interim Code for Sustainable Homes Certificate demonstrating that the development will achieve Code level 4 for all residential units has been submitted to, and approved in writing by, the Local Planning Authority.

A completed pre-assessment estimator will not be acceptable.

Reason

To ensure that the development is sustainable and makes efficient use of energy, water and materials in accordance with Policy D3 of the Waverley Borough Local Plan 2002.

32. Condition

The development hereby approved shall be carried out in accordance with the Discussions and Recommendations of the submitted Ecological Appraisal (July 2014), Hazel Dormouse Report (March 2014), Reptile Report, (January 2014), Bat Survey Report (January 2014), Great Crested Newt Report (July 2014), Winter Bird Survey Report (April 2014) and Breeding Bird Survey Report (July 2014), Extended Phase I Survey of Land at Upper Tuesley by Parsons Brinckerhoff dated September 2012, in relation to mitigation measures for reptiles and birds.

Reason

To safeguard the ecological interest of the site in accordance with Policy C11 and D5 of the Waverley Borough Local Plan 2002.

33. Condition

Where any species listed under Schedule 2 or 4 of the Conservation of Habitat and Species Regulations 2010 is present on the site and where an offence under Regulation 41 is likely to occur in respect of which this permission is hereby granted, no works of site clearance, demolition or construction shall take place which are likely to cause an offence under Regulation 41 unless a licence to affect any such species has been

granted in accordance with the aforementioned Regulations and a copy thereof has been produced to the local planning authority.

Reason

To safeguard the ecological interest of the site in accordance with Policies C11 and D5 of the Waverley Borough Local Plan 2002.

34. Condition

Prior to commencement of any works, a survey for Great Crested Newts shall be undertaken and the results submitted to the Local Planning Authority, and if any are present within 30 metres (including on adjoining land) of the development site, the works shall not commence until a method statement for the protection of Great Crested Newts has been produced and any necessary Natural England licences have been obtained. The method statement shall be implemented in full.

Reason

To safeguard the ecological interest of the site in accordance with Policies C11 and D5 of the Waverley Borough Local Plan 2002.

35. Condition

No development shall take place until a Landscape and Ecological Management Plan (LEMP) to ensure the appropriate management of existing and proposed habitats in the long term, has been submitted to and approved in writing by the local planning authority. The LEMP shall include methodologies of the sensitive management of both new and retained/enhanced habitat. The development shall be carried out in accordance with the approved details.

Reason

To safeguard the ecological interest of the site in accordance with Policies C11 and D5 of the Waverley Borough Local Plan 2002.

36. Condition

The development shall be carried out in accordance with the lighting works under the direction of sections 6.1.4 and 6.2.5 of the Outline Lighting Strategy document.

Reason

To safeguard the ecological interest of the site in accordance with Policy C11 and D5 of the Waverley Borough Local Plan 2002.

37. Condition

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

Reason

To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

38. Condition

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

Reason

To ensure that water supply infrastructure has sufficient capacity to cope with this additional demand and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

39. Condition

Prior to the approval of any reserved matters planning application a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, shall be submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

The scheme shall include:

- Existing runoff rates and volumes for the 1 in 1, 1 in 30 and 1 in 100 storm events and proposed rates and volumes for the 1 in 1, 1 in 30 and 1 in 100 plus climate change storm events. It should be clearly demonstrated that runoff rates and volumes will not be increasing.
- Detailed drainage plans showing the pipe layout and pipe numbers.
- Calculations demonstrating that any runoff in the 1 in 30 year storm can be safely contained on site and any flooding in the 1 in 100 plus climate change storm event will be safely contained on site.
- If infiltration is proposed, infiltration test results in accordance with BRE 365.
- Finished Floor Levels should be no lower than 150mm above ground level to reduce the residual risk of flooding in exceedance events.
- All residential development should be located no lower than 2m above the 1 in 100 plus climate change flood level for the ordinary watercourse.
- Details of how surface run-off from the development will be controlled in such a way so as to prevent the ingress of sediment and contaminant laden waters into the surface water drainage network and receiving or nearby watercourse, Please note, such contaminants and sediments originate from roads, car parks and other hardstandings, and have the potential to induce a non-compliance with the European Water Frameworks Directive (WFD).

Reason

This condition is sought in accordance with paragraph 103 of the National Planning Policy Framework (NPPF). As all matters are reserved, it is essential that a suitable surface water drainage scheme is designed and fully implemented based in the information noted above and on any future scheme design and layout to ensure that flood risk is not increased onsite or elsewhere.

40. Condition

No development approved by the permission shall be commenced until a scheme for the improvement of the existing sewerage systems has been submitted to and approved in writing by the local planning authority. The scheme shall be implemented as approved. No occupation of dwellings/commencement of business approved by this permission shall occur until the scheme for the improvement of the existing sewage system has been completed.

Reason

This condition is sought in accordance with paragraph 109 of the National Planning Policy Framework (NPPF) to ensure the protection of water quality as required by the European Water Framework Directive (WFD).

41. Condition

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

Reason

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

42. Condition

Detailed plans and particulars of the Reserved Matters submitted to and agreed in writing by the Local Planning Authority pursuant to Condition (1) shall include a Site Specific CEMP, and these shall include details for the management of waste arising from the construction process, siting and design and drainage arrangements for any temporary construction offices, buildings and storage compounds/areas on or off that site, and measures proposed to mitigate against adverse effects of noise and dust during the construction of the proposed development and shall also indicate: -

- a) the proposed hours of operation of construction activities;
- b) the frequency, duration and means of operation involving demolitions, excavations, drilling, piling, concrete production and dredging operations;

- c) sound attenuation measures to be incorporated to reduce noise at source;
- d) details of temporary lighting;
- e) arrangements for site access and vehicle parking; and
- f) a Construction Workers Travel Plan.

The approved CEMPs shall be strictly adhered to during all stages of the construction of the proposed development.

Reason

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

43. Condition

Prior to the commencement of development, details of proposed community building shall be submitted to an approved in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason

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

44. Condition

The plan numbers to which this permission relates are site layout plan (amended 26/08/2014), location plan with proposed access points, site plan (sheet 2 of 2) 1174 revision 001, site plan (sheet 1 of 2) 1174 revision 001, site plan (sheet 2 of 2) 1174 revision 001, site plan (sheet 1 of 2) 1174 revision 001 and location plan with proposed access points. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

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