

SCHEDULE "A1" TO THE AGENDA FOR THE
JOINT PLANNING COMMITTEE
28TH OCTOBER 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.

A1	WA/2014/0912 A Brown Berkeley Strategic Land Ltd 23/05/2014	<u>Outline Planning Application with the reservation for subsequent approval of appearance, landscaping, layout and scale (reserved matters) for the erection of up to 425 dwellings including affordable homes and associated works, and new access points onto Alfold Road and Knowle Lane. This application affects Bridleway 566 and is accompanied by an Environmental Statement at Land South Of High Street Between Alfold Road And Knowle Lane, Cranleigh (As amended by letter dated 03/06/2014, plans received 04/09/2014 and plans received 07/10/2014 and as amplified by email dated 10/07/2014, by letters dated 12/08/2014, 13/08/2014 and by email dated 03/10/2014)</u>
	Committee:	Joint Planning Committee
	Meeting Date:	28/10/2014
	Public Notice	Was Public Notice required and posted: Yes
	Grid Reference:	E: 505170 N: 139070
	Parish :	Cranleigh
	Ward :	Cranleigh West
	Case Officer:	Mr T Lipscomb
	16 Week Expiry Date	11/09/2014
	Extended Expiry Date	28/03/2015
	Neighbour Notification Expiry Date	27/06/2014
	Neighbour Notification	27/10/2014
	Amended/Additional Expiry Date	

RECOMMENDATION

That, subject to the consideration of the comments of the Council's Independent agricultural consultants, NHS England, Health Watch, Guildford and Waverley Clinical Commissioning Group and the further comments of the Environment Agency and having regard to the environmental information contained in the application, the accompanying Environmental Statement and responses to it, together with proposals for mitigation, subject to the applicant entering into an appropriate legal agreement, by 28/03/2015, to secure the provision of/contributions towards: affordable housing, highway and transport improvements, education, libraries, playing pitches, provision and on-going maintenance of play space and other open space, sports/leisure centres, community facilities, recycling, environmental improvements, improvements to the Downs Link, policing and for the setting up of a Management Company, and subject to conditions, permission be GRANTED.

Contents

Page	Heading
5	Introduction
6	Location Plan
7	Site Description
11	Proposal
14	<ul style="list-style-type: none"> • Highway Network Improvements
14	<ul style="list-style-type: none"> • Sustainable Transport Improvements
16	<ul style="list-style-type: none"> • Heads of Terms
16	<ul style="list-style-type: none"> • Details of Community Involvement
17	<ul style="list-style-type: none"> • Environmental Impact Assessment
28	Application drawings
37	Relevant Planning History
37	Planning Policy Constraints
37	Development Plan Policies and Proposals
40	Consultation and Parish Council Comments
72	Representations
78	Submissions in Support
86	Determining Issues
87	Planning Considerations
87	Principle of development
88	Prematurity
89	Environmental Impact Assessment
94	The lawful use of the land and loss of agricultural land
94	Location of Development
95	Housing Land Supply
96	Housing Mix and density
98	Affordable Housing
99	Highway considerations, including impact on traffic and parking considerations
103	Impact on Countryside beyond the Green Belt and landscape
104	Impact on visual amenity and trees
107	Impact on residential amenity
107	Provision of amenity and play space
108	Land Contamination
109	Air Quality
111	Flooding and Drainage considerations
114	Archaeological Considerations
115	Crime and Disorder
116	Infrastructure
120	Financial Considerations
121	Climate change and sustainability
121	Biodiversity / Habitat Regulations 2010
126	Community facilities
126	Health and Wellbeing
127	Water Frameworks Regulations 2011
128	Accessibility and Equalities Act 2010 Implications

128	Human Rights Implications
128	Third Party and Cranleigh Parish Council comments
130	Article 2(3) Development Management Procedure (Amendment) Order 2012 Working in a positive/proactive manner
130	Cumulative / in combination effects
131	Referral to Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009
131	Conclusion / planning judgement
132	Recommendation

Introduction

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

The planning application seeks outline permission for the development proposal with all matters reserved for future consideration except for access. 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 and associated access. 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:

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.

Location Plan





Aerial view of the application site

Site Description

The application site measures 20.82 hectares and is located to the south of Cranleigh High Street.

The site currently comprises agricultural land, subdivided by hedgerows into fields. The eastern part of the site is woodland and was previously used for allotments. The peripheries of the site are well treed with a few mature trees within the central parts of the site also.

A watercourse runs along the southern boundary of the site and also through the western part of the site.

A bridleway runs along the northern boundary of the site (part of the Downs Link) and an unclassified track runs along the southern boundary of the site.

The site encompasses agricultural land between Knowle Lane to the east and Alfold Road to the west. The southern boundary of the site is bounded by a woodland belt, which extends into the site towards the south-western part of the site (this part of the woodland belt is classified as Ancient Woodland). To the south of the site is agricultural land.

The northern boundary of the site adjoins the rear of the car parks serving the High Street, existing residential houses, a Builders' yard (Jewsons) and

Hewitt's Industrial Estate (which also adjoins the majority of the western boundary of the site).

The site is relatively flat.

There are a number of field access points; an access is located on Knowle Lane and also on Alfold Road (although there is not currently vehicular access from one side of the site to the other).

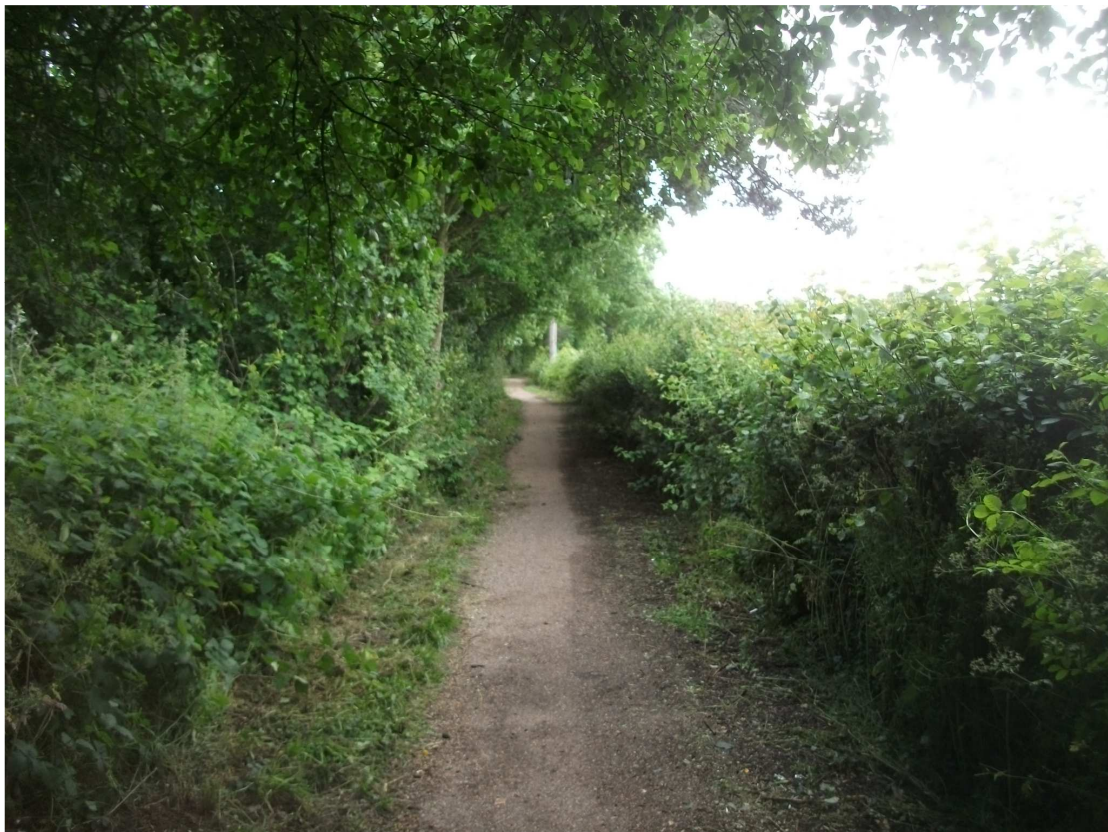
Despite the size of the site, there are relatively few views into the site and, due to the tree screening, the site is substantially, visually enclosed.



View looking north up Knowle Lane (towards High Street)



View looking south along Knowle Lane (Site is to the right hand side of the photo)



Downs Link – between the site and the built up part of Cranleigh



View across the site



View across the site looking towards Hewitt's Industrial Estate



View looking south along Alfold Road

Proposal

The proposal is for outline planning permission for access only, with all other matters being reserved.

The proposal is for the development of the existing agricultural land with the erection of 425 residential dwellings, land for a community facility, areas of formal and informal open space, new planting and landscaping and transport infrastructure.

Vehicular access to the site is proposed from Knowle Lane and from Alfold Road only.

The illustrative layout plan shows that the site would be developed in a perimeter block style layout with a centrally located vista of open space running north to south across the site. A single road would link the east and west sides of the site (cutting across this centrally located vista), although vehicular access from the most eastern part of the site to the most western side would only be available to emergency vehicles.

To the north of this vista, a 'Voysey' style landmark apartment building is proposed (this is intended to create a centrepiece for the development as a whole). To the immediate east of this apartment building would be public open space, designed with the appearance of a historic orchard.

Buildings are indicated to range in height between 2 and 3 storeys, with an overall density of 19.5 dwellings per hectare. The detailed design and scale of the buildings are not indicated in the application.

The number of parking spaces to be provided on site is not specified in the application.

Highway mitigation works are proposed at three off site junctions; B1230 Elmbridge Road (Weybridge), Nanhurst Crossroads and B2130 Elmbridge Road signalised shuttle workings.

The proposed, indicative housing mix is as follows:

Unit type	1 Bed Apartments	2 Bed Apartments	2 Bed Houses	3 Bed Houses	4 Bed Houses	5 Bed Houses	Total
Number of units	66	42	102	117	70	28	425
%	16	10	24	28	16	6	100

The planning application form states that the 425 units would be market housing. However, the Planning Statement indicates that affordable housing would be provided and that the exact figure would be a matter for negotiation between the Council and the developer.

The viability statement submitted by the applicant sets out that the affordable housing proposed is as follows:

Housing Mix	Private	Shared Ownership	Rented
1 Bed Flat	30	16	20
2 Bed Flat	24	12	6
2 Bed House	56	28	18
3 Bed House	91	8	18
4 Bed House	68		2
5 bed house	28		
Total	297	64	64

A total of 128 affordable homes would be provided, which equates to 30% of the proposed units.

The viability statement states that 30% is the maximum proportion of affordable housing possible without compromising the viability of the proposal.

Details of external materials have been reserved for future consideration and would be determined at the reserved matters stage. However, The Design and Access Statement submitted with the application indicates tile hanging, timber boarding, facing brickwork, render and roof tiles.

The proposed development is sub-divided into four character areas. The Design and Access Statement describes each of these character areas:

‘The Maples Avenue’: Garden suburb style spine road, formally planted with maple trees, wide green verges, incidental green pockets of landscape and housing with large, lawned front gardens, hedges and soft landscaping.

‘Green Corridors’: Distinctive sequence of open spaces set around the existing landscape features, such as mature trees, hedgerows and water features. The spaces link to the wider pedestrian footpath network and would be framed by distinctive houses and way-finding architectural features.

Houses would be arranged in informal clusters around shared surface courtyards. Predominantly detached and terraced houses with smaller front gardens creating an intimate setting.

‘Formal Green’: A symmetrical space would be the heart of the Maples development, creating a backdrop for the mansion house designed in a style inspired by the architecture of Voysey.

‘Rural Edge’: The area closest to the countryside, would be characterised by an organic arrangement of buildings that contains larger detached houses, predominantly of two storeys in height. This creates a softer, feathered edge to the development, with deep front gardens, and views opened up towards the countryside.

A number of play areas are proposed across the site, these include local areas for play and locally landscape areas for play. Open space would be provided as follows:

Type of open space	Sqm
Designated Play Space	2,550
Green Fingers	8,200
Informal Green Space/Amenity Space	14,670
Buffer Planting/retained existing trees	17,130
Ancient Woodland	7,000
Public Park & Garden (including Orchard)	3,470
Total	53,020

A number of water attenuation measures are proposed, including ponds, cellular storage and swales as part of a Sustainable Urban Drainage System (SUDS).

129 trees would be removed towards the eastern end of the site. Five trees would be removed within the central part of the site. 11 trees would be removed towards the western side of the site, within the area of Ancient Woodland, to form the proposed access road. 15 trees would be removed in the vicinity of the western access to the site.

The development is intended to be delivered in 4 phases. Phase 1 would be delivered in the years 2015-2017. Phase 2 would be delivered in the years 2015-2018, Phase 3 would be delivered in the years 2017-2020 and Phase 4 would be delivered in the years 2019-2021.

The application proposes off-site highway improvements as follows:

Highway Network Improvements:

- Pedestrian accessibility improvements on Knowle Lane between the proposed site access and the Knowle Lane/High Street Priority Junction.
- Provision of 'Keep Clear' road markings on the northbound carriageway of Knowle Lane, to the south of its junction with the High Street.
- Pedestrian accessibility improvements on Alfold Road between the proposed site access and Littlemead industrial estate. This would comprise a new footway along the Alfold Road boundary of the application site, with a new footbridge to provide a link to the existing footway.
- Highway safety scheme at the road bridge to the north of the proposed site access onto Alfold Road. This would comprise a priority give-way traffic management scheme, designed to reduce vehicle speeds over the bridge and reduce the potential for any conflict between vehicles crossing the bridge at the same time.
- Extension of the existing 40mph speed limit on Alfold Road further south of the existing change from 40mph to 60mph.
- Extension of the existing 30mph speed limit on Knowle Lane further south of the existing change from 30mph to 40mph.
- Contribution towards upgrade of the existing A281/Elmbridge Road/Dunsfold signalised junction.
- Contribution for upgrading the Elmbridge Road priority give-way junction over the Wey and Arun Canal.
- Contribution for upgrading the existing Elmbridge Road signalised shuttle junction over the Downs Link. This scheme would provide Microprocessor Optimised Vehicle Actuation (MOVA) to this junction. This upgrade would allow the signals to respond in 'real-time' to the traffic flows on either side of the bridge.

Sustainable Transport Improvements:

- Provision of secure cycle storage for every dwelling.
- Provision of electric vehicle charging points for each dwelling.
- Contribution towards surface and drainage improvements to Public Bridleway 566 (Downs Link) between Cranleigh and Bramley.
- Contribution towards a lighting scheme on Public Bridleway 566 (Downs Link) between Elmbridge Road and Cranleigh Leisure Centre.
- Contribution towards surface and drainage improvements to Public Footpath No. 393.

- Provision of Bus Stop Infrastructure Improvements on Cranleigh High Street, including raising kerbing to improve accessibility, improvements to footways/kerbing to access bus stops more easily, provision of Real Time Passenger Information.
- Provision of a scheme for providing signage for pedestrians and cyclists within the application site and on routes between the application site and key destinations in Cranleigh.
- Provision of Sheffield cycle stands on Cranleigh High Street.
- Contribution towards bus service enhancements, to deliver higher frequency services between Cranleigh and Guildford.
- Cycle Vouchers to be provided for residents of the proposed dwellings.
- Delivery of a residential travel plan that will commit the applicant to promoting and maximising the availability and choice of travel modes between the site and the surrounding area.

These proposed highway works would be secured at outline stage through a Highways Works Agreement.

The planning application is accompanied by the following documents:

- Planning Statement
- Design and Access Statement with Landscape Strategy
- Transport Assessment (including Travel Plan)
- Landscape Proposals: Design and Access Contribution
- Preliminary Viability Assessment (Confidential)
- Tree Survey Report & Arboricultural Impact Assessment
- Flood Risk Assessment
- Environmental Statement (and Non-Technical Summary)
- Ground Investigation Report
- Arboriculture, ecology and landscape constraints
- Archaeological Desk-Based Assessment (and 2014 Update)
- Geophysical Survey Report
- Heritage Statement
- Biodiversity checklist
- Breeding Bird Survey Report
- Detailed Magnetometer Survey
- Development Specification
- Utilities Statement
- Construction Environmental Management Plan (including a Site Waste Management Plan)
- Statement of Community Involvement
- Open Space Assessment
- Ecological Appraisal
- Dormouse Survey Report
- Water Vole Survey Report
- Badger Survey (Confidential)
- Bat Survey and Addendum
- Reptile Survey Report

- Knowle Wood Mitigation Strategy

Heads of Terms:

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).

- Off-site Highway improvements and sustainable transport improvements (as set out above).
- Provision of on-site affordable housing.
- Financial contribution towards infrastructure (Planning Infrastructure Contribution – PIC, to include provision towards education, libraries, playing pitches, equipped and casual play space, sports/leisure centres, community facilities, recycling and environmental improvements and transport.
- The establishment of a Management Company for provision and maintenance of play space and other open space, including Ancient Woodland management.
- The submission and management of Travel Plan.
- Financial contribution to Sussex and Surrey Police.
- Financial contribution for Improvements to the Downs Link.

Details of Community Involvement

The applicant has submitted a Statement of Community Involvement and carried out the following consultation exercises locally:

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

The submitted Statement of Community Involvement indicates that:

- 72% of respondents identified an existing need for new homes in Cranleigh and 52% of respondents stated that they supported Berkeley's proposals or supported the proposals subject to investment in key community facilities and services.
- The largest identified need was for the following types of homes:
 1. Starter homes
 2. Family homes
 3. Affordable homes to rent/part buy
- The top 5 matters which people commented on were:
 1. Transport/Traffic
 2. Education

3. Health
4. Local Facilities
5. Need for homes for the young and local families

- 46 people (29%) supported Berkeley's plans for a new neighbourhood (8.7% of which were supportive subject to further changes).
- Respondents identified the following as being the most important issues (in order):
 - Measures to reduce flooding
 - Investment in schools and other local infrastructure
 - Local junction improvements
 - Improved public transport, pedestrian and cycle facilities
 - High quality design

The applicant has indicated that this feedback has informed the proposals in the following ways:

- Many comments related to off site infrastructure capacity and need for reinforcement, such as highways, utilities and provision of additional school places. This has been dealt with through detailed technical work in support of the planning application and negotiation of S106.
- One issue which was raised by several respondents was the routing of construction traffic and use of Knowle Lane. As a result consideration has been given to this and the majority of construction traffic will use Alfold Road.
- Berkeley has also responded to a number of technical issues raised by consultees including Surrey County Council and the Environment Agency including off site infrastructure delivery which will form an important component of the proposed development.

Environmental Impact Assessment

Screening and Scoping opinions were sought by the developer under regulations 5 and 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (EIA Regs), reference SO/2013/0008, which concluded that the proposed scheme falls to be classed as a Schedule 2 Urban Project (paragraph 10 b), which constitutes EIA development. These also set out the topics/issues that should be addressed in the Environmental Statement (ES).

A summary of the conclusions of the chapters of the ES is given in the Non-Technical Summary. An overview of these conclusions is given herewith:

ES Chapter	Summary of Conclusions
5: Socio-Economics	<p>The Proposed Development is likely to have a positive impact on the socio-economics of the local area once it is completed.</p> <p>During the construction works, it is anticipated that the Proposed Development will provide up to 98 fulltime equivalent jobs.</p> <p>The existing residents closest to the Site boundary are likely to experience some disruption during the construction works, although these effects would be managed through a Construction Environmental Management (CEMP).</p> <p>The Proposed Development would provide a range of housing, including some affordable housing, which would help to meet housing demands in Waverley Borough.</p> <p>On the basis of available information, sufficient capacity exists within primary and secondary schools to accommodate the predicted child yield from the proposed development.</p>
6: Traffic and Transportation	<p>Baseline conditions indicate that the local highway network has moderate to low traffic flows, which in some places, contribute to severance and driver stress and delay. The proposed development would be served by pedestrian links and public transport infrastructure and services. It is proposed to improve the pedestrian and cycle links from the development on Alfold Road (north) and Knowle Lane, which would encourage people to travel sustainably. A Travel Plan would be provided for the development which would aim to reduce the number of single occupancy car trips. A CEMP would be implemented to minimize the risk of likely environmental impacts occurring during the construction phase.</p> <p>The negative effects associated with the medium-term construction phase are temporary and, during its operation the proposed development would satisfactorily mitigate its own impact on the transport environment for drivers. Pedestrians and cyclists.</p>

7: Noise	<p>A baseline survey indicates that noise levels on the site are relatively low.</p> <p>Construction noise is likely to result in direct, temporary, short to medium-term negligible to major adverse effects.</p> <p>Construction vibration is likely to result in direct, temporary, short to medium-term negligible to minor adverse effects.</p> <p>The operational road traffic would lead to a permanent long-term negligible to minor adverse (insignificant) noise effect on all roads.</p> <p>External noise levels in amenity areas have also been considered and appropriate mitigation measures have been identified.</p> <p>Following completion of the development, noise from road traffic associated with the new community will be negligible.</p>
8: Air Quality	<p>There is not an Air Quality Monitoring Area in Cranleigh.</p> <p>The residual effects of the construction phase on air quality are considered to be direct, temporary, short to medium-term and of minor negative to negligible significance.</p> <p>The effect of the proposed development on air quality is considered to be direct, permanent, long-term and of negligible significance.</p>
9: Ecology and Nature Conservation	<p>Mitigation incorporated into the design of the proposed development includes the development of sensitive design which maximizes the retention of the highest value habitats wherever possible. Furthermore, the proposed development includes the provision of high quality green infrastructure comprising both existing and proposed habitats, the implementation of an appropriate landscape and ecological management strategy and long-term enhancement measures for protected species.</p> <p>The retention of established habitat features including woodland and hedgerows, and the provision of high quality green infrastructure, including formal, semi-formal and informal public open space will ensure that effects on notable and protected species are reduced. Residual effects on</p>

	<p>ecological receptors are subsequently reduced to either Negligible or Site level significance. Furthermore, long-term management of the site will enable areas of limited ecological value to be enhanced, through the provision of new species-rich grassland, reinforcement and enhancement of existing hedgerows and tree and scrub planting. These enhancements are assessed as being of value at the Local level, consistent with a positive residual effect of significance at up to the Local level.</p>
<p>10: Landscape and Visual Impact Assessment</p>	<p>Whilst the proposed development would change the land use of the site from agriculture to residential development, the Proposed Development would affect a small part of the landscape character of the local area.</p> <p>Due to the combination of local landform and layers of vegetation, views of the site are restricted to those from along the Downs Link directly on the northern boundary and from the footpath (FP393) directly south of the site.</p> <p>The majority of the existing vegetation on-site would be retained within the proposed development, with the exception of some parts of a hedgerow, individual trees and a section of the Ancient Woodland in Knowle Wood where unavoidable loss would be required to facilitate development and access into the site. New native hedgerow and individual tree planting is proposed on the site boundaries to provide further visual containment of the Development. Within the proposed development, areas of public open space would be provided for informal play and community events. Play areas would accommodate children of all ages and will be located all around the Site and integrated into the landscape.</p> <p>The residual effect on the landscape ranges from minor positive to moderate negative.</p>
<p>11: Archaeology</p>	<p>The proposed development is likely to have a permanent significant negative effect on buried archaeological deposits. These effects would be reduced by the implementation of appropriate mitigation comprising a programme of further archaeological fieldwork secured through a condition attached to the planning consent. This would comprise a field evaluation of buried archaeological</p>

	<p>deposits by trial trenching, with further mitigation comprising preservation in situ or by record (excavation) if required, and archaeological monitoring of groundworks affecting the hedgerow. Following implementation of mitigation measures, the proposed development is unlikely to have a significant effect on archaeology.</p>
<p>12: Ground Conditions and Contamination</p>	<p>Widespread gross contamination is not anticipated to be present based on current and historical land use and elevated concentrations of contaminants were not generally encountered in topsoil and Made Ground during a previous ground investigation. One localised hotspot of benzo(a)pyrene was recorded in topsoil on the west of the site. Slightly elevated concentrations of cadmium and petroleum hydrocarbons were recorded in shallow groundwater beneath the site; however, the source of this impact was considered to be off-site.</p> <p>Potential localised on-site sources of contamination include Made Ground (particularly in the former allotment and horticultural nursery area in the east) and the use of agricultural chemicals.</p> <p>Based on the available baseline data, it is considered that the following significant risks may be associated with the proposed development prior to the implementation of mitigation:</p> <ul style="list-style-type: none"> • Presence of localised contamination in shallow soils that may present a potential risk to human health; • Potential for the generation of ground gas from on-site (Alluvium) and off-site sources (potential for deep made ground in adjacent commercial/industrial development), which could present a potential risk to human health; • Risk of release/migration of contamination to controlled waters receptors; and • Harm to human health from contaminated materials, ground gases / vapours or geotechnical hazards. <p>Mitigation measures include regulatory consultation to determine the scope of any further ground investigation works that may be required (if any), and development of appropriate remedial / mitigation measures and foundation solutions. A CEMP would be prepared to ensure the adoption of safe working systems and good environmental practices during</p>

	<p>the construction phase.</p> <p>Following incorporation of the mitigation measures in accordance with current best practice and relevant guidance, it is considered that residual effects associated with construction and following completion of the proposed development would be of negligible significance.</p>
<p>13: Water Resources and Flood Risk</p>	<p>The introduction of hardstanding and compacted soil at the site would alter surface water and groundwater drainage during the construction and operational phases. To minimise the risk of increasing the rate of surface run-off, drainage works would be completed in advance of significant impermeable areas being created to ensure effective drainage and attenuation.</p> <p>The drainage strategy for the proposed development includes SuDS measures, which would mimic natural drainage patterns during operation.</p> <p>Water efficiency measures to reduce the volume of water required would be incorporated into the scheme design. Thames Water has confirmed that there is sufficient capacity in its foul drainage system and reinforcement works would be carried out to provide potable water supply to the development. The longterm effects of the proposed development on water quality, foul water infrastructure and water demand will be insignificant.</p> <p>The proposed development would be constructed within Flood Zone 1. Impermeable surface areas would increase in the operational phase compared to the existing Site conditions; however, surface water drainage would discharge sustainably into the on-site surface water courses via SuDS features and would be managed such that the discharge would be equivalent to Greenfield rates.</p> <p>The Environmental Statement concludes that the residual impacts in relation to water quality and flooding for the site preparation and construction phase and in relation to water quality and flooding for the operational phase are all likely to be negligible.</p>
<p>15: Agriculture and Soils</p>	<p>Agricultural land quality at the site to be mostly moderate quality in Subgrade 3b, with two areas in the south-east and south-west of the Site classified as good quality Subgrade 3a land.</p>

	<p>There are no universally available measures to mitigate the direct loss of agricultural land but the residual impact of the loss of agricultural land as a result of the proposed development at the site is anticipated to be of negligible significance.</p> <p>The residual effect on the soil resource following the implementation of mitigation measures would be direct, permanent, long-term and of minor negative significance.</p> <p>The proposed development is assessed to have direct, permanent, long-term residual effect of minor significance on the farm holding which would be affected by the change in land use from agricultural to predominantly residential development.</p>
15: Artificial Lighting	<p>Both phases of the proposed development would result in changes to the night-time scene as viewed by sensitive residential receptors in the local vicinity. The site is currently a largely unlit environment with no existing sources of lighting identified and it is situated on the edge of a suburban fringe with varying levels of light located within the surrounding area. The proposed operational lighting would be designed in accordance with best practice guidelines and standards and would be agreed with Waverley Borough Council. It is anticipated that the operational lighting to result in changes to the night-time scene for residential receptors with short distance views the Site.</p> <p>Local receptors include residential receptors to the north and west of the site along St James's Place, East View Lane, Birchwood, and Alfold Lane and the Knowle Park Residential Care Home which all have limited/obstructed views of the proposed development, and it is considered that there would be an unavoidable, permanent and long-term residual effect of negligible to minor negative significance following the implementation of mitigation during the operation of the proposed development.</p>
16: Climate Change	<p>During the construction phase, effects on climate change associated with materials and transport would be minimised through the implementation of the CEMP, including by minimising the transport of materials where possible and selecting materials with</p>

	<p>high sustainability grades. The CEMP would also aid in reducing greenhouse gas emissions by ensuring that vehicles and plant used during construction are not left running whilst in use.</p> <p>Following completion the proposed development would contribute towards relevant sustainability objectives through the implementation of a Travel Plan, ecological mitigation and enhancement measures and the use of SuDS.</p> <p>Early implementation of the drainage strategy, which would be designed to accommodate a rainfall event equivalent to 1 in 100 year event plus an allowance of 30% for climate change, would allow the proposed development to respond to climate change events and would ensure the site discharges to Greenfield run-off rates.</p> <p>To ensure the proposed development is energy efficient, building fabric would be designed to meet heating load limits, such measures are likely to include the installation of materials which comply with high fabric insulation standards and low air permeability.</p>
17: Cumulative Impact	<p>The cumulative impact of the scheme along with other major developments in the area has been considered. The other developments considered alongside the current scheme are: Residential development at Swallow Tiles (WA/2011/2129), Village Hospital and Health Centre off Knowle Lane (WA/2003/1778 and WA/2010/0773) and Additional offices and extension to warehouse at Europa House (WA/2013/0881 and 0882).</p> <p>The potential effects of the Proposed Development together with the committed developments have been assessed. The construction works may result in negative effects should the committed developments (particularly the extensions at Europa House and the development of the community hospital and health centre off Knowle Lane) be constructed at the same time as the proposed development, resulting in an increase in disturbance from construction activities, an increase in noise as a result of construction activities and a change in landscape character.</p>

	<p>During the site preparation and construction of the proposed development, the majority of potential effect interactions relate to nearby residents where temporary effects are expected in terms of noise and vibration, dust generation and changes in levels in lighting, landscape views and character of the site. These effects range in significance from Site level positive to minor negative at worst following mitigation.</p>
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A summary of the mitigation measures proposed is below:

Topic area	Measures to avoid or offset potential negative environmental effects / Enhancement measures	
	Construction Phase	Completed Development
Socio-Economic Effects	<ul style="list-style-type: none"> ■ Where feasible, the Applicant will employ local people during construction works; and ■ A CEMP will be implemented to minimise adverse effects in relation to community disturbance during the construction phase. 	<ul style="list-style-type: none"> ■ None required
Traffic and Transportation	<ul style="list-style-type: none"> ■ Hours of construction working and routing of construction vehicles to be agreed with WBC; and ■ Implementation of a CEMP. 	<ul style="list-style-type: none"> ■ Improvements to footways on Knowle Lane; ■ Provision of a new pedestrian and cycle route from the site Access on Alfold Road to Elmbridge Road; ■ Provision of pedestrian and cycle links throughout the Site and onto the Downs Link; ■ Improvements to the Downs Link within the Site; and ■ Provision of a Travel Plan to reduce the number of car trips.
Noise and Vibration	<ul style="list-style-type: none"> ■ A contact number which the public may use shall be displayed prominently on the Site board and any noise complaints will be logged and immediately investigated. ■ Application of the principle of Best Practicable Means at all times. ■ Implementation of best practice measures and a CEMP. 	<ul style="list-style-type: none"> ■ A fence will be considered for properties near the industrial estates to the north-west of the Site and suitable glazing and ventilation will be provided where appropriate to minimise effects from road traffic noise.
Local Air Quality	<ul style="list-style-type: none"> ■ Implementation of a CEMP and use of best practice in materials storage and transportation, plant maintenance and site management. 	<ul style="list-style-type: none"> ■ Promoting public transport, walking and cycling, which all form key components of the Travel Plan. ■ Additional measures considered include the provision of electric vehicle charging points within the Proposed Development.

Topic area	Measures to avoid or offset potential negative environmental effects / Enhancement measures	
	Construction Phase	Completed Development
Nature Conservation and Ecology	<ul style="list-style-type: none"> ■ Retention of existing trees, hedgerows and vegetation where practicable, some loss will be unavoidable due to the need for vehicle access into the Site; ■ Implementation of a mitigation strategy to minimise effects on Knowle Wood during construction and operation; ■ Implementation of a long-term ecological and landscape management plan; ■ New scrub and hedgerow planting undertaken throughout Site; enhancement and re-enforcement to existing features; ■ Provision of buffer zones between the existing watercourse and retained woodland and areas of built development; and ■ Adoption of an appropriate construction lighting strategy which would minimise light spill. 	<ul style="list-style-type: none"> ■ Provision of functional green infrastructure through habitat creation and enhancement; and ■ Retention of dark corridors and adoption of Site-wide lighting strategy.
Landscape and Visual Impact	<ul style="list-style-type: none"> ■ Retention of the majority of existing trees and hedgerows on the northern and southern boundaries and installation of protective fencing around existing trees and woodland to be retained and the existing watercourses; ■ The cut and fill exercise will retain soil within the Site, additionally the overall site levels will be maintained apart from localised areas around Nuthurst Stream due to the re-profiling of the banks of the watercourse; ■ Alignment of the proposed construction haul route to avoid the removal of trees other than that which has been already identified as unavoidable; ■ Location of the construction compound and hoarding alignment to consider the immediate setting of the isolated dwellings to the north-west of the Site and the built form to the north of the Site; ■ Implementation of a CEMP which will include measures to minimise effects of construction traffic; ■ The erection of site hoardings to the perimeter of construction areas which will be painted in a muted colour; ■ Creation of an internal haulage route to minimise large vehicle movements on Site; ■ Public access to the Downs Link is to be maintained during construction. In the event that the Downs Link may be temporary affected by the enabling and construction works, public notices will be erected informing the users of any redirections or temporary closures with diversions in place as necessary. 	<ul style="list-style-type: none"> ■ Implementation of a landscape strategy, including tree and shrub planting to mitigate the loss of the existing trees and vegetation during construction. Existing hedgerows to be retained will be enhanced with native planting. Tree planting is proposed along the boundaries of the Site to provide a degree of visual enclosure and provide further screening from nearby PRoW, and the existing Ancient Woodland on the western boundary will also be retained; ■ The current speed limit along Alford Road is to be reduced from 60mph to 40mph at the Site entrance. Also along Knowle Lane the speed limit will be reduced to the southern section of the Site to 30mph; ■ SuDS features within the Site will provide flood mitigation and also open space for play and informal recreation; ■ An orchard is also proposed in the northern section of the Site to encourage community growing; ■ Connections to the Downs Link from the Proposed Development will be provided to create a strong connection between the new community and nearby PRoW.
Archaeology	<ul style="list-style-type: none"> ■ Implementation of archaeological fieldwork to be agreed with Surrey County Council, this may comprise further fieldwork and archaeological monitoring of certain groundworks. 	<ul style="list-style-type: none"> ■ None required.
Ground Conditions and Contamination	<ul style="list-style-type: none"> ■ Identified localised contamination will be remediated during construction and agreed with the Local Authority; 	<ul style="list-style-type: none"> ■ Implementation of the drainage strategy.

Topic area	Measures to avoid or offset potential negative environmental effects / Enhancement measures	
	Construction Phase	Completed Development
	<ul style="list-style-type: none"> ■ Implementation of a CEMP; ■ Use of appropriate personal protective equipment, monitoring equipment, safe entry procedures and respiratory protective equipment; and ■ All works will be undertaken in accordance with the Environment Agency's Pollution Prevention Guidelines. 	
Flooding, Drainage, Water Quality and Water Resources	<ul style="list-style-type: none"> ■ Installation of a temporary drainage system; ■ Good environmental site practices; ■ Implementation of a CEMP; ■ Implementation of a Flood warning plan during construction; and ■ Monitoring of groundwater levels. 	<ul style="list-style-type: none"> ■ Implementation of the drainage strategy; ■ Implementation of water efficiency measures; ■ Reinforcement works to the local water main network; and ■ No built development in areas at risk of flooding.
Agriculture and Soils	<ul style="list-style-type: none"> ■ Implementation of a soil management plan following Defra good practice guidance. 	<ul style="list-style-type: none"> ■ None required.
Artificial Lighting	<ul style="list-style-type: none"> ■ Implementation of a CEMP including specified working hours, uses of lighting, the location of temporary floodlights and construction compounds; ■ Lighting to be switched off when not in use/required; ■ Best practice measures to be adhered to; ■ Glare to be controlled by appropriately selected light fittings; ■ Minimisation of light spill by the appropriate siting of lighting adjacent to sensitive receptors; and ■ Siting of construction compound away from site boundaries adjacent to sensitive receptors. ■ Construction areas adjacent to walkways and roadways should be lit in an appropriate way and clearly defined at all times to ensure the safety of motorist, cyclists, pedestrians and horse riders; ■ Construction area fences located near existing roadways or footpaths should be well lit to assist in defining the limits of construction area for motorists and pedestrians; ■ Any temporary walkways, roads or parking areas should be illuminated in accordance with current guidance; and ■ Should hoarding be required during the site preparation, earthworks and construction phase, care should be taken to avoid casting shadows on the surrounding and adjacent footpaths and roads. 	<ul style="list-style-type: none"> ■ Implementation of an appropriate lighting specification and strategy; ■ Direct light downwards to illuminate target wherever possible; ■ Use of floodlighting with asymmetric beams wherever appropriate; ■ Avoidance of 'over lighting' wherever possible; and ■ Lighting equipment once installed should minimise the spread of light near to, or above the horizontal.

Application drawings



Illustrative Masterplan



Plan showing ancient woodland and other existing green features on site

between private and
supported by a simple
block structure.
side gardens create a
ping - private or semi-
pace.

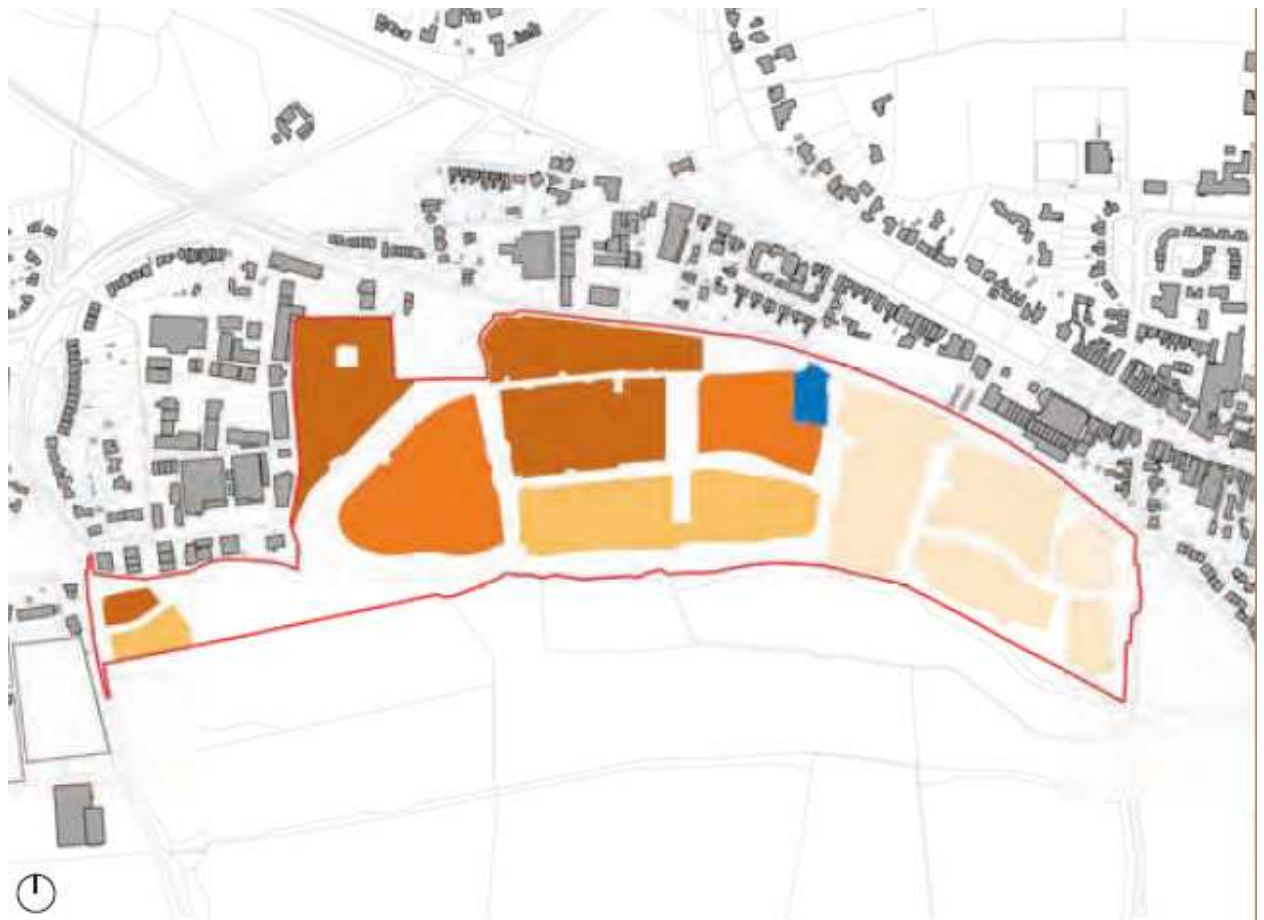
ens will be provided
e streets or via private
i:

- formal as well as
rs are well overlooked,
balance.

- Site area
- Community use
- Semi-private
- Private
- Public spaces



Open space masterplan



- Site area
 - Low density
(up to 25 dw/ha)
 - Medium low density
(up to 35 dw/ha)
 - Medium density
(up to 45 dw/ha)
 - High density
(up to 55 dw/ha)
 - Non residential
development block
- Average site density
30.92 dw/ha

Plan showing the density of development



- Existing Trees - to be retained
- Buffer Trees
- Street Trees
- Entrance Trees
- Pleached Trees
- Riparian Trees
- Formal Trees
- Orchard Trees

Landscape Strategy Plan



Site area



LAP = Local Area of Play
100sq m min activity zone
10m distance to nearest habitable room
60m walking distance



LLAP = Locally Landscaped Area of Play
900 sqm min activity zone
240m walking distance

In terms of play space provision we require 2,550 sq m, based on 425 units at 2.4 persons per unit (based on policy requirements of 0.25ha per 1000 population). This equates to the following play spaces:

- 7no. LAP – 700 sq m
- 2no. LLAP – 1800 sq m

Total amount of play space to provide is 2,500 sq m

Plan showing on site play provision



Plan showing phase 1 of development



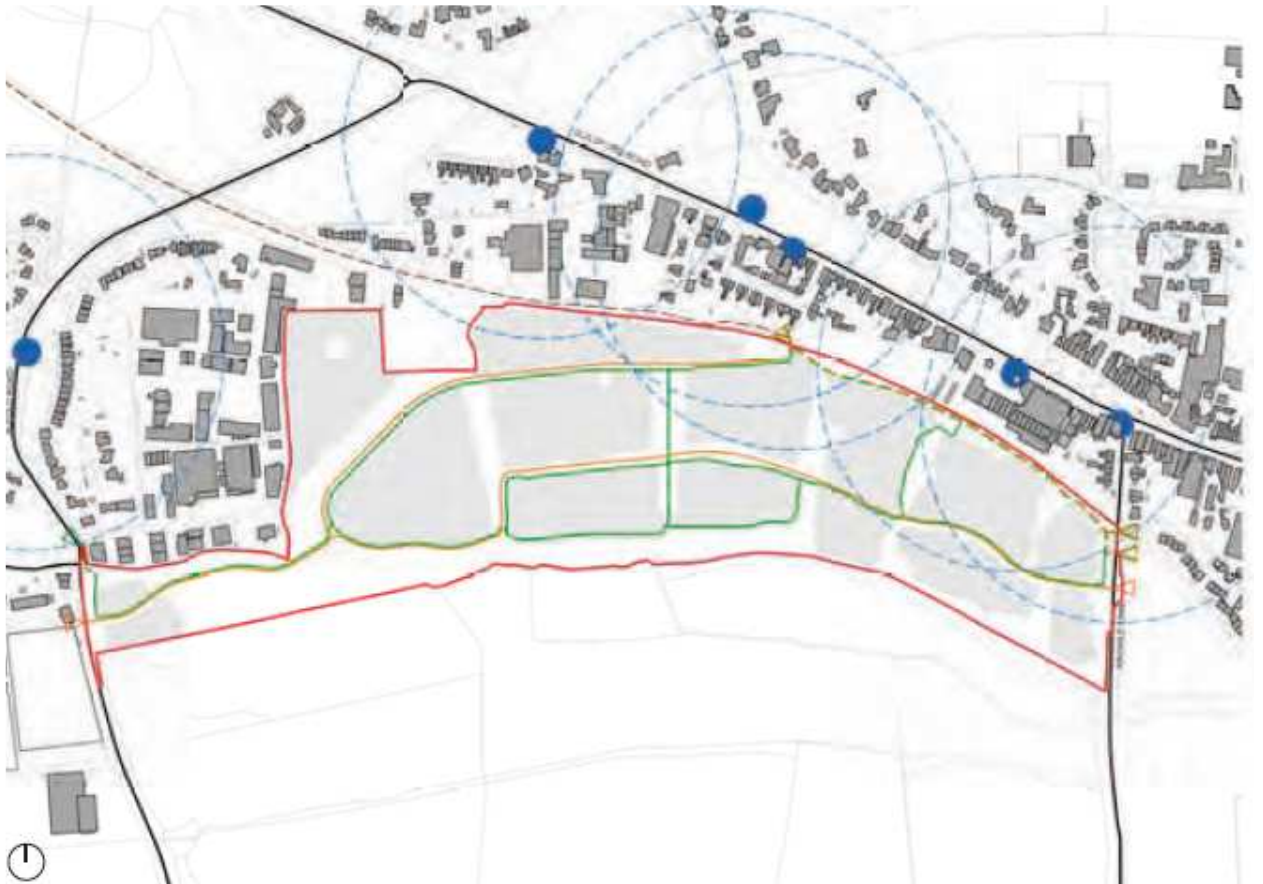
Plan showing phase 2 of development – Alfold Road



Plan showing phase 3 of the development



Plan showing phase 4 of the development



- █ Site area
- █ Existing roads
- █ Primary footpaths
- █ Primary cycle routes
- ▤ Footpath access
- ▤ Cycle access
- █ Downs Link
Outside of the site boundary
- █ Downs Link
Within the site boundary
- █ Downs Link
Within the site boundary (cycle)
- ⊙ Bus link (400m/5mins walk)
- █ Proposed development footprint

Note: The Access and Movement Parameter Plan provides a corridor within which the main highway will be delivered and allows for a limit of deviation either side of the line by 5 metres. This also applies to the proposed footpaths, cycle routes and walkways.

Plan showing proposed pedestrian and cycle routes



Affordable Housing Location (blue is shared ownership and yellow is affordable rent)

Relevant Planning History

WA/1986/0426	Outline application for the construction of by-pass to link Elmbridge Road with Ewhurst Road/Horsham Road; retail store (21,500 sq ft), together with car park for 300 cars; and mixed residential development for 110 dwellings.	Refused 30/06/1986
SO/2013/0008	Request for Scoping opinion for proposed residential development comprising of approximately 400 units.	Scoping Opinion Given EIA development 24/09/2013

Planning Policy Constraints

Countryside beyond the Green Belt (outside any defined settlement area)
Long Distance Footpath
Flood Zone 2
Flood Zone 3
Bridleway
Ancient Woodland
Guildford/Cranleigh corridor
Gas Pipe Line
River bank within 20m

Development Plan Policies and Proposals

Policies of the Waverley Borough Local Plan 2002:-

D1	Environmental Implications of Development
D2	Compatibility of Uses
D3	Resources
D4	Design and Layout
D5	Nature Conservation
D6	Tree Controls
D7	Trees, Hedgerows and Development
D8	Crime Prevention
D9	Accessibility
D13	Essential Infrastructure
D14	Planning Benefits
C2	Countryside beyond the Green Belt
C5	Areas of Strategic Visual Importance
C7	Trees, Woodlands and Hedgerows
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

TC1	Town Centre Uses
TC9	Town Centre Enhancement
RD9	Agricultural Land
M1	The Location of Development
M2	The Movement Implications of Development
M4	Provision for Pedestrians
M5	Provision for Cyclists
M7	Footpaths and cycleways
M8	Guildford-Cranleigh Movement Corridor
M14	Car parking Standards

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 has been working on a two stage process to replace the existing Waverley Borough Local Plan. Part 1 was the Core Strategy, which was submitted for Examination in January 2013. Following the first Examination Hearings in June the Examination was suspended. This was due to concerns that the Inspector had principally regarding the evidence of housing need and the approach to meeting these needs. The Inspector suggested that the most appropriate course of action to address his concerns may well be to withdraw the Plan from Examination. Therefore, on 15th October 2013, the Council resolved to formally withdraw the Core Strategy from the Examination.

The Council will now move forward with a new Local Plan, building on the foundations of the Core Strategy, particularly in those areas where the policy/approach is not likely to change significantly. It will also be updating the evidence base and carrying out other work required in response to the Inspector's comments, before a revised plan is re-submitted for examination. The intention is to consult on issues and options in the summer of 2014, with

provisional dates for publication in November 2014; submission in February 2015 and adoption in October/November 2015.

Other guidance:

- The National Planning Policy Framework 2012 (NPPF)
- The National Planning Policy Guidance 2014 (PPG)
- County Vehicular and Cycle Parking Guidance (2012)
- Waverley Borough Cycling Plan SPD (2005)
- Waverley Borough Council Parking Guidelines (2013)
- Planning Infrastructure Contributions SPD (2008)
- Density and Size of Dwellings SPG (2003)
- Surrey Design Guide (2002)
- Residential Extensions Supplementary Planning Document (2010)
- Strategic Housing Land Availability Assessment (2014)
- Strategic Housing Market Availability Assessment (Draft) (2013)
- Affordable Housing Viability Assessment (2009) Addendum 2010 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
- Statement of Community Involvement – July 2006 and update August 2014
- Cranleigh Design Guide
- Design Statement Cranleigh

Consultations and Parish Council Comments

County Highway Authority	<p><u>1. Relevant Local and National Policy:</u></p> <p>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:</p> <ul style="list-style-type: none">• 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; <p>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 (see section 9 & 10 of the County Highway Authority's comments below).</p> <ul style="list-style-type: none">• safe and suitable access to the site can be achieved for all people <p>The Highway Authority is satisfied that the proposed access and movement strategy for the development would enable all highway users to travel to/from the site with safety and convenience (see sections 7 & 9).</p> <ul style="list-style-type: none">• 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. <p>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 (see section 6 & 10).</p> <p>Local Policy: The Highway Authority is satisfied that the proposed development is in accordance with the relevant 'movement' Local Plan policies.</p> <p><u>2. Overall Access Strategy:</u></p> <p>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 within the site can be seen on</p>
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Drawing No. 00734_PP04 'Movement and Access Plan'. The development is connected to the surrounding area via the Downs Link footpath and at the proposed vehicular accesses onto Alfold Road and Knowle Lane. 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 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 vehicular access onto Knowle Lane will serve 55 dwellings, and is likely to generate 33 two-way vehicular movements in the AM peak hour and 37 two-way vehicular movements in the PM peak hour.

The vehicular access onto Alfold Road would serve 370 dwellings, and is likely to generate 181 two-way vehicular movements in the AM peak hour and 196 vehicular movements in the PM peak hour.

The community facility is located adjacent to the Downs Link footpath and within close proximity to Cranleigh High Street. The majority of trips associated with this facility will be by non-car modes of travel. However, there will be a small residual demand for vehicular trips. The community facility is likely to generate 10 two-way vehicular movements in the AM peak hour and 26 two-way movements in the PM peak hour.

In summary, the total number of vehicular trips likely to be generated by the development is shown in the table below:

AM Peak (08:00-09:00)			PM Peak (17:00-18:00)		
Arrival	Departure	Total	Arrival	Departure	Total
60	164	224	168	91	259

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 are not yet available for trip origins and destinations at ward level and therefore the 2001 Census data provide 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 likely traffic distribution for the proposed development is shown in the table below:

Summary of Routes	Trip Distribution	
	Knowle Lane	Alfold Road
A281 North	3%	43%
B2130	7%	6%
B2127	10%	10%
Alfold Road South	1%	8%
Knowle Lane South	6%	0%
B2128 South	2%	0%
B2128 North	41%	3%
Cranleigh internal trips (Elmbridge Road / High Street)	30%	30%
Total	100%	100%

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 13 March 2012 at nine locations as shown on the attached map (see plan below). Automatic traffic counters were also placed on key links on the road network to derive flows, speeds and vehicle classes.

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

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

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 emerging 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. In this instance, however, the Highway Authority has also required the applicant to undertake an assessment for the period ten years after the date of registration of the planning application. Two years have therefore been assessed, 2019 and

2024.

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.

Two sensitivity tests have been undertaken to establish a new housing allocation figure for the Cranleigh area:

Sensitivity 1

The withdrawn Core Strategy identified a requirement for 836 dwellings in Cranleigh in the period 2006 – 2028 comprised of 403 brownfield units and 433 Greenfield units.

The number of Greenfield units has been assumed to double, thereby forecasting a total of 1,269 dwellings to be provided over the period 2006 – 2028.

Sensitivity 2

WBC's draft 2013 Strategic Housing Market Assessment (SHMA) suggests that approximately 470 dwellings per annum are required to be delivered.

Extrapolating this to the period 2006 – 2028 gives a total number of dwellings to be delivered of 10,340.

The proportion of Waverley's total housing requirement which the withdrawn Core Strategy required Cranleigh to deliver was 16.5%. Applying 16.5% to 10,340 gives an assumption of 1,706 dwellings to be provided in Cranleigh over the plan period.

To calculate the likely future housing growth in the 2019 and 2024 assessment scenarios, a linear delivery across the three scenarios has been assumed, as detailed below:

- 836 allocation scenario – in 2019 there would be an allocation of 433 Dwellings and in 2024 657 dwellings

- 1269 allocation scenario - in 2019 there would be an allocation of 606 Dwellings and in 2024 975 dwellings
- 1706 allocation scenario - in 2019 there would be an allocation of 781 Dwellings and in 2024 1,295 dwellings.

On the request of the Highway Authority, the applicant has used the 1706 allocation scenario for the purpose of undertaking the traffic impact assessment.

Using the methodology detailed above, an assessment of the local highway network has been undertaken at the locations shown in figure 1, including assessment of the two proposed site accesses. The results of this assessment are summarised below:

Site 1 - Run Common Road/A281 Priority Junction

The junction operates with capacity in both the 2019 and 2024 assessment scenarios. The addition of development generated traffic has no material impact on the operation of this junction.

Site 2 - Run Common Road/B2128 Guildford Road

The assessment work shows development generated traffic would only increase traffic flows by 14 northbound and 5 southbound movements in the AM peak and 8 northbound and 14 southbound movements in the PM peak. No further analysis of this junction has therefore been required.

Site 3 - Elmbridge Road/Dunstable Road/A281 Signalised Junction

To fully understand how this junction is likely to operate in the future, it has been assessed for both housing requirement scenarios (i.e delivery of 1296 dwellings and for 1706 dwellings). The assessment shows that by increasing the cycle time, the junction can operate within theoretical capacity, however in the 1706 scenario the junction is operating at the limit of its capacity.

Whilst the impact of development generated traffic is not significant in itself to warrant any mitigation, the applicant has proposed a junction improvement scheme which could be implemented by the Highway Authority in the future. Further details on this improvement scheme are provided in Section 10, of these comments, below.

Site 4 - Elmbridge Road Priority Shuttle Junction

The analysis of Personal Injury Accident (PIA) records demonstrate that there is a pattern of accidents on the existing road bridge when vehicles crossing the bridge failed to stop for vehicles crossing from the opposite

direction. When visiting the site in the AM and PM peak periods, the Highway Authority has observed that a small queue of traffic can build up on either side of the bridge, and it is unlikely that the proposed development would have a material impact on the capacity of the current arrangement. The Highway Authority recognises however that the bridge is a 'pinch-point' for traffic on Elmbridge Road, and is proposing a strategy for overcoming the constraints of the existing arrangement, to accommodate increase in traffic due to future growth of Cranleigh. Details of these improvements are detailed in Section 10, of these comments, below.

Site 5 – Elmbridge Road/Alfold Road Priority Junction

The junction operates within capacity in both the 2019 and 2024 future years, both with and without the proposed development.

Site 6 – Knowle Lane/High Street Priority Junction

In 2024, traffic conditions the proposed development could add 89 vehicles to the junction in the AM peak period which equates to 5% of total junction flows, and 104 vehicles in the PM peak period which equates to 6.1% of junction flows. The 2024 scenario shows that there would be some additional delay resulting from additional queuing on the Knowle Lane arm of the junction, but the Highway Authority does not consider this to be severe. The Highway Authority notes that localised congestion at this junction often occurs as a result of cars parked on Knowle Lane close to the junction. The applicant is proposing a scheme to help mitigate this problem, which is detailed in section 10, of these comments, below.

Site 7 – Elmbridge Road Signalised Shuttle Junction

The addition of development generated traffic in both the 2019 and 2024 assessment scenarios does not exceed the theoretical capacity of this junction in the AM or PM peak periods. The Highway Authority has, however, required the applicant to upgrade the signals to run on a system called Microprocessor Optimised Vehicle Actuation (MOVA), which will ensure the signals can respond in real-time to the traffic flows either side of the bridge. Further details are provided in section 10 below.

Site 8 – Guildford Road/Elmbridge Road Roundabout

The model for this junction demonstrates that in both the 2024 base and the 2024 base + development scenarios, there is no significant impact on the operational capacity of the roundabout.

Site 9 – High Street/Horsham Road/Ewhurst Road Roundabout

A micro-simulation model has been created for this junction. This type of model has been used to more accurately reflect the likely interaction between the mini roundabout, the segregated left turn lane and the movements associated with the petrol station. In the 2024 base assessment

scenario, there are instances for approximately 15 minutes during the first part of the AM and PM peak periods when traffic on Ewhurst Road is queuing back to its junction with St Nicolas Avenue. However, the model shows the queue is slow moving rather than stationary. The addition of development traffic to the 2024 base model increases the average queue length on Ewhurst Road from 17 to 23 vehicles in the first 15 minutes in the AM peak period and from 19 to 30 vehicles in the first 15 minutes of the PM peak period. The queue quickly starts to dissipate after the first 15 minutes. Following an assessment of this model, the Highway Authority is satisfied that proposed development, in conjunction with future growth in background traffic, would not have a severe impact on this junction.

Proposed Site Accesses

The proposed site accesses onto Alfold Road and Knowle Lane have been assessed in capacity terms and experience little or no queuing during the morning and evening peak periods.

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).

An Automatic Traffic Count (ATC) was carried out on Hound House Road between 25th November and 1st December 2013. The average weekday traffic flow in the AM (08:00-09:00) and PM (17:00-18:00) peak hours for the link are shown in the table below:

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Northbound	247 vph	63 vph
Southbound	94 vph	181 vph
Two-way Trips	341 vph	244 vph

The baseline traffic flows shown above have also been factored for 2019 and 2024, to establish the likely future traffic flows on this link, and are shown in the table below.

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
2019 Future Year	357 vph	256 vph
2024 Future Year	402 vph	289 vph

The ATC data demonstrates that this road link experiences a tidal flow of traffic, with the majority of vehicles travelling northbound in the AM peak period and southbound in the PM peak period.

Journey to Work data (2001 Census) data shows that 8.42% of Cranleigh residents that travel to work by car travel to destinations, such as in Inner and Outer London and Dorking could possibly benefit from this alternative route to the A3 and M25. The table below shows the residential vehicular trip generations and the proportion of these that could be assumed to travel to destinations, including London or Dorking, via Hound House Road.

	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Total Development Trips	214 vph	233 vph
8.42% of all Development Trips	18 vph	20 vph

Based on this assessment, the Highway Authority considers that the increase in vehicle trips on this route generated by the development would not have a material impact on highway safety or capacity.

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 Alfold Road within the vicinity of the proposed site access. 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 proposed vehicular and pedestrians accesses to the site onto Alfold Road and Knowle Lane have been subject to a Stage 1 Road Safety Audit and no safety problems with either access arrangement has been identified. The construction of both accesses will be done via a S278 agreement with the County Council. Both access solutions will require the extension of the existing 40mph and 30mph speed limits on Alfold Road and Knowle Lane respectively. The cost of drafting and advertising the Traffic Regulation Order (TRO) required to changed speed limits will be met by the applicant.

It should be noted that should the Cranleigh Village Hospital scheme be implemented, the proposed site access to Knowle Lane has been designed in the correct location and of a suitable design to be upgraded to a 4 arm mini roundabout scheme that provides suitable access for both the proposed development and the hospital.

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

8. Road Safety:

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

The Highway Authority has reviewed the applicant's assessment of the PIA data, which show there has been no fatalities and 10 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 priority shuttle working on Elmbridge Road where it crosses the Wey and Arun Canal. These accidents are caused when cars proceeding across the bridge fail to stop for vehicles travelling in the opposite direction. Measures to mitigate the impact of the development at this bridge are discussed in section 10 below.

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 adjacent to the Sainsbury's supermarket.

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. Details of the improvements being proposed by the applicant are detailed in Section 10.

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.

Highway Network Improvements:

- Pedestrian accessibility improvements on Knowle Lane between the proposed site access and the Knowle Lane/High Street Priority Junction. This scheme will improve the footway and crossing provision on Knowle Lane.
- Provision of 'Keep Clear' road markings on the northbound carriageway of Knowle Lane, to the south of its junction with the High Street. This will help mitigate local congestion at the junction which occurs when vehicles parked/waiting on Alfold Road in the vicinity of the junction block vehicles travelling southbound as they manoeuvre around the parked cars. This improvement is shown on WSP Drawing 0576/SK/016 Rev A.
- Pedestrian accessibility improvements on Alfold Road between the proposed site access and Littlemead industrial estate. This will comprise a new footway along the Alfold Road boundary of the application site, with a new footbridge to provide a link to the existing footway.
- Highway safety scheme at the road bridge to the north of the proposed site access onto Alfold Road. This will comprise a priority give-way traffic management scheme, designed to reduce vehicle speeds over the bridge and reduce the potential for any conflict between vehicles crossing the bridge at the same time.
- Extension of the existing 40mph speed limit on Alfold Road further south of the existing change from 40mph to 60mph. Cost of the Traffic Regulation Order (TRO) to be met by the applicant.
- Extension of the existing 30mph speed limit on Knowle Lane further south of the existing change from 30mph to 40mph. Cost of the TRO to be met by the applicant.
- Contribution towards upgrade of the existing A281/Elmbridge Road/Dunsofold signalised junction. This indicative scheme has been subject to a safety audit and the Highway Authority considers it provides a feasible solution to help mitigate the impact of traffic associated with future growth in Cranleigh. The indicative scheme layout is shown on WSP drawing 0576/SK/015.
- Contribution for upgrading the Elmbridge Road priority give-way junction over the Wey and Arun Canal. The Highway Authority has considered three options for this junction. Firstly, an interim solution to provide signals at the existing priority give-way arrangement. The

applicant has provided an indicative scheme for this proposed improvement, shown on WSP drawing 0576/SK/014 Rev A. This scheme has been subject to a safety audit and the Highway Authority considers it provides a feasible solution to help mitigate the impact of additional traffic generated by the proposed development. The Highway Authority recognises however that a more comprehensive long-term solution will be required at this pinch-point on Elmbridge Road, to accommodate the future housing growth in Cranleigh. The second option is to construct a dedicated pedestrian footbridge across the canal, thereby allowing the existing carriageway to be widened to allow for the two-way flow of traffic. The third option would provide a new road bridge, incorporating a new carriageway and dedicated footway. The bridge would also allow for boats to navigate along the stretch of canal under the bridge. The applicant has agreed that should the Highway Authority, in consultation with the Local Planning Authority and other interested parties, decide that either the footbridge or new road bridge is the preferred solution, their contribution could be used towards funding either of these two schemes.

- Contribution for upgrading the existing Elmbridge Road signalised shuttle junction over the Downs Link. This scheme would provide MOVA to this junction. This upgrade would allow the signals to respond in 'real-time' to the traffic flows on either side of the bridge, which will help to minimise delays and maximise capacity.

Sustainable Transport Improvements:

- Provision of secure cycle storage for every dwelling which should be provided in a secure, well-lit and easily accessible location.
- Provision of electric vehicle charging points for each dwelling, in accordance with Surrey County County's parking standards guidance document.
- Contribution towards surface and drainage improvements to Public Bridleway 566 (Downs Link) between Cranleigh and Bramley.
- Contribution towards a lighting scheme on Public Bridleway 566 (Downs Link) between Elmbridge Road and Cranleigh Leisure Centre.
- Contribution towards surface and drainage improvements to Public Footpath No. 393.
- Provision of Bus Stop Infrastructure Improvements on Cranleigh High Street, including raising kerbing to improve accessibility, improvements to footways/kerbing to access bus stops more easily, provision of Real Time Passenger Information.
- Provision of a scheme for providing signage for pedestrians and cyclists within the application site and on routes between the application site and key destinations in Cranleigh.
- Provision of Sheffield cycle stands on Cranleigh High Street.
- Contribution towards bus service enhancements, to deliver higher frequency services between Cranleigh and Guildford.

- Cycle Vouchers to be provided for residents of the proposed dwellings.
- Delivery of a residential travel plan that will commit the applicant to promoting and maximising the availability and choice of travel modes between the site and the surrounding area. The Travel Plan will provide robust targets for increasing the use of sustainable transport modes.

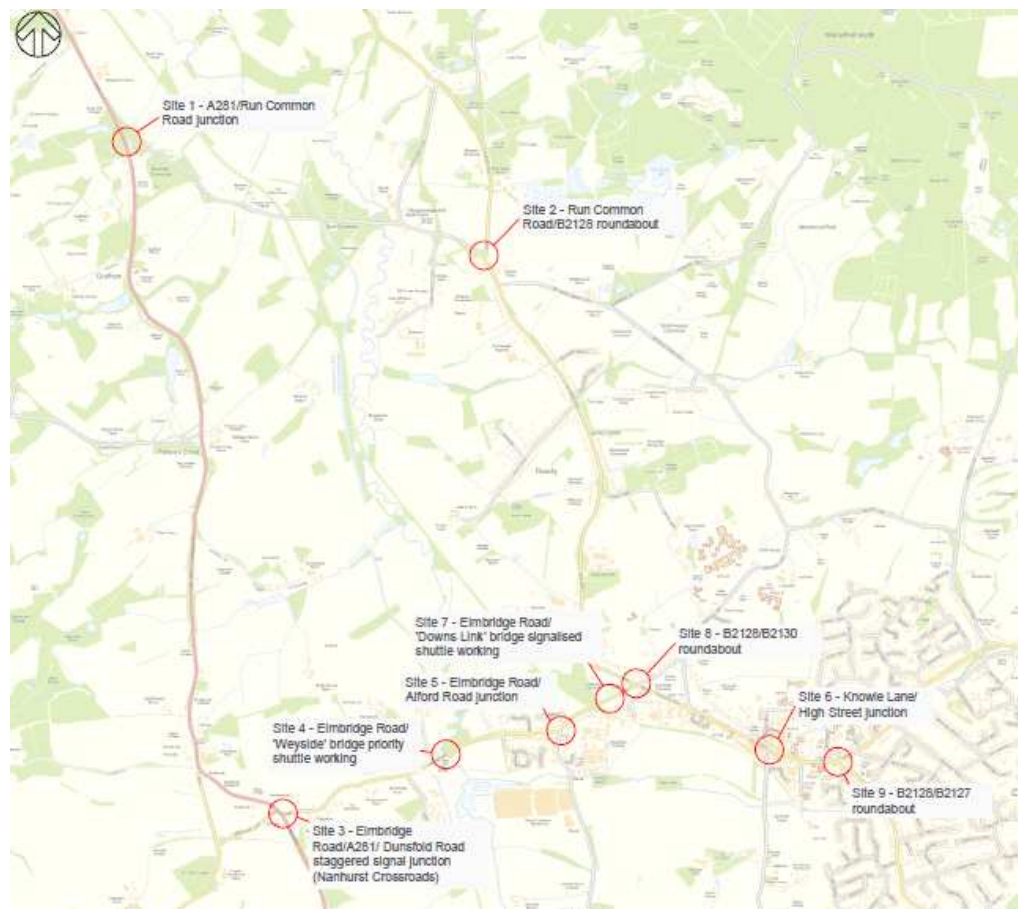
11. Construction Management Strategy

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. The Highway Authority has already advised the applicant that it will not be acceptable for heavy goods vehicles to access the site via the Knowle Lane site access.

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 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.

Figure 1 – Key Junctions on the Local Highway Network



Additional response 09/10/2014:

The proposed development has been considered by the County Highway Authority who recommends an appropriate agreement should be secured before the grant of permission to secure the following:

Summary of Financial Contributions

1. Travel Plan Fee	£6,150
2. On Street Parking Alterations	£10,000
3. Travel Vouchers	£42,500
4. Cranleigh Future Requirements	£350,000
5. Elmbridge Rd Wey & Arun Canal Improvements	£185,000
6. Elmbridge Road Down Link Traffic Management Imps	£20,000
7. Bus Service Enhancements	£125,000
8. Bus Stop Enhancements	£77,000

9. Wayfinding Signage	£15,400
10. Downs Link surfacing and lighting improvements	£100,000
TOTAL	£931,050

Detail of Contributions:

1. Prior to commencement of the development to pay to the County Council a sum of £6,150 in respect of the future auditing and monitoring of the Travel Plan.
2. Prior to commencement of the development pay to the County Council a sum of £10,000 towards reviewing on-street parking restrictions on Alfold Road and the High Street.
3. Prior to first occupation of each residential unit to provide each dwelling with a combined cycle/public transport voucher of £100 per dwelling, at a total cost of £42,500.
4. Prior to the 200th occupation of the development pay to the County Council the sum of £350,000 towards the highway and transport schemes detailed in the County Council's "Cranleigh's Future Highway Infrastructure and Transport Requirements" document, dated August 2014.
5. Prior to the first occupation of the development the applicant shall either:
 - (i) construct a scheme to upgrade the Elmbridge Road priority give-way over the Wey and Arun Canal in general accordance with drawing number 50600576/SK/004 Rev A and subject to the Highway Authority's technical and safety requirements,

Or if requested by the County Council prior to the commencement of such works:

 - (ii) the payment of a sum of £185,000 in lieu of the works specified at 5(i) above to the County Council to be used towards a scheme to provide an improved replacement bridge.
6. Prior to first occupation of the development to pay to the County Council £20,000 to provide optimised traffic signal timings and providing MOVA (Microprocessor Optimised Vehicle Actuation) at the Elmbridge Road shuttle signals on Elmbridge Road at the Downs Link road bridge.
7. The applicant shall pay to the County Council three phased payments totalling £125,000 towards bus service enhancements to provide evening bus services to and from Cranleigh:

	<p>(i) The first sum comprising £50,000 shall be paid prior to commencement of the development.</p> <p>(ii) The second sum comprising £50,000 shall be paid upon the second anniversary of commencement of development.</p> <p>(iii) The third sum comprising £25,000 shall be paid upon the third anniversary of commencement of development.</p> <p>8. Prior to occupation of the 200th residential unit pay to the County Council a sum of £77,000 for providing sustainable transport infrastructure improvements at the following bus stops:</p> <p>(i) Elmbridge Road Westbound - Timetable cases, sign flags and pole Real time Information displays Traffic management measures</p> <p>(i) Elmbridge Road Eastbound - Timetable cases, sign flags and pole Real time Information displays Traffic management measures</p> <p>(ii) Stockland Square Westbound - Timetable cases, sign flags and pole Real time Information displays Traffic management measures Cycle Stands</p> <p>(iii) Stockland Square Eastbound - Upgraded Bus Shelter Timetable cases, sign flags and pole Real time Information displays Traffic management measures Cycle Stands</p> <p>9. Prior to occupation of the 200th residential unit pay to the County council a sum of £15,400 for the implementation of a Wayfinding signage strategy to assist in the movement of pedestrians and cyclists on key routes between the development site and local attractions and destinations in Cranleigh.</p> <p>10. Prior to the 200th occupation of the development pay to the County Council the sum of £100,000 towards surfacing and lighting improvements on Bridleway number 566 (Downs Link) between Elmbridge Road and Cranleigh Leisure Centre.</p> <p>11. All financial contributions due to the Highway Authority shall be:</p> <p>(i) index linked from the payment date to the date of any resolution to grant planning consent;</p> <p>(ii) spent within a period of 20 years from the date of receipt by the</p>
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Highway Authority; and
(iii) used for their designated purpose, or if unspent may be used towards the highway and transport schemes detailed in the County Council's "Cranleigh's Future Highway Infrastructure and Transport Requirements" document, dated August 2014.

In addition to the above obligations the Highway Authority recommends that the following highway works also be secured by an appropriate Legal Agreement:

1. Prior to commencement of Development the proposed vehicular and pedestrian access onto Knowle Lane shall be constructed in general accordance with WSP Drawing NO. 0576/SK/018 Rev C and subject to the Highway Authority's technical and safety requirements. Once provided the access including any visibility splays shall be permanently retained to the satisfaction of the Local Planning Authority.
2. Prior to the commencement of Phase 2 of the development the proposed vehicular access to Alfold Road shall be constructed in general accordance with WSP drawing NO.0576/SK/001 Rev F and subject to the Highway Authority's technical and safety requirements. Once provided the access including any visibility splays shall be permanently retained to the satisfaction of the Local Planning Authority.
3. Prior to the first occupation of any dwellings being accessed from Alfold Road the applicant shall:
 - (i) construct a pedestrian footway between the proposed site access and Littlemead Industrial Estate. The works shall comprise a new 3.0 metre wide footway along the Alfold Road boundary of the application site and a new footbridge alongside the existing vehicle bridge, together with a new footway north of the bridge to link to the existing footway north of the industrial estate, all in general accordance with WSP drawing No. 0576/SK/001 Rev F
 - (ii) construct a priority give-way traffic management scheme at the existing road bridge located to the north of proposed site access, all in general accordance with WSP Drawing No.0576/SK/020.RevA
 - (iii) Implement at its own expense, including the processes required to secure an appropriate traffic order, an extension of the existing 30mph speed limit on Alfold Road, in general accordance with WSP drawing No. 0576/SK/001 Rev F. If the amended speed limit fails due to unresolved objections or for other statutory or non-statutory reasons, the applicant shall submit and agree with the Highway Authority alternative highway works to reduce vehicle speeds on Alfold Road, to a cost equal to or less than that incurred in implementing a reduced speed limit.

The works shall be subject to the Highway Authority's technical and safety requirements and once provided shall be permanently retained to the satisfaction of the Local Planning Authority.

4. Prior to first occupation of any Dwellings Accessed from Knowle Lane the applicant shall:

- (i) construct pedestrian accessibility improvements on Knowle Lane between the proposed site access and the Knowle Lane/High Street Priority Junction all in general accordance with WSP Drawing No. 0576/SK/016 Rev A.
- (ii) Provide 'Keep Clear' road markings on the northbound carriageway of Knowle Lane, to the south of its junction with the High Street, in general accordance with WSP Drawing No. 0576/SK/016 Rev A.
- (iii) Implement at its own expense, including the processes required to secure an appropriate traffic order, an extension of the existing 30mph speed limit on Knowle Lane, in general accordance with WSP drawing No. 0576/SK/018 Rev C. If the amended speed limit fails due to unresolved objections or for other statutory or non-statutory reasons, the applicant shall submit and agree with the Highway Authority alternative highway works to reduce vehicle speeds on Alfold Road, to a cost equal to or less than that incurred in implementing a reduced speed limit.

The works shall be subject to the Highway Authority's technical and safety requirements and once provided shall be permanently retained to the satisfaction of the Local Planning Authority.

5. Prior to occupation of 200th residential unit the applicant shall construct bus stop and pedestrian accessibility improvements at the following locations, in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority comprising:

- (i) Carriageway and kerbing improvements at the two existing Elmbridge Road eastbound and westbound bus stops located immediately west of the junction of Elmbridge Road with Alfold Road.
- (ii) Carriageway and kerbing improvements at the existing eastbound bus stop on High Street opposite Knowle Lane and at the westbound stop located immediately adjacent to Stocklund Square, High Street.
- (iii) Pram crossing points and tactile paving on Alfold Road between Littlemead Industrial Estate and Elmbridge Road

The works shall be subject to the Highway Authority's technical and safety requirements and once provided shall be permanently retained to the satisfaction of the Local Planning Authority.

In addition, a number of conditions and informatives are recommended.

<p>Environment Agency</p>	<p><u>Original response (20/06/2014):</u></p> <p>The proposed development will ONLY BE ACCEPTABLE IF THE FOLLOWING PLANNING CONDITIONS are included on the associated decision notice. Without these conditions the proposed scheme will have a significant adverse impact on the environment and potentially place people at risk of flooding and therefore, we would object to the scheme.</p> <p>Conditions recommended relate to:</p> <ul style="list-style-type: none"> • Surface water drainage scheme. • Full design details for the Littlemead Brook and the Nuthurst Stream river crossings/bridges. • Restrictions on land raising. • provision and management of a minimum 8 metre wide buffer zone alongside the Littlemead Brook and the Nuthurst Stream. <p>Advice Note:</p> <p>We have accepted in principle the applicant's flood risk assessment (FRA) and flood modelling for this site. However, <u>our acceptance of the data relates solely to the land located within the red line boundary.</u></p> <p>We acknowledge that the potential safe access and egress from the site has been assessed in accordance with the modelling which has been undertaken for the submitted FRA titled "The Maples, Cranleigh, NPPF Flood Risk Assessment", Revision 1, prepared by WSP, dated 28 April 2014 and the associated Flood Map Challenge for this site.</p> <p>The source data used in the applicant's model are based on our 2009 modelling information and our current flood map for planning is also based on these data. However, we are currently reassessing detailed modelling undertaken by the Environment Agency in 2012 to see if the applicant's model is comparably suitable to update the Flood Map.</p> <p>Our 2012 modelling for the area, currently categorised as 'draft', has updated hydrology and if approved, these will be the best data we have available. This modelling has a larger and deeper extent at the point which the access road crosses the Littlemead Brook toward Alford Road and on Knowle Lane to the south of the site. We will liaise with the WSP once the outcome of the review is known and it is confirmed what the Flood Map for Planning update will be.</p> <p>Informatives recommended in relation to:</p> <ul style="list-style-type: none"> • Flood Defence Consent. • The written consent of the Environment Agency is required for the use of herbicides close to any of the watercourses, ditches and ponds.
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- The applicant may be liable to criminal prosecution under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) if the Japanese Knotweed and Himalayan balsam located on the site are allowed to spread into the wild.

Additional response 15/09/2014:

Our position in this letter supersedes that noted in our previous letter dated 20 June 2014, our reference WA/2014/117839/01.

The layout of this letter is as follows:

- Application of the flood risk sequential test;
- Environment Agency position on the proposed development as submitted;
- Environment Agency comments on specific aspects of the consultation from Waverley BC received by email on 2 September 2014.

Flood Risk Sequential Test

The application site is located primarily within Flood Zone 1 although there are sections of the site within Flood Zones 2 and 3. These are defined respectively in the National Planning Policy Framework (NPPF) and the associated National Planning Practice Guidance (NPPG) as having a 'low', 'medium' and 'high' probability of flooding from rivers.

Therefore, in accordance with paragraph 101 of the NPPF the applicant must provide satisfactory evidence to Waverley BC in respect of the flood risk sequential test. Waverley BC should assess this evidence and determine if the proposed site passes this test.

The flood risk sequential test relates to the red line boundary of the site. However, in this instance development is also proposed within Flood Zones 2 and 3 (primarily an access road). Generally unless otherwise justified, we understand that the scope of sites for the Flood Risk sequential test is borough wide and not restricted to land in the applicant's ownership.

If Waverley BC determines that the flood risk sequential test has been passed then in addition to addressing the exception test (where appropriate) as noted in paragraph 102 of the NPPF, we expect the applicant to demonstrate that a sequential approach will be taken within the site layout.

For example this may include locating residential development within Flood Zone 1, no inappropriate development in Flood Zone 3, etc. Generally, based on the initial concept drawings and potential site layout indicated, at this stage, this appears to have been adhered to at this site and we welcome such an approach.

Environment Agency Position

In accordance with paragraph 103 of the National Planning Policy Framework (NPPF) we OBJECT to the application as submitted and recommend refusal of planning permission on this basis for the reasons outlined below.

Reasons

Paragraph 103 of the NPPF states that “local planning authorities should only consider development in flood risk areas to be appropriate where it can be demonstrated development is appropriately flood resilient and resistant, including safe access and escape routes where required...”

Upon review of the “Technical Review of Flood Risk Assessment (FRA) submitted in support of a planning application by Berkeley Strategic Land Ltd for the construction of 425 dwellings on land south of Cranleigh, Surrey” prepared by Wallingford HydroSolutions Limited and submitted by Guildford, Woking and Waverley Branch of Friends of the Earth, dated August 2014 we have determined that a full assessment of the access and egress route has not been completed over the Cranleigh Waters on Alford Road and Knowle Lane.

Consequently, the applicant has not satisfactorily demonstrated that a route of safe access and egress with a ‘very low’ hazard rating in accordance with FD2320/TR2 (Flood Risk Assessment Guidance for New Developments) can be provided from the potential built development in the site to an area wholly outside of the 1% (1 in 100 year) plus an allowance for climate change (20%) flood extent. Without an appropriate assessment there would be an unacceptable risk to the health and safety of the occupants in a flood event.

We acknowledge that the applicant has provided some assessment of the route from the site to Alford Road. However, this area is within a ‘dry island’ bounded to the south and west by Cranleigh Waters and as such the two roads to the south of the site pass through the 1% plus 20% allowance for climate change flood extent. No assessment of the risk in this section has been provided.

Overcoming Our Objection

A route of access and egress with a ‘very low’ flood hazard rating in accordance with FD2320/TR2 will need to be shown from all potential new units to an area wholly outside the 1% in 100 year plus 20% allowance for climate change flood extent. The applicant should undertake an assessment of the full route and clearly mark the entire route on a plan.

This route should be on publicly accessible land and should have a hazard rating no higher than ‘very low’.

Where a route of very low hazard cannot be achieved there will be an increased burden placed on the emergency services during times of flood.

If it is not possible to achieve a 'very low' route of access and egress then we would likely recommend an objection to the planning application as during a flood event access to the development will be lost, placing an increased burden on the emergency services.

The Environment Agency will maintain an objection until the Local Authority is satisfied that the hazards associated with the development can be managed for its lifetime. This could be through a flood evacuation plan specific to the proposed development that enables the residents to evacuate before flooding occurs.

The FRA should provide sufficient information to enable Emergency Planners to determine if evacuation is possible. Issues to cover may include the rate of onset of flooding, the availability of flood warnings, duration of flooding, depth of flooding and the length of the evacuation route. Although our comments are primarily based on the risks associated with flooding from rivers, consideration should be given to all sources of flooding.

The applicability and requirements of a site specific flood plan to mitigate the risk of flooding should be discussed with the LPA and, if agreed, be included within the FRA. It is not our role to review and assess evacuation plans or flood management plans.

Where an evacuation plan is proposed and Waverley BC would be minded to accept the evacuation plan we request that Waverley BC confirms this in writing to us.

Further Comments

The following comments relate to specific remarks noted in the Wallingford HydroSolutions Limited Technical Review report as referenced above:

- The photographs submitted within appendix 1 of the Wallingford HydroSolutions Limited Technical Review report (submitted by Friends of the Earth) illustrate flooding in various places. Although this is good evidence of flooding in the locality, from the photographs alone it is difficult to establish the depth or source of flooding.
- We acknowledge that the applicant's 'The Maples, Cranleigh NPPF Flood Risk Assessment' dated 28 April 2014 has made an assessment of access on the site and around the site but not further than that. Due to the flooding from Cranleigh Waters to the south of the site on Alford Road and Knowle Lane safe access and egress have not been demonstrated for the entire route and this is reflected in our position and objection as detailed above.
- With regards to historic flooding we would not object on the grounds that a complete assessment of flood risk has not been undertaken. Several organisations have been contacted to make this assessment and to collect data.
- Section 5 of the report relates to the wall which was modelled in the

	<p>applicant's flood model. The modelling was submitted to the Environment Agency as a formal Flood Map Challenge. However to update the Flood Map we require that the modelling needs to be undefended, and not include the wall in question. The wall was removed from the model and upon review the model was approved. The approved model did not show the section of flooding across the site.</p> <ul style="list-style-type: none"> • It is not the role of the Environment Agency to comment specifically on emergency service and emergency planning issues. These issues would be better addressed initially by Waverley BC and Surrey County Council. • The river level data taken from Flash Bridge and the comparison completed does indicate that there has been an increase within the river of the maximum river water level. This assessment has only been taken over a short period, and the highest river levels are very dependent on the situation at the time. Please note that the flood levels experienced during the December 2013, January/February 2014 were not as severe as the 1% plus an allowance for climate change flood event. Additionally, the proposed development has made an assessment of climate change within its proposal and in the flood modelling. <p>A further response is awaited – this matter will be reported orally.</p>
Council's Agricultural Consultants	Not yet received – to be reported orally.
Wey and Arun Canal Trust	Not yet received – to be reported orally.
Natural England	<p>Statutory nature conservation sites – no objection Based upon the information provided, Natural England advises the Council that the proposal is unlikely to affect any statutorily protected sites.</p> <p>Protected landscapes Having reviewed the application Natural England does not wish to comment on this development proposal.</p> <p>The development, however, relates to the Surrey Hills AONB. We therefore advise you to seek the advice of the AONB Office. Their knowledge of the location and wider landscape setting of the development should help to confirm whether or not it would impact significantly on the purposes of the designation. They will also be able to advise whether the development accords with the aims and policies set out in the AONB Management Plan.</p> <p>Protected species We have not assessed this application and associated documents for impacts on protected species. It is advised that the LPA refers to Natural England's Standing Advice.</p>

	<p>Ancient Woodland Natural England advises that the proposals as presented have the potential to adversely affect woodland classified on the ancient Woodland inventory. Natural England refers you to our Standing Advice on Ancient Woodland.</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. This is in accordance with Paragraph 118 of the National Planning Policy Framework. Additionally, we would draw your attention to Section 40 of the Natural Environment and Rural Communities Act (2006) which states that ‘Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity’. Section 40(3) of the same Act also states that ‘conserving biodiversity includes, in relation to a living organism or type of habitat, restoring or enhancing a population or habitat’.</p> <p>Landscape enhancements This 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>
Surrey Wildlife Trust	<p>We note that the proposed development involves building a road through an area of ancient woodland with the removal of several trees. Ancient semi-natural woodlands are recognised as important for their biodiversity, history and contribution to the landscape and this is reflected by their specific inclusion in the NPPF, which states that “<i>Planning permission should be refused for development resulting in the loss or deterioration of irreplaceable habitats, including ancient woodland and the loss of aged or veteran trees found outside ancient woodland, unless the need for, and benefits of, the development in that location clearly outweigh the loss</i> (paragraph 118). One of Natural England’s main aims with regard to ancient woodland is the “<i>maintenance of the area of ancient woodland, because this is an</i></p>

irreplaceable biological and cultural asset". Further information is available in Natural England's standing advice, recently updated in April 2014.

Hedgerows are listed as habitats of principal importance under section 41 of the NERC Act 2006. The mixture of woodland, scrub and grassland species in mature hedgerows offers a rich shelter and food resource for wildlife, as well as facilitating the movement of animals through the landscape. We would therefore advise that all hedgerows present on site are retained.

The Trust advises that the Environmental Statement dated April 2014 appears to provide useful information for the Local Authority to be able to determine the likely effect of the development on protected and important species using the site. Should the application proceed, the applicant should therefore be required to undertake the Mitigation and Enhancement actions as detailed in Section 9.6 of the main report, Section 8 of Appendix 9.2 and Appendices 9.6 – 9.8 as detailed below.

We note that HDA's Badger Survey Report dated January 2013 found sets close to the site; the applicant should therefore be required to ensure that there is at least a 20m buffer between the sets and the proposed development and consider the impact of any works within 30m as detailed in sections 4.3 and 4.5. The applicant should also be required to commission a resurvey of the site prior to any development works commencing as detailed in Section 4.9 in addition to carrying out all other recommendations in Section 4 of Appendix 9.6.

HDA's Bat Survey Report dated January 2014 identified a number of trees with bat roosting potential. We would therefore support the recommendation in section 5.2.10 that any trees classed as category 1 or above bat roosting potential, that are to be affected by the proposed development, should be subject to further surveys before felling. The two confirmed roost trees labelled 9 and 53 in the Bat Survey Report and T289 and T119 in the Tree Survey report dated April 2014 are to have areas of deadwood and damaged branches removed. We recommend that the applicant consults their ecologist in order to ascertain whether or not this work is likely to affect the roosts present.

This information will enable the applicant to put together, in consultation with their qualified bat specialist, any mitigation and/or compensation measures required, together with the method statement to accompany the application for a European Protect Species (EPS) licence from Natural England should one be required.

The applicant should also be required to undertake all other Mitigation and Enhancement actions as detailed in Section 5 of Appendix 9.7.

HAD's Reptile Survey report dated January 2013 identified the presence of Grass snakes and Slow worms on the site; the applicant should therefore be required to undertake the Mitigation and Enhancement actions as detailed in Section 5 of the Appendix 9.8. If there is not adequate habitat remaining on

	<p>site to support the reptile population present the applicant should be required to submit details of a suitable receptor site for the Local Authority's approval.</p> <p>The National Planning Policy Framework (NPPF) makes it clear that "<i>The planning system should contribute to and enhance the natural and local environment by ... minimising impacts on biodiversity and providing net gains in biodiversity where possible</i>" (para. 109).</p> <p>In addition, under the Natural Environment and Rural Communities (NERC) Act (2006)(Section 40), "<i>Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity</i>". Section 40(3) states that, "<i>conserving biodiversity includes, in relation to a living organism, or type of habitat, restoring or enhancing a population or habitat</i>".</p> <p>We would therefore advise the Local Authority to seek further information from the applicant on the avoidance of impacts on species and habitats present.</p> <p>The Trust would also support Condition 04 of the Environment Agency's letter dated 20 June 2014 in order to minimise any impact on the ecological value of the stream.</p>
Thames Water	<p><u>Waste Comments</u></p> <p>Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.</p> <p>There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.</p>

	<p>Thames Water would advise that with regard to sewerage infrastructure capacity, we would not have any objection to the above planning application.</p> <p><u>Water Supply Comments</u></p> <p>Thames Water recommends the following informative be attached to this planning permission. 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.</p>
Forestry Commission	<p>It is Government policy to discourage development that would result in the loss of Ancient Woodland, unless the development offers overriding public benefits. Ancient Woodlands are widely regarded as irreplaceable. They have great value because they have a long history of woodland cover, with many features remaining undisturbed.</p>
County Rights of Way Officer	<p>The Downs Link is one of the County Council's promoted trails and an increasingly well used route by the public on foot, horseback and particularly bicycle. The Countryside Access Team do not wish to object to this application, but would like to make some key comments on what they would expect the applicant to provide to help deal with the likely impact on the link if this application is approved.</p> <p>The design and access statement talks of at least two dual use connections to the Downs Link from the Berkeley site. Considering the increased traffic movement likely to be generated from the site moving north, south and east onto the link, the applicant should ensure that measures are taken at these junctions (on the applicant's land) to safeguard users leaving the site and those on the Downs Link. This would essentially take the form of street furniture designed to limit the speed of pedestrian/cycle traffic. We would like to see this imposed as a condition.</p> <p>The Countryside Access Team will be looking for a sizable financial contribution from the applicant towards key maintenance and improvement works most notably on the Downs Link itself, helping to enhance its amenity and functional role in the long term. One of these improvements will be to look at extending the 'Fibredec' surface from Cranleigh towards Bramley, as well as looking at drainage issues and the stability of several large sections of embankment. The application mentions that the link is a 'key part of the access scheme for the new site', and this also applies to existing Cranleigh residents, and the general public as a whole. Therefore, a further improvement would be to look at implementing a lighting scheme for the link running from Newbridge Cottages/Hewletts Industrial Est (also proposed for potential development) to Snoxhall Recreation Ground. There are also other Public Rights of Way linking into the site, which would benefit from improvement in anticipation of an increased level of use, like Footpath 393 Cranleigh for example, which could potentially be modified to link with the new site at both ends.</p>

	<p>The application form makes reference to new Public Rights of Way being created on site. This would seem to imply that they are expected to be open and available for the public to use and the expectancy might be for the County Council to become their custodian. The County Council would not accept dedication of any new Public Rights of Way without seeing further details of where they start and end, what status they are intended to have and how they are proposed to be constructed for example.</p> <p>The granting of any future planning permission does not permit the alteration/obstruction of any part of a public right of way in any form and this should be raised as an informative with the applicant.</p> <p>Further response:</p> <p>Surface Improvements to Public Bridleway 566 Cranleigh - Downslink. Between Cranleigh and Bramley including prepping and 'Fibredec' surface dressing £46,5000</p> <p>Drainage works on same section of Downs Link £30,000</p> <p>Street lighting scheme on Downslink between Elmbridge Road and Cranleigh Leisure Centre £90,000</p> <p>Improvements to Public Footpath 393 Cranleigh £45,000</p>
Sussex and Surrey Police	<p>Overall, this is a very large scale development that will add significantly to the population in Cranleigh and thus will impact on police resources. As the development generates this additional impact, it should mitigate against it. Additional policing infrastructure is necessary to support sustainable communities; the infrastructure would be directly related to development, being used in policing of this new Cranleigh population; and the request is fairly related in scale and kind, as set out in the calculations provided. I would therefore hope that Waverley Borough Council is able to support us in this request.</p> <p>A contribution of £167.30 is requested for each of the 425 dwellings proposed (total of £71,102.50).</p>
Surrey Police Crime Prevention Design Advisor	<p>Surrey Police make the following observations:</p> <ul style="list-style-type: none"> • Cranleigh town has historically suffered issues of anti social behaviour associated with the licensed premises in the High Street, close to this proposed development. • Within the Design Access Statement mention is made of Secured by Design and its principles. Surrey Police request that full SBD

	<p>accreditation (parts 1 and 2) are sought for this development. This will ensure that the principles of Secured by Design are embedded into all stages of the planning process and the delivery of the development.</p> <ul style="list-style-type: none"> • Communal areas. Whilst Surrey Police understands the need for communal and recreational areas it is our experience that if poorly managed these can become areas that attract crime and anti social behaviour. It is noted that the areas are overlooked by housing but that the intention is to landscape some of the areas with pergolas, orchard planting and climbing plants. Whilst this type of landscaping may be aesthetically pleasing it will significantly reduce the natural surveillance of the areas creating poorly lit areas hidden from view. We recommend that the areas are kept open to allow maximum natural surveillance from nearby properties which should be complemented with effective lighting during hours of darkness • From the limited information on the outline plan there appear to be two areas of communal parking in the northern eastern corner. We request that this be reviewed. The design affords limited surveillance of the parking area from nearby buildings which is compounded by proposed hedges. We request that the parking areas are placed where there is active surveillance from the adjacent properties. • Please also note that Surrey Police is now exploring the impact of growth on the provision of policing infrastructure over the coming years and further comment on this application may be made by our Joint Commercial Planning Manager.
Auto-Cycle Union	Not yet received – to be reported orally
British Horse Society	<p>Concerns regarding the impact on the adjacent bridleway.</p> <p>Concerns that additional people using the bridleway could scare horses and/or intimidate riders.</p> <p>Suggestion that the bridleway be increased in width to 10m.</p> <p>Suggest that the developer funds the widening of the bridleway and maintenance.</p> <p>Some gardens would adjoin the bridleway – concern that dogs may bark at horses and cause distress.</p>
Cycling Touring Club	Not yet received – to be reported orally
The Open Spaces Society	Not yet received – to be reported orally
Byways and Bridleways	Not yet received – to be reported orally

Trust	
British Driving Society	Not yet received – to be reported orally
National Planning Casework Unit, Department for Communities and Local Government	No comment to make.
Health and Safety Executive	<ul style="list-style-type: none"> • HSE does not advise, on safety grounds, against the granting of planning permission in this case.
Public Health Surrey	<ul style="list-style-type: none"> • Welcome the attention given to the provision for both cyclists and pedestrians both in terms of the foot/cycle paths within the proposed development and greater permeability of development to non-car travel. • Welcome the inclusion within the Travel Assessment of consideration safe routes to school • The promise to appoint a Travel Plan Advisor to further develop the outline Travel Plan included in the Travel Assessment and encourage sustainable modes of travel is welcome. • Welcome consideration given the intergenerational mixing in the planning for communal areas (again whilst noting this matter is reserved) and the mixture of unit sizes including 1 and 2 bedroom apartments, there seems to be no mention of inclusion of lifetime homes or wheelchair adaptable units within the development. This development with close proximity to local amenities, particularly shops, would be well suited to maintaining older people's independence in their own homes. • Inclusion of a proportion of affordable dwellings provides the potential for providing housing for care workers.
NHS England	Not yet received – to be reported orally
Guildford and Waverley Clinical Commissioning Group	Not yet received – to be reported orally
Health Watch	Not yet received – to be reported orally
Public Health	<p>No objection</p> <p>Support the attention given to the provision of cyclists, pedestrians and the provision of safe routes to school in the proposal.</p> <p>Consideration should be given to lifetime homes and wheelchair adaptable homes in the development.</p>

	Affordable housing should be provided in the development.
Scottish and Southern Energy PLC	Not yet received – to be reported orally
Scotia Gas Networks	Not yet received – to be reported orally
Council's Environmental Health Service (Contaminated Land)	No objection subject to condition to secure the required remediation and discovery strategy as detailed in the submitted report 'Desk Study and Geo-environmental Ltd, March 2014, Reference GE9742.
Council's Environmental Health Service (Noise, floodlighting from construction works and accumulation and disposal of waste on the site)	No objection subject to conditions to secure a Construction Environmental Management Plan, acoustic specifications of all plant, a scheme to demonstrate that internal noise levels within residential units would conform to relevant guidelines/standards and that external noise levels within the curtilage of the residential units would conform to the relevant guidelines/standards.
Council's Environmental Health Service (Air Quality)	<p>Although the development is not within an Air Quality Management Area (AQMA), 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.</p> <p>There are some concerns relating to potential emissions during the construction phases of the project, affecting existing receptors in the area. It should also be noted that the introduction of residential properties may expose the future occupants to air pollution associated with road traffic and is likely to increase road usage in the area by the occupants. Therefore mitigation measures would be required to offset the additional development.</p> <p>It should be noted that the impact of dust and emissions from deconstruction and construction can have a significant impact on local air quality. As there is no safe level of exposure, all reduction in emissions will be beneficial.</p> <p>It is considered to be a high risk site in terms of the Mayor of London, London Councils Best Practice Guidance, "The control of dust and emissions from construction and demolition" 2006.</p> <p>Conditions recommended in relation to:</p> <ul style="list-style-type: none"> • Suppression of mud, grit, dust and other emissions during the

	<p>construction phase.</p> <ul style="list-style-type: none"> • Prohibit burning of any materials on site. • Low Emission Strategy. • Hours of construction which would be 08:00-18:00 on Monday to Friday, 08:00-13:00 Saturday, and no activities on Sunday and Bank Holidays
Council's Independent Financial Viability Consultant	<p>The appraisal shows that when the existing land value is input along with the profit at 20% there is a deficit at completion of -£2,760,141 and present value of deficit of -£1,510,755.</p> <p>The appraisal from Berkeley shows a deficit of £5,754,445.</p> <p>It is our opinion, therefore, that with the current offer of 30% affordable the scheme is not viable as it results in a deficit when compared to the existing land value. If the applicant were to provide more than the current offer of 30% affordable housing this would result in the scheme becoming even more unviable.</p> <p>This scheme has been looked at in terms of its particular financial characteristics and it represents no precedent for any sustainable approach on the Council's policy base.</p>
Council's Waste and Recycling Co-ordinator	<p>No objection provided bin storage is provided.</p>
Parish Council	<p>Objection.</p> <p>The Planning Committee objected to the application on the following grounds:-</p> <p>Evidence is still being sought to develop WBC's Local Plan, and Cranleigh Parish Council's Neighbourhood Plan. Therefore the application is premature as there is not yet sufficient information to establish which might be the best sites in Cranleigh for development of the community, and the total capacity for new development in Cranleigh.</p> <p>The proposed building is on Countryside Beyond the Green Belt (Policy C2 of the Local Plan) without an evidence based case made to substantiate it. The WBC Local Plan also reflects on the importance of low density housing in areas such as Cranleigh and the reasonable balance between building and protection of land (Policy BE1) for the wellbeing of its residents.</p> <p>The addition to the risk of flooding in the area posed by a new development is contrary to paragraphs 100 and 101 of the NPPF. The work undertaken by the developers on the hydrology of the site is unfinished, therefore there is no conclusive evidence that the development will not affect the water table or the existing properties on the edge of the site. This could pose a risk to local watercourses and the</p>

quality of water, ultimately affecting two rivers.

Essential infrastructure would be required to sustain the development. This includes sewerage, water, electricity and gas. There are already substantial issues, well known to local residents, with the current capacity of the sewage works on Elmbridge Road. Further concern is raised regarding the ability of the health centre to cope with additional residents. The proposed access to the sites is inadequate for traffic movement and unsafe for pedestrian and cyclist users, based on the information presented that does not show adequate road improvements. There is no attempt to address traffic issues on Elmbridge Road which will be exacerbated by the additional traffic from this site. The proposed pedestrian access to Cranleigh High Street via the Downs Link is inadequate, shown via a narrow path and a busy car park.

Additional traffic will have a detrimental effect on our hinterland villages, as traffic tries to access the wider road network. Poor access to the High Street and additional housing will exacerbate existing parking difficulties in Cranleigh.

The development is contrary to WBC's Local Plan Policy D1(b), environmental development, as the scale of the development would be harmful to the visual characteristics of Cranleigh. Furthermore the disturbance, emission of noise, light and vibration will have a detrimental effect on this rural area. The scheme, as proposed will result in loss of ancient woodland and native hedgerows as is admitted in the application.

Cranleigh needs a wide range of housing that is affordable and easily available for all sections of the community in order to maintain the sustainability and development of the community and local economy. If the scheme is approved, the level of affordable housing should be firmly agreed and the housing types should be mixed across the whole site. There is a lack of clarity in the application on this aspect of the development.

Cranleigh already has a wealth of community buildings which take public funding to maintain. A commuted sum of money to put to an existing building would be a far better use of resources for the community. Therefore, if the scheme is approved, the community centre should be decided under later reserved matters applications after full consultation.

Representations

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 06/06/2014, site notices were displayed around the site 06/06/2014 and neighbour notification letters were sent on 27/05/2014.

202 letters have been received, including from the Campaign to Protect Rural England, the Transport Working Group of the Cranleigh Neighbourhood Plan and Friends of the Earth, raising objection on the following grounds:

Flooding

- The area has flooded recently and historically
- Subsidence of Alfold Road
- Loss of trees would increase surface water runoff
- Conflict with NPPF as development should be avoided in areas prone to flooding
- Query what research has been done in relation to flooding.
- Some of the site is within designated Flood Zones
- Query who is paying for the flood relief measures that will be necessary.
- Concern regarding flooding onto West Cranleigh Nurseries and Knowle Lane.
- Concern regarding access and egress routes.
- The developer has stated that a sequential test is not required as their flood modelling shows that the site is not in a flood zone but I see no confirmation from the Environment Agency that this is the case.
- Friends of the Earth has commissioned a hydrologist to assess the impact of the proposed development. The conclusion is that the scheme has failed to demonstrate that issues of flooding are resolved. The following specific objections are raised:
 - Ground 1 – Failure to include relevant recent flood risk data in Applicant’s Flood Risk Assessment relating to flooding in the December 2013 to February 2014 period;
 - Ground 2 – Failure to carry out appropriate consultation with the relevant authorities to enable an informed assessment of flood risk based on the historic flood risk data;
 - Ground 3 - Omission of local data contrary to requirement of National Planning Policy Framework;
 - Ground 4 – Failure to consult Lead Local Flood Authority;
 - Ground 5 - Measures proposed by the Flood Risk Assessment to avoid, manage and mitigate flood risk have not been appropriately assessed and secured for the lifetime of the development;
 - Ground 6 – Failure to demonstrate voluntary and free movement of people during a ‘design flood’.

- Ground 7 – failure to demonstrate vehicular access to allow the emergency services to reach safely the development during design flood conditions;
- Ground 8 – failure to demonstrate safe access routes during design flood conditions;
- Ground 9 – failure to give due consideration to the additional burden on the emergency services in a flood event; and
- Ground 10 – lack of evidence of consultation with either the Emergency Planning departments, Emergency Services or Local Resilience Forum as recommended in NPPF.

Traffic generation:

- The road network cannot accommodate the additional traffic.
- Roads are too narrow.
- Pinch points at bridges are such that additional traffic would result in congestion.
- Alfold Road surface is deteriorating.
- Developers plan to build a roundabout in the High Street to serve the Knowle Lane exit but there the T junction at Alfold Road would not be sufficient.
- Cars often park on Alfold Road which further narrows the road, not allowing two cars to pass.
- Query how many vehicles would be allowed for on the site.
- Concerns regarding pedestrian and cyclist safety due to proposed site access arrangements.
- Concerns regarding cumulative impact of traffic increases in relation to other significant developments in the area (Hewitts, Dunsfold Park, Swallow Tiles, Amlets Lane).
- Concern that access from the local Ambulance Station could be blocked.
- The assertion the new residents would walk into Cranleigh is unrealistic.
- The application relies upon the lowering of the speed limit on Alfold Road as a result of the formerly proposed Community Hospital. However, this is now to be a smaller development of a private care home and as such the reduction in speed limit may not occur. This casts doubt on the modelling used to ensure that the scheme is safe.
- Query whether the Council can afford the required junction improvements.
- Concern that the nearby bridges could not structurally take the additional burden.
- The traffic counts were carried out in bad weather when the roads were unusually quiet.
- Concerns regarding impact on the highway from construction traffic.
- Insufficient parking in central Cranleigh currently. The proposal would exacerbate this problem.
- Traffic calming measures such as speed humps should be considered.

- Suggestion that Stocklund Square car park be enlarged to the south (necessitating the diversion of the Downs Link).
- Suggestion that there should be more vehicular access points.
- Suggestion that there should be only one vehicular access point at Alfold Road, to avoid cars passing through the Highstreet to reach the A281.

Countryside impact:

- Brownfield land should be developed before green field sites.
- The site at Dunsfold Aerodrome or Hewitts should be developed before this site (other sites also referred to).
- Express support for the 'Save Cranleigh' campaign
- Green Belt concerns.

Housing supply:

- The South East of England has to accommodate too many houses, population control is required.
- The scheme conflicts with local and national planning policies.
- The scheme is premature pending the completion of Waverley's Local Plan.
- The Cranleigh Neighbourhood Plan or Waverley's SHLAA should be the vehicle for assessing new potential sites to develop.
- Cranleigh already has a plentiful supply of housing.
- Due to the isolated nature of the site and Cranleigh generally, it is not suitable for this level of housing.
- Cranleigh Design Statement 2008 refers to this site as being a Green Lung.
- There is no need for additional housing in Cranleigh.
- More affordable housing and single occupancy housing is needed. The housing mix is not appropriate.
- Sequential test of brownfield sites should be carried out to inform where housing should go.
- The current approach to housing supply seems totally random and unregulated.

Infrastructure:

- Local infrastructure such as schools and doctors surgeries will not be able to accommodate the increase in population.
- A rail link would be required to deal with this level of population increase.
- Query whether Doctor's surgery has been consulted.
- Concerns regarding existing sewage system and the ability for it to accommodate additional population.
- There is inadequate water supply to the site. If a new water main is required it would involve digging up the High Street, resulting in disruption.

- The risk of flooding is such that emergency services may be overwhelmed.
- Concern that broadband infrastructure is insufficient.
- Concerns regarding water supply, electricity supply, gas supply and other infrastructure.
- Current policing infrastructure is inadequate to accommodate an increase in population.
- Concern that financial contribution towards schools is not sufficient, more land needs to be made available for enlarged schools.
- Building so close to the Downs Links would prevent any potential for the railway to be reinstated.

Visual character:

- The 'village' character of Cranleigh would be lost.
- This open area is essential to maintaining the special character of Cranleigh. Views out of the village towards fields and hills would be spoilt.
- The layout shows no sympathy for the character of the built environment of Cranleigh.
- The scale of the development is overwhelming for the village.
- The proposal, with its homogenised housing, is not locally distinctive.
- Three storey blocks of flats are not in keeping with Cranleigh.
- Over-development.
- Density is too high.

Environmental Impact:

- Additional noise pollution.
- Air pollution from increased traffic.
- Light pollution.
- Disturbance caused by construction would last for years.

Loss of agricultural land

- Concerns over loss of fertile agricultural land.

Affordable Housing:

- Query the number of affordable homes proposed and the tenure.
- Affordable Housing will not be truly affordable.
- Affordable Housing must be for local people.

Downs Link:

- The Downs Link is a natural haven for wildlife and should be left alone, not widened or tidied up.

- Concerns regarding the conflict with users of the bridleway and pedestrians leaving and entering the site by foot across the Downs Link.
- Suggest traffic calming barrier at the crossing points.
- Suggestion that the Downs Link be widened to 10 metres in width to allow for horse riders and other bridleway users to avoid conflict.
- Concern that gardens directly adjacent to the Downs Link may result in dogs barking at horses causing accidents or frights. Boundary fencing should aim to minimise this risk.
- With some foresight it would be possible to integrate the Downs Link into the development.

Biodiversity:

- There is a wide range of biodiversity on the site which would be lost if the site were developed.
- Concerns over the damage to existing Ancient Woodland.
- The existing hedgerows would be lost resulting in loss of wildlife.

Adverse impact on existing retail in Cranleigh:

- Concerns that new residents will use out of town shopping centres not local retailers.
- The increased congestion will deter shoppers from using the High Street and would have an adverse impact on the viability and economy of Cranleigh.
- Concern that increased population would attract major brand retailers to the high street, pushing out existing independent retailers.
- Supermarkets will not be able to cope and will seek to enlarge or move away completely.

Residential amenity

- Concern regarding noise impact from community centre.
- Overlooking from proposed block of flats to residential dwellings

Miscellaneous

- The village cannot provide employment for new residents.
- The scheme is unsustainable.
- The proposal would create a dormitory town.
- The concerns are balanced and not simply 'NIMBYism'.
- Concern that new residents would abandon shopping trolleys in the waterways and hedgerows when they wheel trolleys back from the supermarket to doorstep.
- Concern that new residents will complain about the noise from the established businesses at Littlemead Industrial Estate.

- Scout groups (and similar) in the area are already over-subscribed, so there would be no opportunity for younger new residents to join such groups.
- The ongoing funding of the proposed youth centre has not been clarified.
- The Parish Council objects.

4 letters have been received, (including from the Godalming and Haslemere Ramblers Association), expressing support for the following reasons:

- More houses will benefit the local retailers.
- The houses would be close to the High Street and would balance the layout of the village.
- Children will be able to walk to school.
- Dunsfold Aerodrome should be retained as an industrial area.
- Suggest a mono-rail between Cranleigh and Guildford.
- Knowle Park Initiative is satisfied with the proposals, following a meeting with the applicant and provision of further details on the drainage scheme which were supplied to the Environment Agency. We fully agree with the contributions towards highway improvements.

2 letters have been received, including one from the Cranleigh Neighbourhood Plan Development Group, making the following general observations:

- The development needs to be joined up with the Neighbourhood Plan proposals. Currently, the scheme is premature.
- The Cranleigh Neighbourhood Plan is not about no development – it is about supporting the local economy, providing housing that meets local needs, protecting the natural environment, respecting the built form of the village and designing buildings and spaces that are exceptional for the future diverse community of Cranleigh.
- Should major residential schemes be permitted before the community has had a fair and reasonable opportunity to properly assess the various options available, this will predetermine the outcome for Cranleigh and may not align with local wishes.
- Surrey County Council Rights of Way Officer has suggested lighting along the Downs Link – Objects to lighting along the bridleway, as it would light up bedrooms, encourage late night noise from drinkers and other anti-social activity. It would have an adverse impact on light pollution and wildlife. However, the Downs Link should be widened to reduce the risk of accidents.

Submissions in support

The applicant has made the following main points in support of the scheme:

- The Council cannot currently demonstrate a five year supply of deliverable housing sites.
- The site is in a sustainable location.
- The level of affordable housing is to be negotiated between the Council and the applicant, having regard to viability issues.
- The site has been laid out to create an interesting streetscene with windows and entrances overlooking streets and open spaces.
- A main landmark building is proposed at the end of the formal open space playing a role of a centrepiece of the development.
- The proposed housing mix is suitable.
- Density ranges from 25 dwellings per hectare to 55 dwellings per hectare.
- Four character areas have been identified: 1, The Maples Avenue, 2, Green Corridors, 3, Formal Green and 4, Rural Edge.
- The proposed vehicular, cycle and pedestrian layout has been designed to achieve a high level of permeability.
- The design approach is very much landscape led taking its lead from the existing landscape features.
- There would be a connection to the Downs Link providing an informal link to the village centre.
- Based on Fields in Trust open space guidance there is a requirement for 2,550sqm of play space provision. These requirements are provided for as part of the proposals.
- It is proposed that the pedestrian and cycle links from the development on Alfold Road (north) and Knowle Lane be improved.
- The negative effects associated with the medium-term construction phase are temporary, and during its operation the proposed development satisfactorily mitigates its own impact on the transport environment for drivers, pedestrians and cyclists.
- The residential Travel Plan for the site, managed by a dedicated Travel Plan Co-ordinator, will increase community participation in further managing the travel demand for the proposed development.
- Mitigation works will be carried out at three off site junctions; B1230 Elmbridge Road (Weybridge), Nanhurst Crossroads and B2130 Elmbridge Road signalised shuttle workings.
- Noise levels throughout construction and use of the development would not be unacceptable, subject to the proposed mitigation measures. Further consideration would be undertaken at the detailed design stage.
- Through good site practice and the implementation of suitable mitigation measures, the effect on air quality will be minimised.
- The Knowle Wood Mitigation Strategy acknowledges that the loss of a small area of Ancient Woodland is unavoidable but that the scheme has been designed to minimise any loss of habitat.

- The application is accompanied by a range of habitat and protected species surveys, including an Extended Phase 1 Habitat survey, Phase 2 surveys on selected habitats, bat activity surveys, newt habitat suitability index, reptile surveys, badger surveys, water vole, otter and bird surveys.
- Surveys confirmed the presence of at least eight species of foraging bat, with limited evidence of roosting on site. Two species of reptile were encountered at low densities and an active badger sett was located just outside the site boundary.
- Mitigation measures, include the sensitivity of the design to ecology and existing habitats, the provision of high quality green infrastructure, the implementation of an appropriate landscape and ecological management strategy and long-term enhancement for protected species.
- The loss of the small area of Ancient Woodland should be balanced against the wider benefits of the scheme.
- As part of the landscape and open space strategy the Nuthurst Stream will be enhanced through the landscape design.
- The proposed development maintains and reinforces the key landscape resources.
- Artificial lighting requirements at the site would be managed through a Construction Environmental Management Plan (CEMP). It is considered that there would be an unavoidable, permanent and long-term residual effect of negligible to minor negative significance following the implementation of mitigation during the operation of the proposed development.
- The implementation of appropriate mitigation comprising a programme of further archaeological fieldwork secured through a condition would reduce any adverse effects on archaeological interests.
- Widespread ground contamination is not expected. It is concluded that residual effects associated with construction and following completion of the proposed development will be of negligible significance.
- The majority of the site is within Flood Zone 1.
- Thames Water has confirmed that there is sufficient capacity in it's foul drainage system and that reinforcement works are required for the potable water supply.
- SUDS would ensure that the residual impacts in relation to water quality and flooding for the site preparation and construction phase and operational phase are likely to be negligible.
- The quality of the majority of agricultural land is classified as Grade 3b (moderate quality). However, some of the site is classified as Grade 3a land (good quality). The proposed development is considered to comply with the NPPF and Policy RD9 as the proposed development is located primarily on lower quality land in Grade 3b.
- During construction the proposal would create 77 jobs.
- The applicant acknowledges that s.106 contributions will be required as part of the proposal.

The applicant has provided additional comments (10/07/2014) in response to the issues raised on objection letters and the Parish Council comments. These comments are summarised below:

- Changes to design, to incorporate the comments of the Surrey Police Crime Prevention Officer can be addressed at the reserved matters stage.
- All relevant protected species surveys have been carried out to best practice and the most up to date published guidance, where applicable. Discussions have also been held between Natural England over the impact upon the Ancient Woodland and an acceptable mitigation strategy proposed.
- A CEMP has been prepared and accompanies the planning application.
- A financial contribution can be made to key maintenance and improvement works to the Down Link, improving surface and drainage. Implementing lighting scheme from Newbridge Cottages/Hewitts Industrial Estate to Snoxhall recreation ground.
- A contribution can be made towards Surrey and Sussex Police to cover additional policing infrastructure required.
- It is not premature to make a decision because the Local Plan is out of date and there is no new plan close to adoption.
- There is a high demand for housing in the District and it cannot all be provided on brownfield sites. Some development will have to be on greenfield sites and the harm weighed against the need.
- The EA is content with the proposals and raises no objection.
- In terms of the Parish Council's concerns in relation to services (sewage capacity and health centre). A services report has been prepared which accompanies the application and no issues have been identified.
- A full Transport Assessment (TA) has been submitted providing technical evidence showing that the access designs comply with all highway design standards, safety requirements and provide more than adequate highway capacity to accommodate the development traffic. Detailed consideration has been given to pedestrian and cycle access within the site, with segregated pedestrian/cycleways provided within the site, providing safe routes for these users. Proposals to improve the pedestrian footways on Knowle Lane and Alfold Road have also been submitted to improve connectivity and safety.
- The assessments submitted within the TA indicate that the development traffic will not result in detrimental traffic impact on the surrounding villages. Given that the proposed scheme is a residential development, parking will be provided on site to accommodate the vehicles of future residents. The site is well connected to the facilities within Cranleigh centre by pedestrian and cycle links, with a large number of facilities within 5 minutes walk of the site. The development is therefore unlikely to add to any parking demands within Cranleigh.
- The majority of trees being removed are low quality, arboriculturally unremarkable.

- The majority of trees to be removed are secondary.
- Tree loss from the Knowle Wood area of the site has been balanced against the priority to minimise effects of access through this area. Although construction of the access would result in the loss of five 'Category A' Pedunculate Oak trees, the selection of the route maximises the retention of a large woodland block whilst maintaining a suitable stand-off from the stream to the north.
- Affordable housing will be provided on the site.
- A commuted sum to an existing building rather than an on site provision will be considered.
- An additional document titled 'The Maples, Cranleigh – Sustainable Drainage Systems' seeks to respond to issues raised regarding the potential flooding of the adjacent site:
 - The proposals and associated drainage strategy that encompasses the sustainable drainage systems (SuDS), was developed in consultation with the Environment Agency. They were designed to mitigate the displacement of floodwater from our site, and prevent the risk of flooding to upstream and downstream catchments (including West Cranleigh Nurseries and Knowle Park). These fundamental principles have been addressed within our development, in order to achieve planning approval from the Environment Agency (statutory consultee) and Waverley Borough Council (Local Planning Authority).
 - Our longer term monitoring of other sites and flooding issues in the county of Surrey, has identified a significantly wetter festive period in 2013 than previously encountered, and as a result, we have recorded an increase in the groundwater table/levels. The intrusive ground investigation carried out in January 2014 reflects this, and illustrates the high groundwater levels we would expect.
 - The ground investigation only found groundwater in 9 out of the 41 exploratory holes on the site. This groundwater is perched and localised with no defined flow paths to downstream areas including West Cranleigh Nurseries (i.e. captured in bowls of clay and impermeable soil so that it cannot escape quickly) and is therefore recorded at a shallow depth.
 - The investigation also confirms that the geology of the site comprises of River Terrace Deposits and alluvium over a solid geology of Weald Clay. The shallow groundwater recordings are, therefore, most likely to be surface water trapped between the veneer of top soil, gravels, and the Weald Clay. The image below illustrates the locations of the investigations (Blue triangles) and the locations where high ground water was found (blue circles).



Plan showing locations of investigation and the locations where high ground water was found.

The applicant has provided additional comments (03/10/2014) in response to the issues raised on objection letters and the Environment Agency comments. These comments are summarised below:

Access Appraisal:

- The site itself is a safe zone free from flood risk for all events up to the 1 in 1000 year event and therefore during an extreme flood the residents can stay safely within their homes.
- The residents will also be able to access the facilities within the village safely on foot at a very low hazard.
- The residents will be able to drive safely from the site using Alfold road at a very low hazard.
- The development is proposing some alterations to the highway verge height between the road and the roadside ditch to provide some resilience in case the highway drainage becomes blocked again as it did in the winter 2013/14.

Sequential and Exception Test Analysis:

- An exception test is required for the proposed development access road, part of which is located in Flood Zone 3. The exception test within this analysis sets out how the proposed development is able to discharge both requirements of the test: provision of wider sustainability benefits and safety for the lifetime of the development in terms of flood risk.
- The 15 SHLAA sites to be sequentially tested are as follows:
 1. Knowle Lane - Land south and east of Littlemead Industrial Estate (395)
 2. Land at Horsham Road, Cranleigh (294)

3. Land north of Wyphurst Road (394)
 4. Cranleigh Brickworks, Baynards, Rudgwick (497)
 5. Notcutts, Guildford Road (8)
 6. West Cranleigh Nurseries, Knowle Lane (292)
 7. Land at Bowles Farm, Horsham Road, Cranleigh (688)
 8. Land at Highfold, Horsham Road, Cranleigh (712)
 9. Land adjacent to Ruffold Farm, Cranleigh (620)
 10. Ruffolds Farm, Guildford Road, Cranleigh (296)
 11. Barcroft, Barhatch Road, Cranleigh (726)
 12. Hewitts Industrial Estate (9)
 13. Park Mead Junior School, Park Drive (129)
 14. Cranleigh Infants School, Church Lane (130)
 15. East Lodge House, 116 High Street, Cranleigh (763)
- A sequential test has been undertaken for the proposed development sites identified from the SHLAA within the Cranleigh area. The sites have been ranked sequentially firstly using the fluvial flood risk and then secondly using the surface water risk. As the Knowle Lane site is crossed by both the Littlemead Brook and the Nuthurst stream it contains elements of Flood Zone 2 and 3 within the proposed redline and therefore is lower down the ranking.
 - The individual development sites have been assessed in the SHLAA and in the Interim SA Report and on the wider sustainable benefits the Knowle Lane site is deemed to be the most sustainable location within the village for a strategic site.
 - The proposed land uses within the site boundary have been allocated sequentially and there is sufficient capacity within the site to locate all the proposed development within Flood Zone 1 with the exception of the highway crossing of the watercourses. These crossings have been set above the 1 in 1000 year flood level and have been tested using the Environment Agency's hydraulic model to demonstrate that they do not increase the flood risk either upstream or downstream of the structures.
 - As all the development is located within Flood Zone 1 the site will be a safe place during a flood event and safe access can be provided to Alfold Rd and directly to the village centre.
 - On the basis of the foregoing, the Knowle Lane application site is deemed to have passed the exception test after being tested sequentially against the other available sites. In the absence of any other adverse impacts, maximum weight should therefore be given to the NPPF paragraph 14 presumption in favour approving this development.

Response to Friends of the Earth Objections to the Flood Risk Assessment:

- Ground 1: WSP was aware of the flooding incidences identified in the Friends of the Earth note and had undertaken its own investigation into the event. WSP provided the data to both the Environment Agency and Surrey County Council regarding the flooding event and its causes and therefore they were fully aware of the risks in the vicinity of Cranleigh and the site.

- Ground 2: The appraisal process for the FRA consisted of a desk study, data research and consultation with all regulatory bodies and third parties. Whilst we acknowledge Table 2.2 should have included Winter 2013/2014 flooding, the omission of the data from the list does not change the flooding scenario at the site itself or in the surrounding area.
- WSP did consult with all the stakeholders as part of the process and only the key correspondence is included in the FRA Appendix D, F and G.
- Ground 3: During the Winter 2013/2014 floods, there was indeed widespread flooding across the south with nearby rivers such as the River Wey recording historic high flows and levels. As stated above we did consult and provide details of the flood to all the key stakeholders so that they were informed of the risks to Cranleigh as well as to this site. The Winter 2013/2014 flooding data did not change the conclusions and the findings in the FRA.
- Ground 4: WSP consulted with the Lead Local Flood Authority, Surrey County Council, regarding the historical flooding, the flood event in Winter 2013/14 and its causes, and the design of the sustainable drainage network. Extracts of the correspondence are included in the FRA Appendix F including the map showing the historical flood records.
- Ground 5: The proposed development site does not rely on garden and car park walls to the rear of High Street to protect it from flooding. The detailed topographical survey showed that the site would still be flood free with or without the garden walls and fences.
- A number of hydraulic model runs were undertaken to assess the flood risk from the north. These included both runs with and without the fences and buildings. This modelling work showed that the site does not flood from the north because of the ground levels in the surrounding area. The development therefore does not rely on the existence of walls and buildings to block the flood water. These runs were agreed and approved by the Environment Agency.
- Grounds 5, 6, 7, 8, 9 and 10:
- All residential dwelling units at the site are proposed to be located in Flood Zone 1 and will be safe during an extreme 1 in 1000 year flood event and therefore no need to consult the emergency services with regards to drafting a Flood Emergency Plan.
- The site also has a number of access points for vehicles and pedestrians; to the west we have a road link to Alfold Rd and to the northwest and footpath connections to the village centre.
- It is possible to gain safe access from the site using the criteria set out by the Environment Agency.

Summary of flooding issues:

- Liaison with the Environment Agency with regards to the site commenced 11 months before the planning application for the site was submitted in April 2014.

- The modelling work to support the changes to the flood risk maps included in the flood risk study carried out at the site was independently reviewed by HR Wallingford and approved by Environment Agency.
- The Environment Agency and Surrey County Council were consulted as part of the preparation of the FRA and were informed of the Winter 2013/2014 flooding at the site. We acknowledge that Table 2.2 in the FRA should have included the flooding incident. However, the conclusions and findings in the FRA are not altered by the flooding experienced within Waverley and Guildford during the winter 2013/2014 floods.
- The flooding in Alfold Road was caused by blocked highway drains; it has since been rectified and the development will provide additional improvements to this area.
- The Environment Agency accepted the development proposals outlined in the Flood Risk Assessment, subject to it meeting the set planning conditions.
- The proposed residential units are located within Flood Zone 1 and the proposed access road bridges are well above Flood Zone 1. Based on a typical lifespan of 100 years for the proposed development, in accordance with Flood Risk and Coastal Change Planning Practice Guidance accompanying the NPPF the climate change allowances utilised in the FRA were a 30% increase in peak rainfall intensity and a 20% increase in peak flows.
- Safe access and egress is available for the 1 in 100 year event (including impacts of climate change) to the north and this will improve the links from the proposed development to Cranleigh High Street without the need for a Flood Emergency plan and the involvement of the emergency services.

Risk of flooding from artificial sources to and from the proposed development:

- The proposed development is not hydraulically linked to the canal near Cranleigh and therefore there are no interactions between the two systems.
- The proposed development is not identified to be at risk of flooding from artificial sources, or to impact on the risk of residual flooding from artificial sources to offsite property within the vicinity of the proposed development. This assessment is in accordance with the requirements and the risk identified within the Waverley Strategic Flood Risk Assessment (SFRA).

Determining Issues

- Principle of development
- Prematurity
- Environmental Impact Assessment
- The Lawful use of the land and loss of agricultural land
- Location of Development
- Housing Land Supply
- Housing mix and density
- Affordable Housing
- Highway considerations, including impact on traffic and parking considerations
- Impact on Countryside Beyond the Green Belt and landscape
- Impact on Area of Strategic Visual Importance (ASVI)
- Impact on visual amenity and trees
- Impact on residential amenity
- Provision of amenity and play space
- Contamination on site
- Air Quality
- Flooding and Drainage considerations
- Archaeological considerations
- Crime and disorder
- Infrastructure
- Financial considerations
- Climate change and sustainability
- Biodiversity and compliance with Habitat Regulations 2010
- Community facilities
- Health and Wellbeing
- Water Frameworks Regulations 2011
- Accessibility and Equalities Act 2010 Implications
- Human Rights Implications
- Third Party and Parish Council comments
- Article 2(3) Development Management Procedure (Amendment) Order 2012 Working in a positive/proactive manner
- Cumulative / in combination effects
- Referral to Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009
- Conclusion / planning judgement

Planning Considerations

Principle of development

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

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

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

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

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

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

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

The proposal involves a substantial redevelopment of the site and as such the impact of the envisaged traffic movements on highway safety and capacity will be considered and the County Highway Authority will be consulted.

The proposal is for a substantial residential development and as such the Council's policies on housing density, size of dwellings and affordable housing are relevant.

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.

When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity.

The NPPF states that access to high quality open spaces including canals and waterways can make an important contribution to the health and well-being of communities. Policy C12 of the Local Plan states that development will not be permitted where it would have a detrimental impact on the visual qualities, setting, amenities, ecological value, heritage interest or water quality of canals and waterways.

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

The NPPF and Policy TC1 of the Local Plan set out that town centres should be recognised as the heart of a community and any proposed development should support their vitality and viability.

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.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 state that an Environmental Statement (ES) should 'include the data required to identify and assess the main effects which the development is likely to have on the environment'.

An ES is required to ensure that the likely significant effects (both direct and indirect) of a proposed development are fully understood and taken into account before the development is allowed to go ahead. An EIA must describe the likely significant effects and mitigating measures envisaged.

The environmental issues that have been most significant relate to traffic and transportation, noise, air quality, ecology and nature conservation, landscape and visual impact assessment, archaeology, water resources and flood risk, climate change and cumulative impacts.

On conserving and enhancing the natural environment, paragraph 109 of the NPPF states that the planning system should contribute to and enhance the natural and local environment by:

- Protecting and enhancing valued landscapes;
- Recognising the wider benefits of ecosystem services; minimising impacts on biodiversity and providing net gains in biodiversity where possible;
- Preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and
- Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Paragraphs 120 to 125 set out policies to mitigate and reduce to a minimum the adverse impacts of development on health and quality of life. Such effects include ground pollution, contamination, instability, lighting, noise and air quality.

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 AQMAs is consistent with the local air quality action plan. The site is within an AQMA Buffer Zone.

On flood risk, paragraph 99 of the NPPF states that new development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaption measures.

Paragraphs 100 to 104 set out flood risk considerations and incorporate the Sequential and Exception Tests previously contained in PPS25: Development and Flood Risk.

In particular, paragraph 100 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

The main conclusions of the ES and the officers' response to them are set out below:

(i) Traffic and transportation

A Transport Assessment has been submitted as part of the planning application, which indicates that the local highway network has moderate to low traffic flows, which, in some places, contributes to severance and driver stress and delay.

Improvements to pedestrian and cycle links from the development on Alfold Road and Knowle lane are proposed.

The site is currently an agricultural field and as such generates an insignificant number of car trips. The proposed development would result in a substantial increase in vehicle movements

The Environmental Statement concludes that the development would result in relatively low increases in traffic flows. The applicant classifies this effect as direct, permanent, long-term minor negative to driver stress and cyclist amenity. Having regard to the mitigation proposed (improvements to footways and Travel Plan implementation); the applicant classifies the effect on fear and intimidation to be direct, permanent, long-term minor positive to

negligible. The applicant classifies the effect on accidents and safety to be direct, long-term minor negative to negligible.

The applicant concludes that the proposed mitigation measures would be such that the overall traffic effect as a result of the proposed development would be direct, permanent, long-term minor negative to negligible.

The County Highway Authority is satisfied with the contents of the EIA and it is considered that the development would be acceptable in highway terms subject to the proposed mitigation.

(ii) Noise and Vibration

A baseline survey indicates that noise levels on the site are relatively low.

Construction noise is likely to result in direct, temporary, short to medium-term negligible to major adverse effects.

Construction vibration is likely to result in direct, temporary, short to medium-term negligible to minor adverse effects.

The operational road traffic would lead to a permanent long-term negligible to minor adverse (insignificant) noise effect on all roads.

External noise levels in amenity areas have also been considered and appropriate mitigation measures have been identified.

Following completion of the development, noise from road traffic associated with the new community will be negligible.

Subject to mitigation measures and the imposition of suitable conditions, Officers conclude that the effect in terms of noise and vibration would not be significant in EIA terms.

(iii) Air quality

There is not an Air Quality Monitoring Area in Cranleigh.

The residual effects of the construction phase on air quality are considered to be direct, temporary, short to medium-term and of minor negative to negligible significance.

The effect of the proposed development on air quality is considered to be direct, permanent, long-term and of negligible significance.

The Council's Environmental Health Officer has raised no objection to the current application. It is concluded that the proposed development would not have a significant effect on air quality, subject to the imposition of suitable conditions.

(iv) Ecology and Nature

A number of ecological reports were submitted with the application.

The Surrey Wildlife Trust has raised no objection to the proposal. The Trust recommends that the applicant be required to undertake the Recommendations in the Report. The Trust recommends that the development may offer some opportunities to restore or enhance biodiversity. A number of recommendations are made and these could be included within any future Management Plan for the site, to be controlled by condition.

Officers conclude that the mitigation measures proposed and secured by way of a planning condition would result in an overall positive residual effect.

It is considered that the proposed development would not have a significant effect on Ecology.

(v) Landscape and Visual Impact Assessment

The proposal would have an impact on the existing landscape character.

The Environmental Statement concludes that the residual effects on the landscape would range from minor positive to moderate negative.

(i) Water Resources and Food Risk

A Flood Risk Assessment (FRA) has been submitted with the planning application.

The Environmental Statement concludes that the residual impacts in relation to water quality and flooding for the site preparation and construction phase and in relation to water quality and flooding for the operational phase and all likely to be negligible.

Extensive mitigation measures are proposed, in the form of a drainage system including swales, a temporary drainage system during construction and water saving measures.

The Environment Agency has commented on the scheme and concludes that the applicant's flood modelling for the site is agreed.

The applicant sets out that there would be no additional run-off from the site and that discharge rates would be equivalent to a greenfield rate.

Officers consider that the proposed development would not have a significant effect on hydrology or flood risk.

(ii) Climate Change

The implementation of the Construction Environmental Management Plan will minimise the effect on climate change.

In terms of traffic movements, flood risk and energy efficiency, the proposed development is considered to not have a significant effect.

It is considered that the ES accurately summarises the climate change implications of the development. Following appropriate mitigation methods it is considered that the development would not have a significant effect on climate change.

(iii) Cumulative Effects

The cumulative indirect and direct effects of the current application with those of neighbouring past, present, and reasonably foreseeable developments (at the time of the submission of current application), have been assessed by the applicant.

It is considered that the ES has adequately explained the environmental implications of the proposed development and the proposed mitigation measures are acceptable. Officers are therefore satisfied that the likely cumulative effects of the various developments have been satisfactorily addressed and that there would not be a significant effect, in EIA terms.

It is of note that the application has not considered the cumulative effect together with the development recently resolved by the Joint Planning Committee to be approved at Amlets Lane (WA/2014/1038). That application had not been registered at the time of registration of the current application. In any event, the Secretary of State concluded that the development proposed at Amlets Lane was not EIA development. On 19 May 2014, the applicant for the Amlets Lane scheme, 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. This decision had regard to the likely in combination effect of the current application.

The lawful use of the land and loss of agricultural land

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

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

The Council's records indicate that the site is classified as Grades 2 and 3, which indicates that it is likely to be of agricultural value. There is then a clear conflict with the intentions of Policy RD9 of the Local Plan.

The Council's Agricultural Consultants have been consulted on the application and their comments are awaited. An oral report will be made to the meeting. Notwithstanding this advice, Officers consider that the potential loss or alienation of the best and most versatile land in this case would be outweighed by the benefits of the proposed development.

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 southern 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.

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; initial estimates suggest a housing land supply of 4 years as of 1st October 2014 based on the unvarnished housing supply figure of 470 dwellings per annum. 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 425 dwellings 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.

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 bedrooled or less; and,
- b) not less than 80% of all the dwelling units within the proposal shall be 3 bedrooled 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 proposed density is 20.42 dwellings per hectare. 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 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%

The current application proposes the following mix of dwellings on site:

Number of bedrooms	Number of units proposed	% mix
1-bedroom	66	15.5%
2-bedroom	144	33.9%
3-bedroom	117	27.5%
4-bedroom	70	16.5%
5-Bedroom	28	6.6%
Total	425	

49.4% of the units would be two bedroom or less, 76.9% of the units would be three bedroom or less. The floor areas of individual dwellings are not included in the outline application. However, it would appear that the requirements of criterion (c) of Policy H4 could be met.

The proposed housing mix would largely comply with the requirements of Policy H4.

As such Officers consider that housing mix is broadly in line with the requirements identified in both the SHMA and the Waverley Borough Council Household Survey 2007, as such it is considered that the proposal would be acceptable in accordance with the NPPF 2012 and Local Plan Policy.

The proposed housing mix is considered to be appropriate having regard to the evidence in the SHMA and the requirements of Policy H4.

Affordable Housing

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

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

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

Paragraph 50 of the NPPF states that local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community, and should identify the size, type, tenure and range of housing that 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 following 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
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Affordable	40 – 45%	25 – 30%	20 – 25%	5 – 10%
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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 proposed mix is for 50% affordable rent and 50% shared ownership which is a departure from this mix. The applicant asserts that a mix of 25% shared ownership and 75% affordable rent would not be viable.

The applicant has submitted a viability assessment with the current application to seek to demonstrate that it is not possible to offer more than 30% on-site affordable housing, with 50% affordable rent and 50% shared ownership.

The Council's independent Financial Viability Assessor has scrutinized the submitted information and concludes that the development would not make a profit but would be operating at a deficit at completion of £2,760,141. If further affordable housing were to be provided, it would render the scheme even more financially unviable.

Officers support the principle of the same parking provision being made available for affordable and market housing of the same size and to meet the Council's Residential Parking Guidelines.

Officers recognise that the indicative layout shows that the affordable housing would be integrated within the market housing distributed in small clusters across the site and the design allows for this within the development.

Affordable housing is a key priority for the Council; however, government advice clearly indicates that financial viability is a material consideration in the assessment of the planning application. Therefore, Officers recommend that the scheme is acceptable in terms of affordable housing provision and that the scheme could not reasonably offer more affordable housing.

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 limit the significant impact of the development.

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

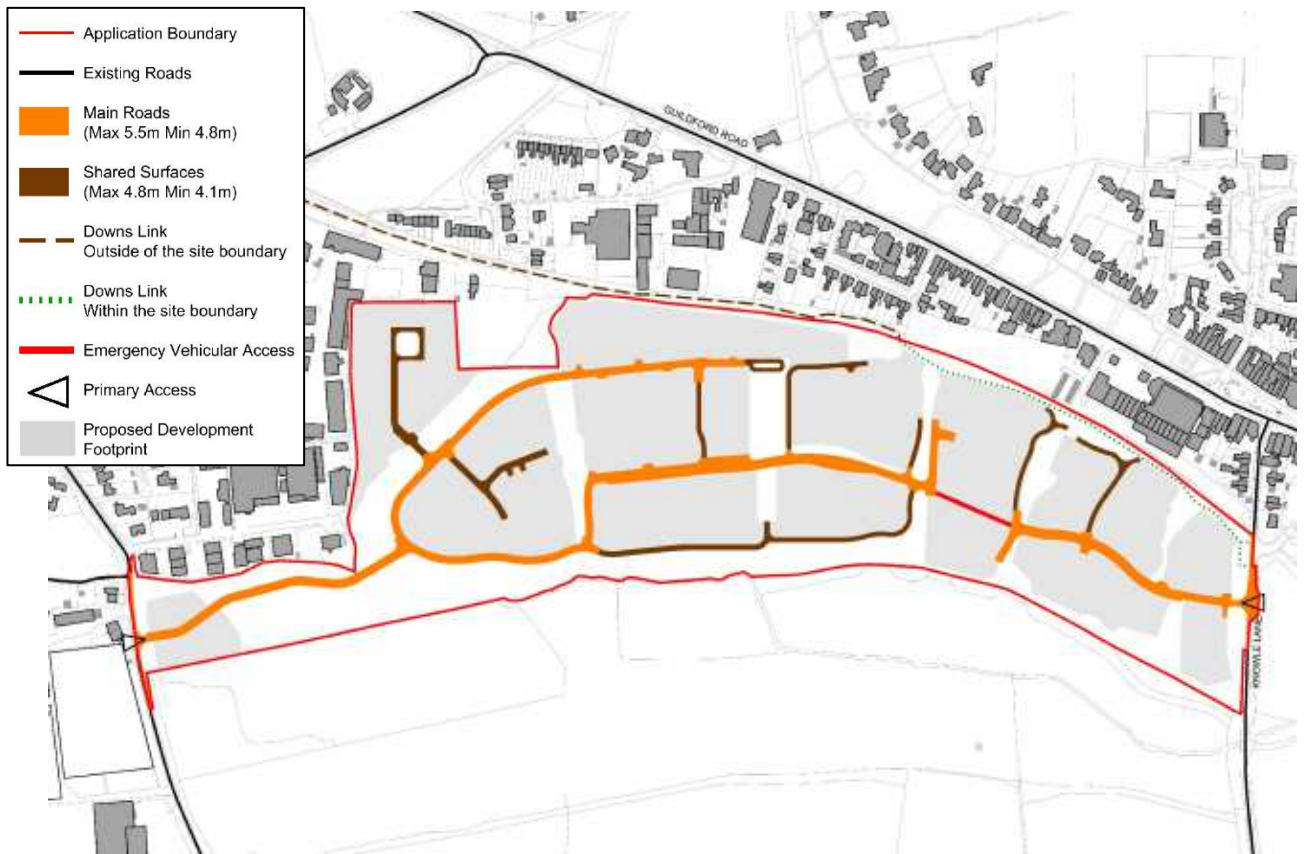
- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport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

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

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

The 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 the development and would also provide a reasonable and proportionate level of mitigation to help mitigate the cumulative impact of future development in Cranleigh.

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 within the site can be seen on Drawing No. 00734_PP04 ‘Movement and Access Plan’. The development is connected to the surrounding area via the Downs Link footpath and at the proposed vehicular accesses onto Alfold Road and Knowle Lane. The Highway Authority is satisfied that all new access points provide safe and suitable access for all highway users.



The vehicular access onto Knowle Lane would serve 55 dwellings, and is likely to generate 33 two-way vehicular movements in the AM peak hour and 37 two-way vehicular movements in the PM peak hour.

The vehicular access onto Alford Road would serve 370 dwellings, and is likely to generate 181 two-way vehicular movements in the AM peak hour and 196 vehicular movements in the PM peak hour.

The community facility proposed (albeit that the application does not propose the provision of a building but the land for any future building) would be located adjacent to the Downs Link footpath and within close proximity to Cranleigh High Street. The majority of trips associated with this facility would be by non-car modes of travel, however there would be a small residual demand for vehicular trips. The community facility is likely to generate 10 two-way vehicular movements in the AM peak hour and 26 two-way movements in the PM peak hour.

The housing requirements in the 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 County Highway Authority has assessed the impact on key road junctions in the vicinity and concludes that the junctions, subject to the proposed highway improvements, would operate within the limit of their capacity.

The proposed vehicular and pedestrians accesses to the site onto Alfold Road and Knowle Lane have been subject to a Stage 1 Road Safety Audit and no safety problems with either access arrangement have been identified. The construction of both accesses would be done via a s.278 agreement with the County Council. Both access solutions would require the extension of the existing 40mph and 30mph speed limits on Alfold Road and Knowle lane respectively. The cost of drafting and advertising the Traffic Regulation Order (TRO) required to changed speed limits would be met by the applicant, if permission is granted.

The County Highway Authority advises that 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 adjacent to the Sainsbury's supermarket.

The County Highway Authority has noted 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 Alfold Road within the vicinity of the proposed site access. The proposed development cannot be expected to resolve existing maintenance issues/problems. However, a planning condition is recommended to a detailed drainage strategy for the site is submitted and approved.

The County Highway Authority has concluded that overall, 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 transport opportunities and demonstrating that the residual cumulative impact of the development would not be severe. The proposed development would preserve or enhance highway safety, help manage traffic capacity and encourage the use of public transport, walking and cycling.

Taking into account the expert view of the County Highway Authority and subject to a legal agreement and appropriate safeguarding conditions, the proposal is considered to be acceptable in terms of highway safety, capacity and policy considerations and would not cause severe residual cumulative impact on transport terms.

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 site is located within the Countryside beyond the Green Belt outside the recognised settlement boundary. It is not, however, designated for its landscape quality. Whilst the AONB boundary is some 780 metres to the north, the application site is not materially visible from it.

The proposed development would involve the development of open fields and some woodland. The landscape impact as assessed (submitted Environmental Statement) and the Officers' own conclusions are that the proposal would have an overall moderate negative impact on the intrinsic character and beauty of the countryside by virtue of the urbanising effect.

The currently open 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 proposal would result in significant harm to short distance views into the site, particularly from the southern parts of the Cranleigh. However, longer distance views into the site are fairly limited due to the extensive boundary screening. The overall moderate negative impact on the countryside is to be balanced against other issues in the proposal.

Impact on visual amenity and trees

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

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 proposed development would largely retain existing hedgerows and the trees towards the peripheries of the site. The retention of established hedgerows is important from a visual and ecological viewpoint and this approach is welcomed in the proposed layout.

The indicative layout of the proposed development and the creation of a sense of place, through the establishment of character areas, is considered to be positive in design terms. Whilst the full details in terms of visual impact are not included in this submission for outline permission, the indicative details shown are considered to represent a coherent and comprehensive means to enlarge the village of Cranleigh.

A key feature of the proposed development is the centrally located 'mansion', with formal gardens and orchard area. This part of the scheme represents a focal point and provides a framework for the rest of the development and provides strong urban design principles which create a strong sense of place in the proposed development.

Setting aside the impact on the countryside, it is considered that the proposed indicative layout, with variations in character and extensive integration of open green space, including play areas would be an appropriate means by which to enlarge Cranleigh.

The proposed development includes two vehicular access points only. This severely restricts movement across and within the site. The site layout would not be permeable due to this limitation in access points and exacerbated by the lack of opportunities to pass from the eastern to the western part of the site. Whilst this lack of permeability is not ideal, it is recognised that it has been informed by the impact on the local highway network and the need to minimise additional traffic flowing into the High Street.

The scheme proposes the routing of the access road onto Alfold Road to go through Ancient Woodland (AW). This would involve permanent damage to and loss of AW. The proposed route of the new access from the west cuts straight through a small copse of Ancient Woodland (AW) (Knowle Wood - W1 – 7160sqm in area with connectivity to adjacent woodland and hedgerows). The AW to be lost would amount to 986sqm. The application documents set out that this loss is unavoidable if the scheme is to go ahead. This is a negative aspect of the scheme which must be weighed against other issues. Government guidance indicates that the loss of Ancient Woodland should be avoided unless the need for, and benefits of, the development in that location clearly outweigh the loss.

In terms of other trees on and near the site, the site is predominantly a set of agricultural fields bordering the southern boundary of the village settlement. It is bounded by hedges, trees and woodland in keeping with the Wooded Low Weald landscape character that is typical of the wider Cranleigh area.

Connectivity of woodland and hedgerows around site boundaries, with north-south hedgerow connectivity within the fields, is generally good although the hedgerows are in places denuded. Land to the east has apparently been historically used as allotments and subsequently been re-colonised/overgrown by trees and vegetation.

The submissions include relevant assessment of visual landscape impact and a BS5837 compliant tree survey. The impact on retained trees would only be fairly assessed in a reserved matters application. The constraints are plotted and design of layout should therefore take account of these.

Landscape impact from greenfield development has an inherent visual impact. The applicant's assessment has indicated that the visual impact would principally be limited to the local views of the site from surrounding public viewpoints, due to topography and surrounding trees/woodland.

The loss of AW has been addressed in the form of a mitigation strategy within the Environmental Statement (Chapter 9, part 3) which refers to avoidance, mitigation and compensation measures. These measures principally comprise potential landscape enhancement options for other parts of the site. Reference is made to soil translocation from the affected area to attempt to recreate woodland with the historic seed base. This option is not wholly supported by Natural England (NE) as an AW ecosystem cannot be moved. However, it goes some, limited, way to reducing the impact.

The proposed mitigation strategy in relation to adverse impact on the AW states that, notwithstanding NE standing advice and planning policy and guidance, the feasibility studies demonstrated that it is essential for a road to access through the woodland to enable the development.

The AW itself and 14 oak trees within it are graded as 'A' grade within the submitted tree report – trees of high quality and value whose retention is highly desirable. The applicant's ecological survey found that in addition to

the relatively high number of indicator species present, the smaller eastern section of the wood (non-designated AW) also had 10 AW indicator species.

The size of the AW means that the loss of the area for the road and maintenance of margins, combined with the split of the woodland block is likely to have a significant detrimental impact on the woodland's integrity. The latter usage of the road for both construction access and subsequent estate access would also have a significant impact on the current ecological value of the woodland.

There are two oak trees within the easternmost field that are recognised as veteran trees outside of AW. The trees are shown for retention within the scheme and would require due consideration within a layout design.

Tree and hedgerow loss/diminution associated with the development would be principally limited to the removal of trees for the access creations. With the exception of the route through the AW, impact would be relatively low and could be mitigated with appropriate consideration of levels and engineering requirements and tree and hedgerow planting/enhancement measures.

The NE standing advice is clear that planning permission requiring the loss of AW should be refused unless need for and benefits of the development in that location clearly outweigh the loss.

The site is close to, but not within, an Area of Strategic Visual Importance (ASVI), (this area is to the east of Knowle Lane). It is considered that the proposed development, in the form set out in the indicative plans, would satisfactorily maintain the appearance of the ASVI, in accordance with Policy C5 of the Local Plan.

Whilst the indicative layout and design of the residential development are considered to be attractive and would respond well to the character of Cranleigh, it is concluded that the proposed development would result in material harm to visual amenity by virtue of the urbanising effect on the character of the area and the loss of irreplaceable Ancient Woodland. This harm must be balanced against any benefits of the scheme, taking into account the mitigation that could be secured through condition, if permission is granted.

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 closest separation distances between existing and proposed dwellings (as shown on the indicative layout plan) would be approximately 48m; 'mansion house' to 6 East View Lane.

The land available which would be made available for any future community centre would be approximately 40m away from nos.11 and 12 St. James' Place (as shown on the indicative layout plan).

These separation distances are well over the minimum 21 metres which is the Council's guideline for assessing the impact of overlooking and loss of privacy. Additionally, the Downs Link, which is heavily treed is between the site and these dwellings which would further obscure any views and soften the impact of the proposed development.

Additionally, having regard to the proposed indicative layout within the site, it is concluded that none of the proposed dwellings would result in material harm to other proposed dwellings in the scheme.

Having regard to the distance and intervening screening between existing and proposed dwellings, it is concluded that the proposed development would not result in material harm to residential amenity.

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

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

Provision of Amenity and Play Space

On promoting healthy communities, the NPPF sets out that planning policies and decisions should aim to achieve places which promote safe and accessible developments, with high quality public space which encourage the active and continual use of public areas. These should include high quality open spaces and opportunities for sport and recreation which can make an important contribution to the health and well-being of communities. Policy H10 of the Local Plan addresses amenity and play space in housing

developments. Although there are no set standards for garden sizes, the policy requires that a usable 'outdoor area' should be provided in association with residential development and that 'appropriate provision for children's play' is required.

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

The proposed development would generally require the provision of two Local Equipped Areas for Play (LEAP) and seven Local Areas for Play (LAP).

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 would include footpaths and planted areas.

The proposed indicative scheme provides a wide range of playspace and the submitted drawings demonstrate that suitable play facilities would be provided within a reasonable walking distance of the dwellings proposed.

A key feature of the scheme is the use of natural green areas for play space, which incorporates nature into play. This is considered to be a positive element of the scheme.

The areas of open public space in the layout would contribute to creating the sense of place and character of the area. The design and positioning of the green open spaces in the layout are considered to be a positive element of the scheme.

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

The plans show an indicative layout which indicates that individual garden sizes would be appropriate and that the flatted apartments have access to useable outdoor amenity space.

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

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.

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 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 Investigation Report This report concludes that, historically, the site has been open agricultural land. 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 recommended that the remediation and discovery strategy as detailed in the application is secured by way of condition. Subject to this condition, it is concluded that the scheme would be acceptable in terms of contamination risk.

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

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

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

The submitted Environmental Statement includes a section on air quality. The Environmental Statement concludes that whilst the effects on air quality would be direct, permanent and long-term, they would be of negligible significance.

The Environmental Statement 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 425 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.

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

Flooding and Drainage considerations

Part of the site is within 20m of a river and within Flood Zones 2 and 3 as per the Flood Map for Planning (Rivers and Sea) published by the Environment Agency. In relation to flooding The NPPF and the PPG contain sequential and exception tests to ensure that new development is directed to areas of no or lower risk (Flood Zone 1) and to ensure that such development is appropriate in any area. Paragraph 99 of the NPPF states that when new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaption measures.

Paragraph 103 of the NPPF 2012 states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere and only consider development appropriate in areas at risk of flooding where, informed by a site-specific flood risk assessment following the Sequential Test, and if required the Exception Test, it can be demonstrated that:

- within the site, the most vulnerable development is located in areas of lowest flood risk unless there are overriding reasons to prefer a different location; and
- development is appropriately flood resilient and resistant, including safe access and escape routes where required, and that any residual risk can be safely managed, including by emergency planning; and it gives priority to the use of sustainable drainage systems.

This general approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. The aim should be to keep development out of medium and high flood risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible.

The sequential test ensures that a sequential approach is followed to steer new development to areas with the lowest probability of flooding. The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding). Where there are no reasonably available sites in Flood Zone 1, local planning authorities in their decision making should take into account the flood risk vulnerability of land uses and consider reasonably available sites

in Flood Zone 2 (areas with a medium probability of river or sea flooding), applying the exception test is required. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 (areas with a high probability of river or sea flooding) be considered, taking into account the flood risk vulnerability of land uses and applying the exception test if required.

Informed by the Council's own Strategic Flood Risk Assessment (SFRA), the applicant has submitted a Flood Risk Assessment (FRA) containing technical information (flood modelling) to demonstrate that the parts of the site to be developed are within Flood Zone 1 (an area not prone to flooding), although the Environment Agency Planning Maps indicate that part of the application site falls within Flood Zones 2 and 3. Within the site, a bridge would cross the existing watercourse to serve the residential development to the northwest of the site. This bridge would pass over land within Flood Zones 2 and 3.

The FRA assesses surface water and other sources of flooding from the site. The residential development is a 'more vulnerable' use.

The sequential approach to locating development in areas at lower flood risk should be applied to all sources of flooding, including development in an area which has critical drainage problems, as notified to the local planning authority by the Environment Agency, and where the proposed location of the development would increase flood risk elsewhere.

The applicant has provided detailed information identifying other available sites, identified in the Council's SHLAA 2014, within Cranleigh and the surrounding area. Officers consider that the identification of sites and the definition of the search area are reasonable. 15 SHLAA sites have been identified. 12 of the sites identified are not within Flood Zones 2 or 3 and are therefore, on the face of it, sequentially preferable to the application site. However, the submitted information indicates that the vast majority of development proposed at the application site would be within Flood Zone 1.

In terms of assessing flood risk within the application site, a sequential approach has been taken to the indicative layout of development to ensure that no dwellings would be constructed within Flood Zones 2 or 3 (only the access road would pass through Flood Zones 2 and 3).

Paragraph 102 of the NPPF states that "if, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:

- it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared; and

- a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.

Both elements of the test will have to be passed for development to be allocated or permitted”.

It is considered that the proposed development would provide wider sustainable benefits to the community to outweigh the flood risk and part location within Flood Zones 2 and 3.

The Exception Test, as set out in paragraph 102 of the Framework, is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available.

Essentially, the two parts to the Test require proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.

Whilst there are other sites available for development in the Cranleigh area, the proposed development would deliver up to 425 dwellings, significantly more than any identified sites in Cranleigh, all within Flood Zone 1.

The site is sustainably located close to the centre of Cranleigh with good access to shops and services. In its location, the site is considered to be more sustainable than many other available development sites. The site has been given a green score through the Council’s Local Plan Sustainability Appraisal. Planning conditions in respect of SUDS would also enhance the sustainability benefit of the proposal, if permitted.

In terms of the risk of flooding created by the development, the proposed development would involve a significant increase in hardstanding and therefore, an increase in non-permeable surfaces.

The site has recently (and historically) flooded, however, this appears to be primarily due to the failure of the existing drainage ditches in the area to be maintained (which would primarily involve clearing the ditches).

The information submitted in the FRA sets out that the drainage system proposed would minimise surface water run-off and discharge rates would be no higher than an average green field site following the implementation of mitigation measures.

The raft of mitigation measures is intended to attenuate the flow of water to avoid surface water flooding. The methods of water attenuation are:

- interconnecting swales
- subterranean water storage areas
- pervious paving
- proper on-going maintenance of existing drainage ditches.

Other mitigation measures include:

- All residential development close to the watercourses on site should have finished floor levels set at least 300mm above the adjacent 1 in 100 year plus climate change flood levels.
- The soffit levels for both bridge crossings are proposed to be set at a level at least 600mm above the 1 in 100 year including climate change peak flood levels in line with the Environment Agency requirement for the application site.
- Non-return valves will be installed on all outfalls to restrict the backing up of the site drainage system when the levels in the Nuthurst Stream and Littlemead Brook are high.

A substantial number of representations have raised concern regarding potential flooding. It is acknowledged that the site has flooded in recent years and photographs have been submitted to demonstrate this. The mitigation measures proposed are such that the risk of flooding would be reduced to an acceptable level.

As statutory consultee, the Environment Agency (EA) has verbally responded to the application and the submitted FRA and in respect of access and egress to the site and concludes that the proposed development would be acceptable in terms of the tests of flooding and flood risk.

The technical information submitted with the application concludes that access and egress would be achievable in the event of such a flooding event.

The final views of the EA and the Lead Local Flood Authority (LLFA) are awaited and will be reported orally to the meeting but no overriding objection is anticipated.

Archaeological considerations

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

The site is not within an Area of High Archaeological Potential. However, due to the size of the site and pursuant to Policy HE15 of the Local Plan, it is necessary for the application to take account of the potential impact on archaeological interests. The applicant has submitted an Archaeological Desk-Based Assessment, which concludes that trenching works should be carried out to identify any potential archaeology on the site.

The County Archaeologist has considered the information put forward by the applicant and raises no objection subject to the imposition of a condition to secure further archaeological works, if outline permission is granted.

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

Crime and disorder

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

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

The proposal is 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 comments of the Council's Crime Prevention Design Advisor have been carefully considered.

The indicative proposed residential layout generally follows best practice in terms of reducing crime through design. The site is in a rural location and therefore a balance must be struck in terms of lighting of open spaces in the development, to ensure that the development provides an atmosphere in which users feel safe but also maintains the character of the countryside. Additionally, a balance must be struck between providing landscaping which

provides visual interest and contributes to the character and quality of the area and maintaining an open aspect of all parts of the development to ensure natural surveillance.

Officers consider that the proposal has struck the right balance. The level of lighting is considered to be appropriate and could be controlled through any subsequent reserved matters application, if permission is granted.

The specific comments of the Crime Prevention Design Advisor in terms of the parking areas, which are to the north-western part of the site have been taken into account. There is limited natural surveillance in these areas due to the proposed layout. However, a balance must also be struck in terms of car parking and due to the high level of car ownership in Waverley it is necessary to provide a significant level of parking. It is considered that this specific issue could be addressed at the detailed design stage by ensuring that windows in the dwellings proposed in the vicinity of these car parks provide a good level of natural surveillance.

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

Infrastructure

Policy D13 of the Local Plan states that “development will only be permitted where adequate infrastructure, services and facilities are available, or where the developer has made suitable arrangements for the provision of the infrastructure, services and facilities directly made necessary by the proposed development. The Council will have regard to the cumulative impact of development, and developers may be required to contribute jointly to necessary infrastructure improvements”. Local Plan Policy D14 goes on to set out the principles behind the negotiation of planning obligations required in connection with particular forms of new development. At the time of the previous application, guidance upon the content of legal agreements was provided by Circular 05/05. This has now been cancelled. 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 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 application proposes the erection of 425 dwellings (the housing mix is set out in the section of this report titled 'Proposal'), of which 297 would be private market housing. The Council's SPD indicates that this level of housing would require a financial contribution. Additionally, bespoke highway improvements are required, as follows:

Education (Primary)	£858,547.05
Libraries	£65,083.56
Playing Pitches	£173,320.35
Equipped and Casual Playspace	£150,329.25
Sports/Leisure Centres	£230,622.18
Community Facilities	£106,114.50
Recycling	£23,345.19
Environmental Improvements	£106,114.50
Travel Plan monitoring fee	£6,150
On Street Parking Alterations	£10,000
Travel Vouchers	£42,500
Cranleigh Future Requirements	£350,000
Elmbridge Rd Wey & Arun Canal Improvements	£185,000
Elmbridge Road Down Link Traffic Management Imps	£20,000
Bus Service Enhancements	£125,000
Bus Stop Enhancements	£77,000
Wayfinding Signage	£15,400
Downs Link surfacing and lighting improvements	£100,000

Additional works to the public highway, which would be controlled through a s.278 agreement are as follows:

Prior to commencement of Development:	<ul style="list-style-type: none"> The proposed vehicular and pedestrian access onto Knowle Lane shall be constructed in general accordance with WSP Drawing NO. 0576/SK/018 Rev C and subject to the Highway Authority's technical and safety requirements. Once provided the access including any visibility splays shall be permanently retained to the satisfaction of the Local Planning Authority.
Prior to the	<ul style="list-style-type: none"> The proposed vehicular access to Alfold Road

<p>commencement of Phase 2 of the development</p>	<p>shall be constructed in general accordance with WSP drawing NO.0576/SK/001 Rev F and subject to the Highway Authority's technical and safety requirements. Once provided the access including any visibility splays shall be permanently retained to the satisfaction of the Local Planning Authority.</p>
<p>Prior to the first occupation of any dwellings being accessed from Alfold Road</p>	<p>The applicant shall:</p> <ul style="list-style-type: none"> • Construct a pedestrian footway between the proposed site access and Littlemead Industrial Estate. The works shall comprise a new 3.0 metre wide footway along the Alfold Road boundary of the application site and a new footbridge alongside the existing vehicle bridge, together with a new footway north of the bridge to link to the existing footway north of the industrial estate, all in general accordance with WSP drawing No. 0576/SK/001 Rev F. • Construct a priority give-way traffic management scheme at the existing road bridge located to the north of proposed site access, all in general accordance with WSP Drawing No.0576/SK/020 RevA. • Implement at its own expense, including the processes required to secure an appropriate traffic order, an extension of the existing 30mph speed limit on Alfold Road, in general accordance with WSP drawing No. 0576/SK/001 Rev F. If the amended speed limit fails due to unresolved objections or for other statutory or non-statutory reasons, the applicant shall submit and agree with the Highway Authority alternative highway works to reduce vehicle speeds on Alfold Road, to a cost equal to or less than that incurred in implementing a reduced speed limit. <p>The works shall be subject to the Highway Authority's technical and safety requirements and once provided shall be permanently retained to the satisfaction of the Local Planning Authority.</p>
<p>Prior to first occupation of any Dwellings Accessed from Knowle Lane</p>	<p>The applicant shall:</p> <ul style="list-style-type: none"> • Construct pedestrian accessibility improvements on Knowle Lane between the proposed site access and the Knowle Lane/High Street Priority Junction all in general accordance with WSP Drawing No. 0576/SK/016. Rev A

	<ul style="list-style-type: none"> • Provide 'Keep Clear' road markings on the northbound carriageway of Knowle Lane, to the south of its junction with the High Street, in general accordance with WSP Drawing No. 0576/SK/016.Rev A • Implement at its own expense, including the processes required to secure an appropriate traffic order, an extension of the existing 30mph speed limit on Knowle Lane, in general accordance with WSP drawing No. 0576/SK/018 Rev C. If the amended speed limit fails due to unresolved objections or for other statutory or non-statutory reasons, the applicant shall submit and agree with the Highway Authority alternative highway works to reduce vehicle speeds on Alfold Road, to a cost equal to or less than that incurred in implementing a reduced speed limit. <p>The works shall be subject to the Highway Authority's technical and safety requirements and once provided shall be permanently retained to the satisfaction of the Local Planning Authority.</p>
<p>Prior to occupation of 200th residential unit</p>	<p>The applicant shall construct bus stop and pedestrian accessibility improvements at the following locations, in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority comprising:</p> <ul style="list-style-type: none"> • Carriageway and kerbing improvements at the two existing Elmbridge Road eastbound and westbound bus stops located immediately west of the junction of Elmbridge Road with Alfold Road. • Carriageway and kerbing improvements at the existing eastbound bus stop on High Street opposite Knowle Lane and at the westbound stop located immediately adjacent to Stocklund Square, High Street. • Pram crossing points and tactile paving on Alfold Road between Littlemead Industrial Estate and Elmbridge Road. <p>The works shall be subject to the Highway Authority's technical and safety requirements and once provided shall be permanently retained to the satisfaction of the Local Planning Authority.</p>

It is important to note that the infrastructure contributions have been calculated on the basis of 297 market houses being provided and 128 affordable units.

Whilst not an element covered by the SPD, the proposal would have an impact on existing Policing infrastructure. Taking into account responses from consultees, it is considered that the impact of the development on increased pressure on policing infrastructure should be mitigated for as part of the proposal. Therefore, a reasonable and directly proportional contribution towards policing should be sought and this would form part of any legal agreement. (The specific amount is currently being calculated and this matter will be reported orally to the meeting).

Additionally, the increase in population and the proximity to the Downs Link is such that the proposal should mitigate for its impact on the Downs Link. The County Rights of Way Officer has suggested a substantial contribution towards improvements to the Downs Link (a total of £630,000). However, it would appear that this amount would not comply with the relevant tests for legal agreements and whilst some contribution would be necessary, the level of improvements suggested is not proportionate to the proposed development. The contribution towards the Downslink has since been reconsidered and a more proportionate amount of £100,000 has been agreed.

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 infrastructure contributions it is concluded that the proposal has adequately mitigated for its impact on local infrastructure and the proposal would comply with the requirements of the Local Plan and the NPPF in regards to infrastructure provision.

Financial Considerations

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

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

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 application is accompanied by a Construction Environmental Management Plan, which seeks to minimise the impact on the environment throughout the construction phase. The mitigation put forward in this document could be controlled by way of condition.

In terms of the development itself, the submitted Environmental Statement has sought to address the impact of climate change. The proposed development has demonstrated that the issue of climate change has been taken into account in terms of flood risk. The Travel Plan would assist in promoting sustainable forms of travel. The fabric of the building themselves would be built to modern standards which aim to reduce carbon emissions.

Having regard to the measures to minimise carbon emissions in this scheme it is concluded that the proposal would not be objectionable in terms of climate change or sustainability.

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
- Dormouse Survey Report
- Water Vole Survey Report
- Badger Survey (Confidential)
- Bat Survey and Addendum
- Reptile Survey Report
- Knowle Wood Mitigation Strategy

The reports conclude that:

- the well treed peripheries of the site provides a habitat for Bats and Birds,
- no evidence of Dormouse or Brown Hares were found,
- that the water courses on the site are unlikely to be used by Otters or Water Voles,
- the woodland setting provides a habitat for Badgers,
- the site is a suitable habitat for Grass Snakes,
- the arable fields are an unsuitable location for Great Crested Newts and are unlikely to be present on the site,

The scheme proposes the following mitigation:

- No mitigation for Dormouse, Otter or Water Voles
- A subsidiary Badger sett and an outlying Badger sett were found adjacent to the site. The report concludes that priority should be given to the retention of both setts, with a standoff area of 20m from the sett.
- The retention of undisturbed semi-natural habitats to allow a suitable habitat for the movement of Badgers.
- Restrictions on vehicle speeds and if necessary the provision of safe passages beneath roads.
- Steep sided excavations should be covered at night during the construction process.
- Advises that the site should be re-surveyed prior to the development as Badgers are mobile. If new setts may be affected then a licence for sett closure would be required from Natural England.
- Provision of new roosting opportunities for bats.

- Works to be carried out at a time of year when bats are not present.
- Trees should be inspected prior to development to check for the presence of bats.
- Retention of existing and provision of new areas of reptile habitat.
- Trapping and translocation of reptiles.

In terms of the Ancient Woodland, the scheme proposes that damage should be minimised through implementation of the following measures:

- Prioritising loss of woodland of least interest (i.e. the eastern area);
- Reducing the effects of fragmentation by developing only the woodland edge and not splitting the woodland into isolated parts;
- Maintaining linkages between retained woodland and other semi-natural habitats
- within the site and the wider countryside;
- Minimising loss of mature standard trees and coppice stools; and
- Protecting from damage the rooting areas of retained woodland trees.

The reports indicate that the following mitigation and compensation measures should also be implemented to offset the effects of loss or damage of woodland habitats:

- Planting of new complementary areas of habitat either off-site or within undeveloped areas of the site, ideally contiguous with retained woodland areas.
- Suitable habitats include woodland (consideration should be given to translocation of coppice stools, soil and ground flora), species-rich scrub, wetland and rough and meadow grassland habitats;
- Plant new habitat links, e.g. hedgerows and tree lines, to improve connectivity of retained woodland area with habitats in the wider area;
- Establish a buffer area around retained woodland to protect the woodland edge and discourage public access;
- Establish 'ecotone' habitats within the woodland buffers, recognised for their ability to support a high diversity of species, comprising a gradation from woodland to scrub to rough grassland habitats;
- Provide alternatives for informal recreation to use of existing woodland areas; and
- Introduce a scheme of improved management of the retained woodland to include:
 - removal of debris and abandoned items,
 - phased removal of non-native species,
 - re-establishment of coppice regime,
 - thinning of woodland canopy to encourage more diverse ground flora and woodland structure,
 - restoration of the pond within the eastern area of the site through
 - management of overhanging vegetation and removal of waste;
 - provision of new opportunities for wildlife within woodlands and adjacent habitat such as bird and bat boxes, habitat piles etc,
 - maintain and enhance existing deadwood interest.

The documentation submitted with the application indicates that the proposals would involve activities which would affect a European Protected Species (Bats). 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 Council to its Standing Advice. The Surrey Wildlife Trust (SWT) has not raised objection in terms of the impact on biodiversity. SWT has recommended that the suggested mitigation measures are carried out and also that the site is re-surveyed prior to construction works commencing to ensure that badgers and bats, which are transient species, are not adversely affected.

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.

The proposed development has been designed to retain existing water courses, drainage ditches and hedgerows. It is concluded that the scheme has been designed to minimise the harm caused to biodiversity. The scheme

does propose cutting through the existing Ancient Woodland and this would result in irreparable damage to the Ancient Woodland. Whilst the majority of the scheme is positive in terms of biodiversity, this element of the scheme is a negative aspect of the scheme to be weighed against other issues.

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

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. Policy CF2 of the Local Plan states that, in exceptional circumstances, where there is a genuine local need for new community facilities which cannot be met in any other way, some new community development may be permitted on sites adjoining, or very closely related to in character, appearance and location, the Rural Settlements referred to in Policy RD1 of the Local Plan.

The scheme proposes the provision of a commuted sum towards existing facilities in Cranleigh, as opposed to the provision of a community building on site. This is a positive element of the scheme to be balanced against other issues.

Health and Wellbeing

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

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

- development proposals can support strong, vibrant and healthy communities and help create healthy living environments which should, where possible, include making physical activity easy to do and create places and spaces to meet to support community engagement and social capital;
- the local plan promotes health, social and cultural wellbeing and supports the reduction of health inequalities;
- the local plan considers the local health and wellbeing strategy and other relevant health improvement strategies in the area;

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

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

The Council has sought the views of NHS England, Health Watch, Guildford and Waverley Clinical Commissioning Group and the Director of Public Health for Surrey. Public Health for Surrey has responded and raises no objection. At the time of writing the report the comments of NHS England, Health Watch and Guildford and Waverley Clinical Commissioning Group have not been received. These views will be reported orally to the meeting.

The scheme includes the provision of land for a community centre. However, the applicant has indicated that a commuted sum could be made available to existing services and facilities in Cranleigh as opposed to on-site provision, if the local need is such that a commuted sum would be more appropriate.

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

Water Frameworks Regulations 2011

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

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

The proposal would not conflict with these regulations.

Accessibility and Equalities Act 2010 Implications

Policy D9 of the Waverley Borough Local Plan encourages and seeks provision for everyone, including people with disabilities, to new development involving buildings or spaces to which the public have access. Officers consider that the proposal complies with this policy. A full assessment against the relevant Building Regulations would be captured under a separate assessment should permission be granted. From the 1st October 2010, the Equality Act replaced most of the Disability Discrimination Act (DDA). The Equality Act 2010 aims to protect disabled people and prevent disability discrimination. Officers consider that the proposal would not discriminate against disability, with particular regard to access. It is considered that there would be no equalities impact arising from the proposal.

Human Rights Implications

The proposal would have no material impact on human rights.

Third Party and Cranleigh Parish Council comments

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

The majority of the concerns relate to the impact on the countryside, concerns that Cranleigh cannot accommodate this level of growth in terms of infrastructure, concerns regarding traffic and congestion and concerns regarding flooding. The report addresses many of these issues, however, in addition, the following response is offered:

- The Local Plan and Cranleigh Neighbourhood Plan are both at early stages. The advice from Government sets out that refusal of planning permission on grounds of prematurity will seldom be justified where a draft Local Plan has yet to be submitted for examination, or in the case of a Neighbourhood Plan, before the end of the local planning authority publicity period. Therefore, Officers conclude that the application could not reasonably be refused on the basis of prematurity.
- The site is in the Countryside Beyond the Green Belt and 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. The site has flooded in the past to the extent that neighbouring roads were impassable. This historic flooding would appear to be partly caused by a failure to clear and maintain the existing drainage ditches in the area. The current scheme proposes a comprehensive drainage system with several methods of water attenuation. The submitted FRA sets out that discharge rates would be no higher than for a greenfield site. Critically,

the Environment Agency has reviewed the application documents from a technical point of view and verbally has raised no objection to the proposed drainage (a written response is to follow which will confirm this position – this will be reported orally to the meeting). Therefore, Officers advise that a refusal on technical grounds of flooding could not reasonably be substantiated.

- The application is accompanied by a Utilities Statement which sets out:
 - That there is sufficient capacity within the existing sewage network to incorporate the foul sewerage from the development.
 - That an existing sewer to the north-eastern part of the site would need to be diverted.
 - That the existing water supply infrastructure is not sufficient to meet the needs of the development and that water mains may be required to be diverted to accommodate future road accesses to the development.
 - That electricity power lines would need to be diverted.
 - Gas lines may need to be diverted.
 - BT would generally cover the cost of new telecommunication connections to the site.
 - There is a risk that the Hewitts Industrial Estate may present a risk that the site retains its hazard status for potential future use.
- Consultation responses from Scottish and Southern Energy Plc and Scotia Gas Networks are awaited. This matter will be reported orally to the meeting.
- 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. Therefore, Officers advise that an objection on technical highway safety and capacity grounds could not reasonably be substantiated.
- The visual impact of the scheme and the loss of Ancient Woodland are aspects of the scheme to be weighed against any potential benefits.
- In terms of the level of affordable housing, the tenure and the location of units across the site would be controlled through a legal agreement, if permission is granted.
- The comments regarding the provision of a new community building has been carefully considered. The applicant is willing to provide a commuted sum to contribute towards existing facilities in Cranleigh. This could be controlled through a legal agreement.
- The impact on the Downs Link is a key consideration in the assessment. Views of objectors vary on what they consider to be the best treatment for the Downs Link. Some objectors take the view that it should be left alone with no changes, others have taken the view that it should be widened by up to 10m, views regarding lighting levels also vary. The Downs Link provides a long distance footpath for use by the local population and therefore a degree of maintenance is required. The scheme would introduce a significant number of people who would potentially use the Downs Link and therefore it is considered

reasonable and necessary to secure suitable improvements to the Downs Link.

- 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 of 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/businesses.

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.

Cumulative / in combination effects

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

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

- Are mutually compatible; and

- Remain within the environmental capacity of the area and its environs.

The schemes in the nearby area, which have been granted planning permission, which should be considered alongside this development are:

- Development at Swallow Tiles, Cranleigh (WA/2011/2129).
- Development of New Village Hospital and Health Centre off Knowle Lane, Cranleigh (WA/2003/1778 and WA/2010/0773).
- Europa House, Alfold Road, Cranleigh (WA/2013/0881 and WA/2013/0882).

It is of note that the application has not considered the cumulative effect together with the development recently resolved by the Joint Planning Committee to be approved at Amlets Lane (WA/2014/1038). That application had not been registered at the time of registration of the current application. In any event, the Secretary of State concluded that the development proposed at Amlets Lane was not EIA development. On 19 May 2014, the applicant for the Amlets Lane scheme, 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. This decision had regard to the likely in combination effect of the current application.

The County Highway Authority has assessed the cumulative impact of the proposed development and other committed schemes and raises no objection in terms of traffic generation.

Referral to Secretary of State under the Town and Country Planning (Consultation) (England) Direction 2009

There is no requirement for the Council to refer this application to the Secretary of State.

Conclusion/ planning judgement

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

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

The site is located in the Countryside Beyond the Green Belt and as such the development would encroach into the countryside. The Council's preference would be for previously developed land to be developed prior to green field sites. However, the Council cannot currently identify a deliverable supply of housing sites from the identified sites which would sufficiently meet the

housing demand for the next five years. This is a material consideration of significant weight in this assessment.

The indicative scheme, whilst being of a good design in terms of layout, form and appearance and which would retain important landscape features on the site, would result in harm to the landscape character as a result of the substantial urbanising effect.

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 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 land for and a commuted sum to contribute towards community facilities in Cranleigh and improvements to the Downs Link, in addition to other 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.

Officers consider, therefore, that the scheme could be supported, subject to the consideration of the outstanding issues referred to in the report.

Recommendation

That, subject to the consideration of the comments of the Council's Independent agricultural consultants, NHS England, Health Watch and Guildford & Waverley Clinical Commissioning Group and the further comments of the Environment Agency and having regard to the environmental information contained in the application, the accompanying Environmental Statement and responses to it, together with proposals for mitigation, subject to the applicant entering into an appropriate legal agreement, by 28/03/2015, to secure the provision of/contributions towards: affordable housing; highway and transport improvements; education, libraries, playing pitches, provision and on-going maintenance of play space and other open space; sports/leisure centres, community facilities, recycling, environmental improvements, improvements to the Downs Link, policing and a Management Company; 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:

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

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

Reason

To enable the Local Planning Authority to control the development in detail and to comply with Section 92 (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

The development hereby approved shall not be commenced unless and until the proposed vehicular access to Alfold Road (D182) has been constructed and provided with visibility zones in general accordance with WSP drawing No. 0576/SK/001 Rev F 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, nor cause inconvenience to other highway users, and to accord with Policy M2 of the Waverley Borough Local Plan 2002.

2. Condition

The dwellings accessed via Alfold Road (D182) shall not be first occupied until the proposed pedestrian access has been constructed in general accordance with WSP Drawing No. 0576/SK/001 Rev F and thereafter the visibility zones shall be kept permanently clear of any obstruction.

Reason

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

3. Condition
The development hereby approved shall not be first occupied unless and until the proposed traffic management scheme on Alfold Road (D182) has been constructed in general accordance with WSP Drawing No. 0576/SK/020.

Reason

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

4. Condition
The proposed dwellings accessed via Knowle Lane (D184) shall not be first occupied unless and until the proposed vehicular and pedestrian access has been constructed and provided with visibility zones in general accordance with WSP Drawing No. 0576/SK/018 Rev C 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, nor cause inconvenience to other highway users, and to accord with Policy M2 of the Waverley Borough Local Plan 2002.

5. Condition
The development hereby approved shall not be first occupied unless and until the proposed pedestrian accessibility improvement scheme on Knowle Lane has been constructed, in general accordance with WSP Drawing No. 0576/SK/016 Rev A.

Reason

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

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

Reason

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

7. Condition
No development shall commence until a Construction Transport Management Plan, to include details of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (j) measures to prevent deliveries at the beginning and end of the school day
 - (k) on-site turning for construction vehicles
 - (l) hours of working.

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, nor cause inconvenience to other highway users, and to accord with Policy M2 of the Waverley Borough Local Plan 2002.

8. 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, nor cause inconvenience to other highway users, and to accord with Policy M2 of the Waverley Borough Local Plan 2002.

9. 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 for:

- (a) The secure parking of bicycles within the development site and on Cranleigh High Street.
- (b) Providing safe routes for pedestrians / cyclists to travel within the development site.
- (c) Providing signage strategy for pedestrians and cyclists on routes between the development site and key destinations in Cranleigh.
- (d) The improvement of the bus stops located at Cranleigh High Street adjacent to Stockland Square, including provision of Real Time Passenger Information.
- (e) Electric Vehicle Charging Points for every dwelling.

Reason

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

10. 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 6 'Travel Plan Framework' of WSP'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, nor cause inconvenience to other highway users, and to accord with Policy M2 of the Waverley Borough Local Plan 2002.

11. Condition

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

Reason

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

12. 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.

13. Condition

The landscaping scheme hereby approved 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 amenities of the area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

14. 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.

15. Condition

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

Reason

In order to ensure that the proposed development does not prejudice the amenities of neighbouring properties or the appearance of the locality and to accord with and Policies D1 and D4 of the Waverley Borough Local Plan 2002

16. Condition
No development shall begin until details of a scheme (Working Method Statement) to control the environmental effects of the demolition and construction work have been submitted to and approved in writing by the Local Planning Authority. The scheme shall include:

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

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

Reason

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

17. Condition
Prior to the first occupation of any residential units on the site, a scheme shall be prepared and submitted to and approved in writing by the Local Planning Authority for the collection and disposal of litter in the public spaces of the residential development including the design and siting of litterbins. No residential unit shall be occupied prior to the implementation of the approved scheme. The approved scheme shall be maintained for the life of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason

In the interests of the environment and to assist in maintaining the appearance of the area, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

18. Condition
Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (as amended by the Town and Country Planning (General Permitted Development) (Amendment) (No.2) (England) Order 2008 (or any Order revoking or re-enacting or amending those Orders with or without modification), no development within Part 1, Classes A-H shall take place on the dwellinghouses hereby permitted or within their curtilage, unless otherwise first agreed in writing by the Local Planning Authority.

Reason

In the interests of the visual amenities and character of the area in accordance with Policies D1 and D4 of the Local Plan 2002.

19. Condition
No floodlighting or other form or external lighting scheme shall be installed unless it is in accordance with the details which have previously been submitted to and approved in writing by the Local Planning Authority. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting, which is so installed, shall not thereafter be altered without the prior written consent of the Local Planning Authority other than for routine maintenance that does not change its details.

Reason

To protect the appearance of the area and local residents from light pollution in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

20. 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.

21. Condition
The development shall be carried out in strict accordance with the recommendations and mitigation measures set out in the submitted Flood Risk Assessment. The recommendations and mitigation measures shall be implemented prior to the occupation of any dwellinghouse on the site.

Reason

To prevent flooding by ensuring the satisfactory storage of surface water on site; to prevent flooding elsewhere by ensuring that compensatory storage of flood water is provided and to reduce the risk of flooding to the proposed development and future occupants in accordance with the NPPF 2012.

22. Condition
Prior to the commencement of any development, details shall first be submitted to and approved in writing by the Local Planning Authority of a Programme of Phased Implementation for the permission hereby

granted. The development shall thereafter be carried out in accordance with the agreed Phasing 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.

23. Condition

The development shall be carried out in strict accordance with the recommendations set out in the submitted Ecological Appraisal, Dormouse Survey Report, Water Vole Survey Report, Badger Survey (Confidential), Bat Survey and Addendum, Reptile Survey Report and Knowle Wood Mitigation Strategy. If there is not adequate habitat remaining on site to support the reptile population present, prior to the commencement of development, the applicant shall submit details of a suitable receptor site for the Local Authorities approval. The development shall be carried out in strict accordance with the agreed details.

Reason

In the interests of the ecology of the site and to accord with the Wildlife and Countryside Act 1981 and Regulation 40 of the Conservation of Species and Habitats Regulations 2010 and to comply with Policy D3 of the Local Plan 2002 and the guidance contained within the NPPF 2012.

24. 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

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

25. 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.

26. Condition

No dwelling shall be occupied until:

- a) A scheme for the laying out and equipping of the play areas 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 areas have 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.

27. Condition

The approved remediation scheme must be carried out in accordance with its terms (report reference GE9742). Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with Policy D1 of the Waverley Borough Local Plan 2002.

28. Condition

Prior to the approval of the reserved matters a surface water drainage scheme for the site, based on the agreed Flood Risk Assessment titled "The Maples, Cranleigh, NPPF Flood Risk Assessment", Revision 1, prepared by WSP, dated 28 April 2014 to include the provision of a maintenance of a Sustainable Urban Drainage Scheme (SUDS) 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.

Reason

This condition is sought in accordance with paragraph 103 of the National Planning Policy Framework (NPPF) and seeks to prevent the increased risk of flooding and to improve and protect water quality both on the site and elsewhere.

29. Condition

Prior to the approval of the reserved matters full design details for the Littlemead Brook and the Nuthurst Stream river crossings/bridges shall be submitted to and approved in writing by Waverley BC. These details shall be based upon the concepts and information presented in the agreed Flood Risk Assessment titled "The Maples, Cranleigh, NPPF Flood Risk Assessment", Revision 1, prepared by WSP, dated 28 April 2014 including Drawing number 0576-SK-103, "Indicative Bridge Elevations", Revision A, prepared by WSP, dated April 2014. The works shall then be implemented as agreed.

Reason

This condition is sought in accordance with paragraph 103 and 109 of the National Planning Policy Framework (NPPF). The condition is required to ensure that any proposed river crossings do not increase flood risk on site or elsewhere and to protect the river corridor buffer zone and associated flora and fauna.

30. Condition

No land raising will take place in the 1% (1 in 100) plus a 20% allowance for climate change flood extent except that which has been agreed for access through outline planning application WA/2014/0912. Where land raising in the 1% plus a 20% allowance for climate change flood extent is proposed, full details including satisfactory level for level floodplain compensation mitigation measures should be submitted to and be approved by Waverley Borough Council. The scheme will subsequently be implemented in accordance with the approved details, and therefore retained and not varied without the prior written consent of the Local Planning Authority.

Reason

This condition is sought in accordance with paragraph 103 of the National Planning Policy Framework (NPPF) to ensure that flood risk is not increased on site or elsewhere. Failing to satisfactorily address and mitigate flood risk resulting from the development may result in placing people and property at significant risk.

31. Condition

No development shall take place until a scheme for the provision and management of a minimum 8 metre wide buffer zone alongside the Littlemead Brook and the Nuthurst Stream shall be submitted to and

agreed in writing by the Local Planning Authority. This distance is measured from the top of the bank and applies to each side of the watercourse. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the Waverley BC. The buffer zone scheme shall be free from built development including lighting, domestic gardens and formal landscaping and could form a vital part of green infrastructure provision.

The scheme shall include:

- clearly dimensioned plans showing the extent and layout of the buffer zone;
- details of any proposed planting scheme. These shall be native species of UK provenance;
- details demonstrating how the buffer zone will be protected during construction/development of the scheme;
- details demonstrating how the buffer zone will be managed and maintained over the lifetime of the development including a detailed management plan, information relating to adequate financial provision and named body/parties responsible for management of the buffer zone;
- details of any proposed footpaths, fencing, lighting etc. Please note there should be no light spill within the buffer zone greater to prevent disturbance to the behaviour patterns of nocturnal animals. In limited circumstances small sections with up to 2 lux of light spill may be acceptable.

The approved scheme shall be carried out as approved unless otherwise agreed in writing.

Reason

This condition is sought in accordance with paragraphs 109 and 118 of the National Planning Policy Framework (NPPF), the Water Framework Directive (WFD) and the Natural Environment and Rural Communities Act.

32. Condition

Prior to the commencement of development a scheme shall be submitted to and approved in writing by the Local Planning Authority detailing the treatment of the pedestrian access onto the Downs Link. The development shall be carried out in strict accordance with the approved details.

Reason

Having regard to the character of the area and to ensure a safe and secure pedestrian environment, in accordance with Policies D1, D4 and M4 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

33. 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 the total noise resulting from the use of all such equipment does not exceed a level of $L_{Aeq,60minutes}$ 35dB between 07:00-23:00 hours and $L_{Aeq,5minutes}$ 26dB between 23:00-07:00 hours, calculated using the guidance of BS4142:1997, at all noise sensitive premises.

Reason

In the interests of the amenities of the area in accordance with Policies D1 and D4 of the Local Plan 2002.

34. Condition
Prior to the commencement of the development hereby approved, a scheme to demonstrate that the internal noise levels within the residential units will conform to the “indoor ambient noise levels of dwellings” guideline values specified within BS 8233:2014, Guidance on Sound Insulation and Noise Reduction for Buildings, shall be submitted to and approved in writing by the Local Planning Authority. The work specified in the approved scheme shall then be carried out in accordance with the approved details prior to the occupation of the premises and be retained thereafter.

Reason

In the interests of the amenities of the area in accordance with Policies D1 and D4 of the Local Plan 2002.

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

Reason

In the interests of the amenities of the area in accordance with Policies D1 and D4 of the Local Plan 2002.

36. Condition
Prior to the commencement of development or site preparation works, further survey works, as detailed in Section 4.9 of the submitted HAD

Badger Survey Report dated January 2013, shall be carried out and submitted for the approval of the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason

In the interests of the ecology of the site and to accord with the Wildlife and Countryside Act 1981 and Regulation 40 of the Conservation of Species and Habitats Regulations 2010 and to comply with Policy D3 of the Local Plan 2002 and the guidance contained within the NPPF 2012.

37. Condition

Prior to the commencement of development or site preparation works, further survey works, as detailed in Section 5.2.10 of the submitted HAD Bat Survey Report dated January 2014, shall be carried out and submitted for the approval of the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason

In the interests of the ecology of the site and to accord with the Wildlife and Countryside Act 1981 and Regulation 40 of the Conservation of Species and Habitats Regulations 2010 and to comply with Policy D3 of the Local Plan 2002 and the guidance contained within the NPPF 2012.

38. Condition

The development shall be carried out in strict accordance with the approved Construction Environmental Management Plan dated April 2014.

Reason

In the interests of the amenities of the area in accordance with Policies D1 and D4 of the Local Plan 2002.

39. Condition

The layout of the proposed development to be submitted as a reserved matter pursuant to the outline permission hereby granted shall ensure that no residential development is located within Flood Zones 2 or 3.

Reason

This condition is sought in accordance with paragraph 103 of the National Planning Policy Framework (NPPF) to ensure that flood risk is not increased on site or elsewhere. Failing to satisfactorily address and mitigate flood risk resulting from the development may result in placing people and property at significant risk.

Informatives:

1. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.
2. The attention of the applicant is drawn to the requirement of Section 60 of the Control of Pollution Act 1974 in respect of the minimisation of noise on construction and demolition sites. Application, under Section 61 of the Act, for prior consent to the works, can be made to the Environment Protection Team of the Council.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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.

8. 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).
9. 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.
10. The developer is advised that Public Bridleway Number 566 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.
11. 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.
12. 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.
13. 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.

14. The applicant's attention is drawn to the letter from Natural England, dated 04 June 2014, and the biodiversity and landscape enhancements suggested therein, attached to this decision notice.
15. Flood Defence Consent - Under the terms of the Water Resources Act 1991, and the Thames Land Drainage Byelaws 1981, the prior written consent of the Environment Agency is required for any proposed works or structures, in, under, over or within 8 metres of the top of the banks of the Littlemead Brook and Nuthurst Stream designated 'main rivers'. This is a separate process from seeking planning permission.
16. The written consent of the Environment Agency is required for the use of herbicides close to any of the watercourses, ditches and ponds. This is to ensure that the herbicides will not have a detrimental effect on aquatic habitats and complies with the Water Framework Directive (WFD). A copy of the application form is available from our website.
17. The applicant may be liable to criminal prosecution under the Wildlife and Countryside Act 1981 (as amended by the Countryside and Rights of Way Act 2000) if the Japanese knotweed and Himalayan balsam located on the site are allowed to spread into the wild. We strongly suggest that the applicant submit a detailed method statement for removing and/or long term management of these invasive species to the Waverley BC. The disposal of such material should be at an appropriate licensed facility and all relevant guidelines and best practice measures should be followed.
18. Surface Water Drainage - With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
19. There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be

over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.

20. 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 Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.