

A2 A2 WA/2015/0478
Crownhall Estates Ltd
06/03/2015

Outline application, with access to be determined, for the erection of 75 dwellings to include 27 affordable dwellings with associated private amenity space and parking. This application is accompanied by an Environmental Statement. (as amended by additional EIA information received 12/06/2015) at Little Meadow, Alfold Road, Cranleigh GU6 8NQ

Committee: Joint Planning
Meeting Date: 27/04/2016

Public Notice: Was Public Notice required and posted: Y
Grid Reference: E: 504842 N: 138850

Parish: Cranleigh
Ward: Cranleigh West
Case Officer: Peter Cleveland
16 Week Expiry Date: 25/06/2015
Neighbour Notification Expiry Date: 17/04/2015

Amended Neighbour
Notification Expiry Date: 10/07/2015
Time extension agreed to: 29/04/2016

RECOMMENDATION A

That, subject to further comment from the Environment Agency and Thames Water, completion of a S106 legal agreement to secure 36% affordable housing, infrastructure contributions towards off-site highway improvements, early years and primary education, off-site highway works, play spaces and open space and the setting up of a Management Company SuDs within 3 months of this date of resolution to grant permission and conditions, permission be GRANTED

RECOMMENDATION B

That, if the requirements of Recommendation A are not met permission be REFUSED

Introduction

The application has been brought before the Area 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. One new vehicular access point is proposed onto Alford Road.

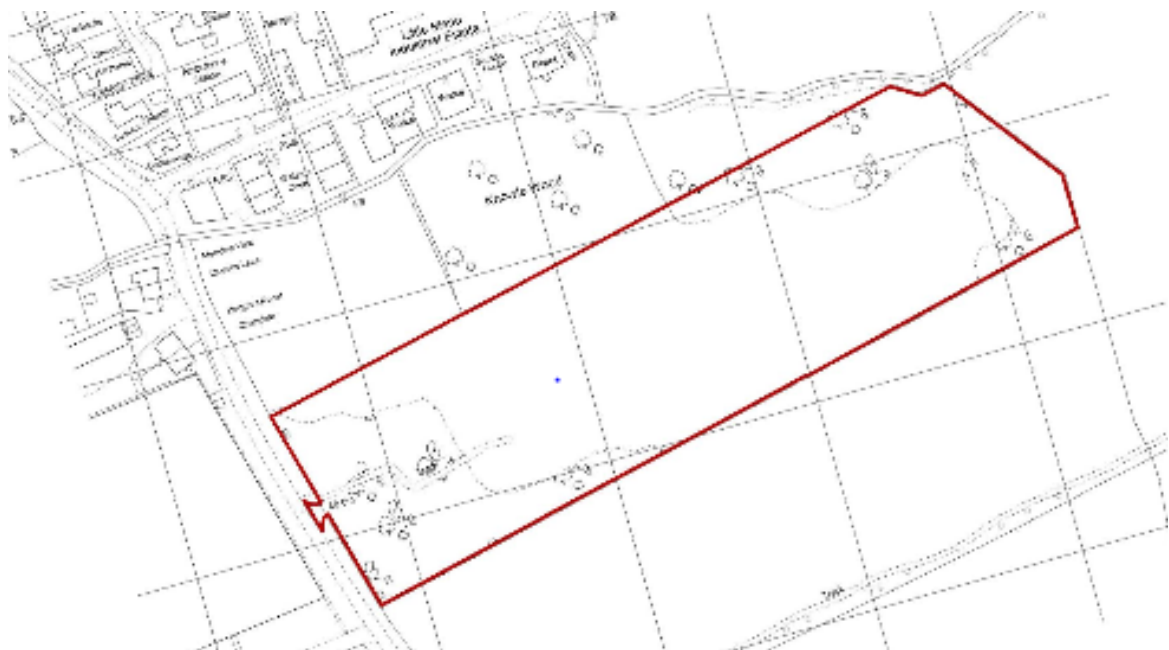
An application for outline planning permission is used to establish whether, in principle, the development would be acceptable. This type of planning application seeks a determination from the Council as to the acceptability of the principle of the proposed development and associated access. If outline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

Reserved matters which do form part of the current planning application include:-

- **appearance** - aspects of a building or place which affect the way it looks, including the exterior of the development.
- **landscaping** - the improvement or protection of the amenities of the site and the 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



Aerial Plan



Site Description

The site is located outside the village Settlement Boundary and on land designated as countryside beyond the Green Belt. The application site measures approximately 3.6 hectares (8.9 acres) in size, and sits to the south of Knowle Wood, which is an historically important area of ancient woodland.

The site is to the east of the Alfold Road, and currently comprises open former agricultural land. The site is fairly flat, although there are some small level differences, and there is a variety of boundary screening.

The site is located adjacent to the West Cranleigh Nursery and associated glasshouses which are set to the west of Alfold Road. Approximately 0.8km to the north along Alfold Road lies an existing industrial estate and further residential development.

Adjacent to site to the north, a planning application for a large residential scheme of approximately 425 residential dwellings has recently been allowed on appeal on 31/03/2016 within fields of agricultural landscape and ancient woodland (Illustrative plan shown below – the appeal site is directly to the north and north east of the application site).

Illustrative Plan below – Land to east of Alfold Road and west of Knowle Lane (Planning ref: WA/2014/0912) (Appeal ref: APP/R360/W/15/3129019).



An outline planning application for 265 dwellings has also been put forward by the Knowle Wood Initiative, on land to the east, south and west of the Little Meadow proposal (Planning Reference: WA/2015/1569). (Illustrative plan shown below – the Knowle Wood site is directly to the south of the application site and also to the west on the opposite side of the Alfold Road). The Knowle Wood application has yet to be determined.

Illustrative Plan below – Knowle Wood Initiative
(Planning reference: WA/2015/1569)



Illustrative Layout Plan for Planning Application



Proposal

The proposal is for outline planning permission for access only, with all other matters being reserved. The proposal is for 75 residential dwellings including

27 affordable dwellings with associated private amenity space and parking and new access onto Alfold Road.

The access to the site would be located fairly centrally in the frontage width, close to the existing field entrance. The indicative plan shows a curved road that runs through the centre of the site terminating in a turning area at the eastern end.

The majority of the proposed units either directly address the new access road or Alfold Road itself although there are a small number spine roads which serve some of the houses. The application form indicates that 150 car parking spaces will be provided.

There is one large area of public space fairly close to the access point, which has a balancing pond and acts as a buffer zone between the site and the ancient woodland. There is also a smaller area of public open space close to the turning head.

The average density for the site is 20.8 dwellings per hectare. It is proposed that the majority of the development will be two storeys, with pockets of 2.5-3 storey units. Materials will consist of those commonly used in the traditional local buildings, such as redbrick within tile-hung first floor elevations, under well-proportioned tiled roofs.

An indicative housing mix has been provided in the planning statement and is as follows:

- 2 x 1 bed flats
- 5 x 1 bed houses
- 6 x 2 bed flats
- 25 x 2 bed houses
- 27 x 3 bed houses
- 10 x 4 bed units

Heads of Terms

Highways:

- Travel Vouchers (Maximum of £200 per Dwelling) - £15,000
- Elmbridge Road Safety and Capacity Improvements - £275,400
- Elmbridge Road Bus Stop Infrastructure Improvements - £30,000
- Downs Link (Public Bridleway No. 566) Surfacing and Lighting Improvements - £35,802

Leisure / play:

- Synthetic pitch at Glebelands School - £38,175.00
- Cranleigh Arts Centre - £125,000.00

Education:

- Primary education - £147,439.00

Affordable Housing:

- 27 units – 36% - mix to be detailed within the S106.

POS & Drainage

- Provision of play facilities and POS
- Management & maintenance of play & POS
- Management & maintenance of public open space and SuDs.
- Provision of LEAP on-site

Details of Community Involvement

The applicant has submitted a Statement of Community Involvement and have stated that two applications in close proximity (The Maples and Knowle Park Initiative) have been the subject of extensive public consultation. They consider that their proposal will be the subject of similar development control criteria and will inevitably be read in conjunction with both these schemes. The applicant therefore considers it appropriate that the feedback from these schemes should inform the proposal at Little Meadow.

Areas of predominant interest were:

- Traffic improvements (in particular improvements to the bridge in Elmbridge Road to permit a more equal two way traffic flow)
- Public transport improvements (increased bus services to improve connectivity to Guildford)
- Flooding (Little Meadow is 95% located within Flood Zone 1)

The applicants have concluded that as this site would be surrounded on all four sides by substantially larger development proposals there is, in this unusual circumstances little purpose in consulting the public further on matters of a similar nature.

Given that the two proposals surrounding the site are much larger, and the issues being raised for all the sites are the same, it is considered that the applicants approach is acceptable.

Relevant Planning History

SO/2014/0019	Screening Opinion for the erection of 75 dwellings	EIA required
WA/1989/1049	Erection of agricultural barn	Refused 31/08/1989
WA/1989/2236	Erection of agricultural barn	Refused 23/03/1990

Planning Policy Constraints

Countryside beyond Green Belt
River bank within 20m

Flood Zone 2
Flood Zone 3
Ancient Woodland – on adjacent land

Development Plan Policies and Proposals

Saved Policies of the Waverley Borough Local Plan 2002

Policy C2 – Countryside Beyond the Green Belt
Policy D1 – Environmental Implications of Development
Policy D2 – Compatibility of Uses
Policy D4 – Design and Layout
Policy D5 – Nature Conservation
Policy D6 – Tree Controls
Policy D7 – Trees, Hedgerows and Development
Policy D8 – Crime Prevention
Policy D9 – Accessibility
Policy D13 – Essential Infrastructure
Policy D14 – Planning Benefits
Policy H4 – Density and Size of Dwellings
Policy H5 – Subsidised Affordable Housing within Settlements
Policy H10 – Amenity and Play Space
Policy H15 – Unidentified Archaeological Sites
Policy M1 – The Location of Development
Policy M2 – The Movement Implications of Development
Policy M4 – Provision for Pedestrians
Policy M5 – Provision for Cyclists
Policy M14 – Car Parking Standards
Policy RD9 – Agricultural Land

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires all applications for planning permission to be determined in accordance with the Development Plan, unless material considerations indicate otherwise. The adopted Local Plan (2002) therefore remains the starting point for the assessment of this proposal.

The National Planning Policy Framework (NPPF) is a material consideration in the determination of this case. In line with paragraph 215 due weight may only be given to relevant policies in existing plans according to their degree of consistency with the NPPF. The report will identify the appropriate weight to be given to the Waverley Borough Local Plan 2002.

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

preparation of the Local Plan (Part 1), the Council is scheduled to approve the plan for publication in July 2016.

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Policy Guidance (2014)
- Strategic Housing Land Availability Assessment (2014 update)
- West Surrey Strategic Housing Market Assessment (2015)
- West Surrey Strategic Housing Market Assessment 2015: Waverley Addendum (2015)
- Settlement Hierarchy (Draft 2010 and factual update 2012)
- Climate Change Background Paper (2011)
- Open Space, Sport and Recreation (PPG17) Study 2012
- Statement of Community Involvement (2014 Revision)
- Strategic Flood Risk Assessment (2010)
- Affordable Housing Viability Assessment (Addendum 2010 and update 2012)
- Waverley Borough Council Parking Guidelines (2013)
- Density and Size of Dwellings SPG (2003)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2012)
- Waverley Local Plan Strategic Transport Assessment (Surrey County Council, September 2014)
- Natural England’s Technical Information Note 049
- Surrey Design Guide 2002

Consultations and Parish Council Comments

<p>Surrey County Council Highway Authority</p>	<p>Recommends an appropriate agreement to be secure highway and transport mitigation including:-</p> <ul style="list-style-type: none"> • Works to highways including construction of a new footway on Alfold Road, a traffic management scheme at the existing road bridge and pram crossing points between Littlemead Industrial Estate and Elmbridge Road • Contributions including cycle/public transport voucher for residents, improvements to bus stops including real time information and contributions towards the highway and transport schemes detailed in the “Cranleigh’s Future Highway Infrastructure And Transport Requirements”
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	<p>document.</p> <p>Conditions are also suggested including submission of a Construction Transport Management Plan.</p>
Surrey County Council	<p>Request a contribution towards primary education infrastructure.</p> <p>Do not request a contribution towards either secondary education infrastructure or early years education infrastructure.</p>
Surrey Police Crime Prevention Design Advisor	<p>Comments summarised as follows:-</p> <ul style="list-style-type: none"> • There is rear parking court behind plots 70-75. Rear parking courts are generally discouraged as they are vulnerable to crime. If necessary they should be small and overlooked from active rooms of homes. If it is not possible to redesign the rear parking court it should be securely gated. • Recommend individual spaces should be given the plot number of the property they belong to • Recommend that areas of open space have some form of restriction such as wooden bollards or robust vegetation • Vegetation around open spaces should have a maximum height of 1m • Alleyways should have a shared lockable gates • Recommend a trellis and or vegetative buffer zone at rear elevations of properties adjacent to publicly accessible places • External lighting should be designed to distribute a uniformed level of lighting across the site • Recommend the developer apply for a Secured by Design

	Award
<p>County Council Archaeologist</p>	<p>There has been very little previous development in the area and no meaningful investigations so the archaeological potential of the site is more accurately described as uncertain</p> <p>The submitted report is far from comprehensive and is missing information</p> <p>Recommend an archaeological assessment and possibly evaluation.</p>
<p>Natural England</p>	<p>No objection and no conditions requested</p> <p>Natural England is satisfied that provided the development is carried out in accordance with the details of the application, the proposal will not be detrimental to the Chiddingfold Forest Site of Special Scientific Interest. Therefore advise your authority that this SSSI does not represent a constraint in determining this application.</p> <p>Natural England expects the LPA to assess and consider other possible impacts such as:-</p> <ul style="list-style-type: none"> • Local sites (biodiversity and geodiversity) • Local landscape character • Local or national biodiversity priority habitats and species <p>The LPA should apply the Standing Advice on protected species.</p> <p>The proposed development is within an area that Natural England considers could benefit from enhanced green infrastructure provision. Natural England strongly encourages the applicant to maximise opportunities to incorporate green infrastructure (which can include improved flood risk management, provision of green space, recreation and improved biodiversity).</p>

	<p>The application may provide opportunities to incorporate features which are beneficial to wildlife, such as roosting opportunities for bats and the installation of bird nest boxes.</p>
<p>Surrey Wildlife Trust</p>	<p>If minded to approve the application the applicant should be required to undertake the recommendation in Section 5 of the Ecological Report, which includes:-</p> <ul style="list-style-type: none"> • Buffering of adjacent Ancient Semi-Natural Woodland • Care to be taken during construction to avoid adverse impacts on northern boundary stream • Immediate cessation of work and ecologist advice sought if badger holes are found during vegetation clearance • Bat activity surveys to be undertaken • Retention of scrub vegetation where possible • Vegetation clearance scheduled to avoid bird nesting season • Retention of boundary vegetation; clearance of other vegetation to be undertaken under ecologist supervision to avoid potential adverse impacts on hazel dormouse • Retention or careful relocation of southern boundary log pile; creation of additional deadwood habitat • Incorporation of wildlife friendly trees and hedgerows into landscape scheme • Reptile surveys undertaken <p>Consideration should be given as to how biodiversity can be enhanced on site by ensuring that SUDS features such as ponds and swales are sympathetically designed with wildlife in mind.</p>

	<p>The Trust would expect to see proposals for site wide biodiversity enhancements. These should ideally focus on:-</p> <ul style="list-style-type: none"> • Retaining and/or enhancing as much existing habitat as possible • Providing bird nesting and bat roosting opportunities • Managing a portion of the site specifically for wildlife • Sowing open grassland areas with a wildflower mix (where appropriate managed with a conservation mowing regime)
Environment Agency	<p>Majority of the site is in flood zone 1 with a small section in the north east of the site located in flood zone 2.</p> <p>If the application does not meet the requirements of the Flood Risk Standing Advice you should refuse planning permission.</p>
Thames Water	<p>No objection with regard to sewerage infrastructure capacity or surface water drainage.</p> <p>The existing water supply infrastructure has insufficient capacity to meet the demands for the proposed development. Recommend a condition requiring submission of an impact study of water supply infrastructure.</p>
Forestry Commission	<p>Government policy discourages development that will result in the loss of Ancient Woodland unless the development offers overriding public benefits.</p>
Scottish and Southern Energy	<p>Do not have any network records within the area requested.</p>
Environmental Health Officer	<p>No objection subject to conditions to secure:-</p> <ul style="list-style-type: none"> • Submission of an investigation and risk assessment • Submission of a remediation scheme • Implementation of approved

	<p>remediation scheme</p> <ul style="list-style-type: none"> • Reporting of unexpected contamination • Long term monitoring and maintenance
Waste and Recycling	<p>Entrance to and roads within will need to be capable of allowing access for a collection vehicle 2530mm wide and 9840mm long with suitable turning provision.</p> <p>Storage on each property to include a refuse bin, recycling bin, garden waste bin and food waste caddy.</p> <p>Plots 1-8 if having communal refuse and recycling facilities will require a bin storage area or building and be located within 25m of collection vehicles.</p>
Cranleigh Parish Council	<p>Object on the following grounds:-</p> <ul style="list-style-type: none"> • Location of the development is totally unsustainable, in an isolated area of the countryside far from the village with a lack of supporting infrastructure. It is without safe pedestrian access to the village or an efficient bus service, making safe routes to and from the site by car only. • The site should have a sequential test completed as part of the site has a documented flooding risk. Concerns were raised on the flooding of the Alfold Road and that residents could be trapped within the site with the only entrance and exit onto Alfold Road • Alfold Road is a narrow rural road, in a poor state of repair and there is no proposal to improve its basic ability to take the increase in traffic the site would generate. Due to the condition of the road it is essentially a one track road • The committee would like to

	<p>highlight there is an ancient woodland that should be retained and maintained on the site</p> <ul style="list-style-type: none"> • Considered that the affordable housing provision is insufficient and that affordable housing should be no less than 40%.
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Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2014” the application was advertised in the newspaper, site notices were displayed around the site and neighbour notification letters were sent on 19/08/2016.

29 letters have been received, raising objection on the following grounds:

Principle of development

- No local plan or neighbourhood plan and no new large scale development should be considered until this is done
- Object to building on a greenfield site
- Will harm the quality of the landscape, detrimental impact on rural/semi rural character of the surrounding area. Will make Cranleigh a less attractive place.
- Building should only be on brownfield and more suitable brownfield sites are available
- Site not adjacent to any existing housing and would contribute to an urban sprawl around Cranleigh
- Object to loss of any oak trees
- Land is a rare example of uncultivated wood/scrub land and important for wildlife
- Potential impact on wildlife
- Loss of farmland/agricultural land and should still be used for that purpose
- Not enough jobs in Cranleigh
- Need small developments for local people on a low income
- Have enough houses of very high value
- No room in Cranleigh for any more houses

Highways and traffic

- Increased traffic
- Increase in accidents
- Little Mead Industrial Estate own all land up to the road edge and would not permit any cycle or footpath across our property
- Alfold Road is not suitable for a significant increase in road traffic

- Elmbridge Road is already too busy particularly as it has two one-way traffic bridges
- Roads in poor condition
- Site is too far from the village for walking purposes
- Pedestrian access is dangerous as Alfold Road has no pavement
- Approach roads are narrow with single lane bridges and are liable to flooding
- Insufficient parking provided

Flooding/water/sewage

- Site is partly in flood zone
- Massive flood problem in the area
- Increased flooding
- Sewage system already cannot cope and needs upgrading before more development can be built
- Sewage leaks from overburdened sewers in Alfold Road in times of heavy rainfall
- Case for proposed SUDS is far from convincing being dependant on rigorous maintenance programmes
- Doesn't seem to be any plan for dealing with the enormous amount of surface water that will be generated

Infrastructure

- Infrastructure such as schools, GP's, public transport are at their limit
- Developers often back track on providing affordable housing once they have got planning permission

29 letters have been expressing support for the following reasons:

- Reasonable sized site with good mix of housing
- More homes needed for young people and old people
- Will bring housing with affordable homes
- Will boost economy within businesses in Cranleigh
- Are there sufficient legal constraints to make sure 25% of homes will be affordable?

Determining Issues

Principle of Development

Planning History

Prematurity

Environmental Impact Assessment

Loss of Agricultural Land

Location of Development

Housing Land Supply

Housing Mix

Affordable Housing

Impact on Countryside beyond the Green Belt

Impact on Visual Amenity and Trees

Highway Considerations
Impact on Residential Amenity
Provision of Amenity and Play Space
Flood Risk and Drainage Considerations
Contaminated land
Air Quality Impacts
Archaeological Considerations
Infrastructure
Crime and Disorder
Financial Considerations
Biodiversity and Compliance with Habitat Regulations 2010
Health and Wellbeing
Water Frameworks Regulations 2011
Accessibility and Equalities Act 2010 Implications
Human Rights Implications
Responses to issues raised by Third Parties
Development Management Procedure (Amendment) Order 2015 Working in a Positive/Proactive Manner
Conclusion and Planning Judgement

Planning Considerations

Principle of development

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

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

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

- an economic role – contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community's

needs and support its health, social and cultural well-being; and

- an environmental role – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

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

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

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

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

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

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.

Planning history of adjoining site

The only relevant planning history on the site itself is that of the screening opinion sought, which confirmed that the proposed development is EIA development and therefore the application is supported by an Environmental Statement.

The planning history of adjoining sites is a material consideration.

The planning history for the site at Land to the east of Alfold Road and west of Knowle Lane (Planning reference WA/2014/0912) is of particular relevance in

this case. This particular site is immediately to the north of the current application site. The application for 425 dwellings was refused on 6/1/2015 for the following (summarised) reasons:-

- Material harm to the character and setting of the existing village settlement and the intrinsic character, beauty and openness of the countryside
- Failure to adequately demonstrate that the proposal could be delivered in a sustainable way
- Failure to comply with the Infrastructure Contribution SPD
- Failure to provide appropriate affordable housing

An appeal was lodged and subsequently allowed on 31 March 2016. As the appeal is very recent the conclusions of the Inspector are relevant in consideration of the current application.

Some of the key relevant conclusions in the Inspectors appeal decision are:-

- The council cannot demonstrate a five year supply of housing sites, which means that any plan policies restricting the location where new housing may be developed (including policies for the protection of the countryside) are out of date.
- A deliverable supply of housing sites could not be identified but there was little doubt that the release of some greenfield land at Cranleigh is inevitable. The site was not in Green Belt or an area identified as an Area of Outstanding Natural Beauty and/or Area of Great Landscape Value. In the circumstances of the significant landscape constraints facing the Borough the appeal site represented an attractive option environmentally and in sustainability terms.
- Although there would be harm to the lands rural character, density proposed was not dissimilar to residential neighbourhoods in the area and there was potential for the design of the development to mitigate some of the landscape and visual impacts of the development
- While Alfold Road had a history of flooding this was due to poor maintenance of highway drainage and a mitigation scheme for alleviating the problem formed part of the Section 106 package. Flood risk elsewhere would not increase and residents would have safe access and egress routes.
- The Inspector considered that the contributions towards a range of facilities, highways and transport to mitigate the effect of the development were acceptable (including 30% provision of affordable housing)

The test (for Members) is whether having regard to the recently approved appeal decision, the current proposal is materially different to the development on the adjoining site and is acceptable in its own right.

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. Given that the Local Plan and Neighbourhood Plan are not at an advanced stage and taking account of the recent appeal decision, as well as the advice within NPPG, Officers conclude that a reason for refusal based on prematurity could not be substantiated.

Environmental Impact Assessment

The Environmental Statement comprises the following documents:-

- Environmental Statement
- Appendix 1 – Air Quality Assessment Report
- Appendix 2 – Ecological Appraisal
- Appendix 3 – Flood Risk Assessment
- Appendix 4 – Landscape and Visual Assessment
- Appendix 5 – Utilities report
- Appendix 6 – Archaeological and Heritage Assessment
- Appendix 7 – Transport Assessment

- Appendix 8 – Socio Economic chapter
- Appendix 9 – Tree Report: Trees Survey and Constraint Advice
- Appendix 10 – Arboricultural Impact Assessment and method statement
- Appendix 11 – Baseline Ground Appraisal Report
- A non technical survey

Surrey County Council have advised that the Environmental Statement, as updated by further and clarifying information, is of an acceptable standard for the planning authority to proceed to the determination of the application. It is considered to be compliant with the information requirements set out in the EIA Regulations 2011.

A summary of the conclusions of the chapters of the ES is given in the Non-Technical Summary. The assessments have all concluded that there will be no significant impacts or other constraints that should prevent the development of the residential proposals. An overview of these conclusions is given herewith:

Topic Area	Summary of Conclusions
Air Quality	<p>None of the three Air Quality Management Areas are in the vicinity of the proposed development, or likely to be affected by the proposed development traffic.</p> <p>The proposed development has the potential to affect local air quality during both the construction and operational phases.</p> <p>Screening calculations as part of the Stage 2 scheme assessment process indicated that, despite increases in emissions along the route, exceedances of air quality objectives were not forecast for the receptors and therefore, in line with the DMRB HA 207/07 methodology the Simple assessment was sufficient for Stage 2.</p> <p>The development is considered to result in a negligible impact on local air quality and the cumulative impact toward committed development.</p> <p>Should residual dust emissions occur under adverse weather conditions the likely scale of this would not normally be sufficient to change the conclusion that with mitigation the effects will be not significant</p>
Ecology	The site is far enough removed from other designated sites that it is unlikely that there will

	<p>be any significant adverse impacts upon the integrity of these sites.</p> <p>If the grassland, tress, shrubs and hedges along the site boundaries that have been assessed as being of value within the site are retained the residual impacts are likely to be negligible.</p> <p>The ecological appraisal concludes that the site provides opportunities for bats, birds, dormouse and reptiles. As part of enhancing the site's biodiversity, mitigation measures have been set out within the Phase 1 Habitat Survey along with recommendations for the enhancement of the site's ecological value.</p>
<p>Flooding</p>	<p>The Flood Risk Assessment has concluded there is negligible risk of fluvial flooding. The development will increase the drained impermeable area of the site and the runoff will need to be managed to minimise the impact of this runoff on the development and the surrounding environment. The most appropriate drainage system will be dependent on the finalised layout and the site specific ground investigation data.</p> <p>A large proportion of the development site (over 95%) lies within Zone 1 of the Environment Agency Flood Map.</p> <p>There are three sources of flood risk – Littlemead Brook, local watercourse and surface water runoff. Consideration has also been given to the site flooding from either overland flow or ponding of localised rainfall within the site. The risk of fluvial flooding from the local watercourses is considered to be low.</p> <p>It is recommended that:-</p> <ul style="list-style-type: none"> • the internal ground floor of any residential buildings proposed for construction within the site are elevated at least 150mm above the extreme 1 in 1,000 year flood level for the adjacent Littlemead Brook, hence a level of 47.58mOD. • the internal ground floor of any residential buildings proposed for construction within the site are elevated at least 100mm above the adjacent

	<p>finished external ground level to mitigate against any localised flooding resulting from surface water runoff.</p> <p>The primary attenuation will be provided within a balancing pond which is 1.2m deep with a bed area of 504m² and a bank top area of 900m². The balancing pond will be used to accommodate the storage during 1 in 1 year, 30 year, 100 year and 100 year +CC storms (worst case scenario).</p> <p>The proposal is to provide a hydro-brake to restrict flows from the site. The hydro brake will reduce the runoff from the development site during higher return periods, hence, there will be a significant reduction in runoff. As such, the development will provide significant betterment in terms of runoff being passed forward from the site into the receiving sewer system.</p>
Landscape and Visual impact	<p>The site falls within the Low Weald but close to the border of Weaden Greensand Character Areas. The site exhibits some characteristics of both character areas. The scale and nature of the development and its juxtaposition to other urban development will have a low landscape character impact.</p> <p>With the implementation of a successful mitigation strategy the overall impact on the landscape is considered to have a negligible overall effect on the surrounding landscape character and visual impact. The overall visual impact on the site can be considered as a worse case moderate, i.e. not significant under EIA Regulations.</p>
Lighting Strategy	Recommended further bat surveys to provide mitigation for any potential impact on bats.
Archaeology	<p>Likely development of the landscape and topography of the site would not suggest anything greater than low archaeological potential.</p> <p>Despite low archaeological potential, in the absence of any investigation there remains a chance that sub-surface features lie within the site and may be subject to disturbance. This represents a potential minor to moderate adverse effect.</p>

	In advance of or during construction the site will be subject to archaeological fieldwork and further work will be allowed for should remains be found. Assuming suitable field work is completed a negligible residual effect is assessed.
Utility services	Enquiries into the availability of utility services has concluded that the new development can be serviced without causing strain on the continued delivery of utility services to the wider community.
Transport	The residual effects on the local transport network over the long term have all been found to be either negligible or moderate-beneficial.
Socio-economic	The construction phase employment will have an overall minor to negligible positive significance on Cranleigh and minor positive significance on the economy of Waverley Council. The operational phase has a moderate to minor positive significance to Cranleigh and minor to negligible positive on the economy of Waverley Council. Minor impact on individual schools but cumulative impact with two large neighbouring developments could be moderate to major level of significance in terms of school provision. Minor impact on GP practices and dental care provision
Trees	No Tree Preservation Orders on any trees on or adjacent to the site. Layout developed in line with tree constraints and all moderate to high quality trees are being retained and can be protected throughout development.

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.

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.

In this particular case the area of land is relatively small and in isolation would have limited value as agricultural land. A large area of land to the north and north east of the application site has already been granted planning permission for 425 houses on appeal. A large area of land to the south of the application site and to the west on the opposite side of the Alfold Road is proposed for residential development and if this is also granted planning permission would result in the application site being surrounded by residential development.

For the reasons given, the loss of agricultural land in this case is considered acceptable.

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.

The village of Cranleigh provides a significant amount of services and facilities, the availability and proximity of such services is a material consideration that weighs in favour of additional housing growth in and around the village.

It is highly material that the recent appeal case in relation to WA/2014/0912 was allowed and therefore the extent of built form to the south of the existing

village, and connectivity between the application site and the centre of the village will be significantly improved as a result of that approval.

Although the application site falls outside of the settlement boundary and is within the Countryside, the site adjoins land to the north on which planning permission has been allowed for 425 houses and also land to the south and west on which proposals have been received for more residential development.

In considering the connectivity between the application site, the applicants have provided indicative plans demonstrating how vehicular, pedestrian and cycle routes can be achieved between the application site and the Knowle Park Initiative scheme proposed under WA/2015/1569. Whilst this will be a matter to be considered at the detailed reserved matters stage, should permission be granted, it is considered to be appropriate to attach a condition, for connectivity between the two sites be provided, largely in accordance with the indicative plans produced.

Whilst WA/2014/0912 has now been allowed, the existing public footpath network (which is to be upgraded) and the new links provided in accordance with the above recommended condition, connectivity between the three sites would provide more direct pedestrian and cycle access into the village centre.

The County Highway Authority has also confirmed that it 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.

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 community of Cranleigh. Therefore, whilst acknowledging that the site is outside of the 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.

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

It is acknowledged that the latest evidence in the Strategic Housing Market Assessment points to a higher level of housing need in Waverley than that outlined within the South East Plan. The West Surrey Strategic Housing Market Assessment September 2015 indicates an unvarnished figure of at least 519 dwellings per annum. The latest 5 year housing land supply assessment shows a supply of 4.33 years, based on the unvarnished housing supply figure above. This falls short of the 5 year housing land supply as required by the NPPF. This is a material consideration to be weighed against the other considerations for this application.

Members should note that officer's are in the process of updating the housing land supply assessment, and it is proposed to provide an oral update on this matter if available.

The Self-build and Custom Housebuilding (Register) Regulations 2016 made under the Self-build and Custom Housebuilding Act 2015 places a duty on borough and district councils to hold a self-build and custom housebuilding register and to have regard to this register in their planning, housing, land disposal and regeneration functions. The Council is required in meeting its housing need to take account of this demand. The provision of self build and custom build housing is a material consideration to be weighed into the balance of considerations.

Housing mix and density

The density element of Policy H4 of the Waverley Borough Local Plan 2002 is given limited weight following the 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.

The West Surrey Strategic Housing Market Assessment 2015 (SHMA) provides an updated likely profile of household types within Waverley. The evidence in the SHMA is more up to date than the Local Plan. However, the profile of households requiring market housing demonstrated in the SHMA at Borough level is broadly in line with the specific requirements of Policy H4.

The West Surrey Strategic Housing Market Assessment (SHMA) 2015 sets out the likely profile of household types in the housing market area.

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

Unit type	1 Bed	2 Bed	3 Bed	4+ Bed
Market	10 %	30%	40%	20%
Affordable	40%	30%	25%	5%

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

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

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

Source: Housing Market Model

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

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

Source: Housing Market Model

It is noted that this provides an alternate requirement to the West Surrey SHMA 2015, and is considered to be the most appropriate evidence in terms of identifying local need. However, Members should be aware that the proposed housing provision is required to meet the Borough wide need and not just a local need.

The proposed density is 20.8 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 proposed housing mix is as follows:

- 2 x 1 bed flats
- 5 x 1 bed houses
- 6 x 2 bed flats
- 25 x 2 bed houses
- 27 x 3 bed houses
- 10 x 4 bed units

While it is specified that 27 of the 75 units will be affordable housing (36%), the information provided does not break down the housing mix to show which market housing are and which are affordable housing.

The planning statement confirms that the figures stipulated in Policy H4 can be met, and a suggested breakdown of house types is shown below:

- (a) 53.3% of dwellings are 2 bedroomed or less;
- (b) 86.6% of dwellings are 3 bedroomed or less;
- (c) the four bedroom dwellings will have a floor area of 120sqm, it is unlikely any of the dwellings will exceed 165 sqm gross floor area.

However, the final affordable housing mix is yet to be agreed. This is discussed in greater detail below and the agreed mix will be provided in an oral update to committee.

The proposal would offer a proportional mix of dwelling types. As such Officers consider that housing mix is acceptable given the overriding need for housing within the Borough; as such it is considered that the proposal would be acceptable in accordance with the NPPF 2012.

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, 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 5 April 2016, there are 1,499 households with applications on the Council's Housing Needs Register, who are unable to access housing to meet their needs in the market. This has been broken down as follows:

	1-bed	2-bed	3-bed	4-bed	TOTAL
WBC Housing Register	924	417	158	N/A	1499
Cranleigh need register	77	42	13	N/A	132
SHMA 2015 recommendation	40%	30%	25%	5%	100%

Given the significant need for affordable housing borough wide and within Cranleigh itself, the Council would expect this scheme to help meet this need,

the demand for which is reflected in the 1,499 households on the Council's Housing Need Register.

Additionally, the West Surrey SHMA (2015) indicates a continued need for affordable housing, with an additional 337 additional affordable homes required per annum.

The applicant proposes that 36% of the proposed dwellings will be affordable but there is no breakdown of the percentages based on bedroom size. However, the detailed mix would need to be agreed via a legal agreement, and an oral update will be made on these matters.

It is noted that on the appeal site to the north of the application site the Inspector considered that 30% affordable housing provision would comply with the NPPF's policy of achieving mixed and balanced communities. The current proposal offers a higher proportion of affordable homes.

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.

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 and doesn't make a significant contribution to the landscape. The site has well defined field boundaries and is largely overgrown. The Ancient Woodland adjoins the site, but no part of the woodland is within the applications site.

The proposed development would involve the development of open fields. The landscape impact as assessed (submitted Environmental Statement) is that with the implementation of a successful mitigation strategy the overall impact on the landscape is considered to have a negligible overall effect on the surrounding landscape character and visual impact. The overall visual impact on the site can be considered as a worse case moderate, i.e. not significant under EIA Regulations.

It is foreseeable that the existing streetscene would be formalised and neatened to the detriment of the current indigenous hedgerow. The development would obviously incur the loss of internal vegetation and young trees.

The currently open fields would be replaced by built form. But a low density scheme is proposed and there is space to provide landscaping to soften the appearance of the proposal. Account is also given to the development permitted under WA/2014/0912, and that also recommended for approval under WA/2015/1569, as this would alter the character of the existing land to the north of the site, and would form the context in which the development would be viewed from the wider countryside.

It is an officer's view that there would be harm to the character and appearance of the countryside, however, should WA/2015/1569 be considered favourably, this site would be completely enclosed by built once other developments are completed. This is a matter to be weighed in the balance in the determination of this application.

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.

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

The density of the proposed development is 20.8 dwellings per hectare which is a low density and is similar to the density of 20.4 dwellings per hectare proposed on the recently allowed Berkeley scheme to the north of the site.

There are no trees of value or significant merit within the main body of the site and the Applicant has stated that they will ensure that any trees of importance

along the edge of the site are suitably identified and protected. They have stated that weight will be attributed to the protection of hedgerows around the Application Site, and that the proposal does not propose the removal of trees in the Ancient Wood and will be a sufficient distance from it.

The Tree and Landscape Officer has stated that they are concerned about the buffer between development and the Ancient Woodland and also whether hedgerow is likely to be retained. However, they have not objected to the proposal and since the layout is indicative, and this is a low density scheme, details could be secured by condition requiring an acceptable buffer to the ancient woodland is provided and to ensure a satisfactory hedgerow strategy is put in place.

Trees and Landscape have recommended that a trees survey and full Arboricultural Impact Assessment should be required to be dealt with at the reserved matters stage. Details to be provided should include:-

- location of dwellings, ancillary buildings and hard standing (positions to accord with British Standards 5837),
- Design and layout to respect the Ancient Woodland and provide a landscape buffer from all new residential development in accordance with Natural England standing advice.
- Levels and earthworks
- Routes of all services (utility/drainage runs/soakways)
- Arboricultural method statement
- Landscape scheme

Given the well contained nature of the site, and the proposed layout it is considered that a high quality scheme could be achieved, and the adverse visual impact could be significantly reduced given the indicative detailed proposals submitted. An indicative plan has also been submitted, which demonstrates how the layout of both the application site and neighbouring site to the south, could bring forward a design approach that complements and links with one another. It is considered that an appropriate condition, as noted above, could secure an appropriate relationship between sites.

In light of the above, it is noted that the proposed scheme would have an urbanising appearance to the Alfold Road frontages and surrounding public footpaths, however, a good quality internal layout and environment for future residents could be achieved. The proposal would therefore comply with the requirements of Policies D1 and D4 of the Local Plan and the NPPF.

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 development proposal has been subject to a formal pre-application enquiry with Surrey County Council Highways Department. Motion Transport Planning has provided an assessment of the highway implications and demonstrate there will be no impact on highway safety resulting from the proposal development of 75 houses on this site.

The following table shows the potential level of vehicular activity generated by 75 mixed private/affordable houses:

	Vehicle Trip Rates (Per Unit)	Vehicle Trip Rates (Per Unit)	Vehicle Trips (75 Units)	Vehicle Trips (75 Units)
Time Period	Arrivals	Departures	Arrivals	Departures
Weekday Morning (08:00-09:00)	0.21	0.380	9	25
Weekday Evening (17:00-18:00)	0.364	0.186	27	14

The following table provides a summary of the increase in traffic at the junctions that were surveyed within the study area:

Junction	Morning Peak	Evening Peak
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Site Access/Alfold Road	31	38
Alfold Road/Elmbridge Road	34	41

In addition, the County Highway Authority have identified specific highway infrastructure needs for Cranleigh, to identify key pieces of infrastructure needed to accommodate additional housing growth with the village.

Surrey County Council has not objected to the proposal but have recommended an agreement to secure highway and transport mitigation including:-

- Works to highways including construction of a new footway on Alfold Road, a traffic management scheme at the existing road bridge and pram crossing points between Littlemead Industrial Estate and Elmbridge Road
- Contributions including cycle/public transport voucher for residents, improvements to bus stops including real time information and contributions towards the highway and transport schemes detailed in the "Cranleigh's Future Highway Infrastructure And Transport Requirements" document.

The CHA has also requested significant contributions towards bus service provision and infrastructure, pedestrian and cycle routes.

The applicant has agreed to provide the package of mitigation measures that directly mitigates the impact of traffic generated by their development and is also providing a reasonable and proportionate level of mitigation to help mitigate the cumulative impact of future development in Cranleigh.

The highway infrastructure contributions closely reflect the infrastructure improvements secured through the S106 in relation recently allowed for WA/2014/0912, as well as the S106 for WA/2014/1038. The draft heads of terms for the Knowle Park Initiative scheme also being considered by Members closely reflects the approach to deliver the overall highway infrastructure needs for Cranleigh. As such, this scheme assists in the delivery of the infrastructure improvements in and around the village.

The CHA has confirmed that it 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 CHA has also confirmed that the proposed access and movement strategy for the development would enable all highway users can travel to/from the site with safety and convenience.

Officer's are satisfied that on the basis of the density of the proposed development, an appropriate level of car parking provision could be provided for within the site. Notwithstanding, this would be a detailed matter to be dealt

with under any subsequent reserved matters application, should outline planning permission be granted.

As such, the proposal the proposal would comply with Policy M1 and M14 of the Waverley Borough Local Plan 2002 as well as the transport sustainability requirements of the National Planning Policy Framework.

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 proposed neighbouring occupiers.

The nearest existing residential properties to the proposed development are located to the north-west of the application site, and separated by existing greenspace and Alfold Road.

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.

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.

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 except access 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.

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.

Two areas of public open space are shown on the indicative plan. On the larger of the two areas of public open space a LEAP with an area of 400m² is shown.

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.

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

The 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 plans show an indicative layout which indicates that individual garden sizes would be appropriate. As such, an acceptable level of amenity and play space is provided, this coupled with connectivity to the proposed Country Park on neighbouring land would be of benefit to the existing and future community.

Flood Risk and Drainage

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”.

Paragraph 103 of the NPPF states that when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. 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, it should be made safe without increasing flood risk elsewhere. Development should only be considered 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 application site falls within Flood Zones 1 and 2 and is classed as a more vulnerable form of development and as such in accordance with paragraphs 102 and 103 of the NPPF the sequential and exception tests have to be passed.

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.

Decisions on planning applications relating to major developments should ensure that SuDS for the management of run-off are put in place, unless demonstrated to be inappropriate. Under these arrangements, Local Planning Authorities should consult the relevant Lead Local Flood Authority (LLFA) on the management of surface water; satisfy themselves that the proposed minimum standards of operation are appropriate and ensure through the use of planning conditions or planning obligations that there are clear arrangements in place for ongoing maintenance over the lifetime of the development. The SuDS should be designed to ensure that the maintenance and operation requirements are economically proportionate.

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

Sequential Test

In light of the sites location, being partly in both Flood Zone 2 consideration as to whether the site passes the Sequential Test is set out below.

Officers consider that the Sequential Test should be applied to the 15 SHLAA sites in and on the edge of Cranleigh, on the basis that the settlement is a location for housing growth under each of the four housing delivery scenarios identified in the emerging Local Plan. This approach was advocated by the appeal Inspector considering the scheme under WA/2014/0912, at paragraph 51 of the appeal decision (Appeal Ref: APP/R3650/W/15/3129019).

Having considered the SHLAA sites listed above, given recent approvals, the following sites are no longer considered appropriate for inclusion in this

Sequential Test approach, sites 294, 394 and 395, therefore the remaining 4 sites are considered relevant.

The current application site was, as part of a wider area, submitted in the 2014 'Call for Sites'. It was given a 'amber' RAG score in the 2014 SHLAA, and formed a wider parcel of land to that proposed under the application, as it includes Knowle Park Initiative to the south.

In considering each site, the only site of the 4 remaining to be considered at risk of fluvial flooding (risk from rivers) is the application site; however, taking account of just the proposed developed area, the development would take place entirely within Flood Zone 1. Therefore, whilst the overall site would be ranked as least favourable if it is taken overall, it ranks as the most favourable if account is only taken of the developed area. In terms of risk of flooding from surface water, the site is considered to be the 4th favourable out of the assessed sites.

Other considerations are that the SHLAA sites 620 and 296 have both received a 'red' RAG score in the SHLAA, and whilst these sites could accommodate the number of dwellings proposed, they are considered to be less favourable. The reasons being that the majority of these sites are grade 2 agricultural land, both poorly related to the settlement, particularly site 620, being separated from the settlement boundary.

In addition, the Green Belt Review has identified that there is a case for considering an extension to the Green Belt in this location to strengthen its role in this locality. Although there are some similarities between the application sites, both sites 620 and 296 are considered less favourable than the application, which is rated 'amber' in the SHLAA and would require a significantly higher density to accommodate the number of dwellings proposed.

Notwithstanding, that other sites may be more favourable purely on the basis of a quantitative exercise, it is a material consideration that all residential development would be located within Flood Zone 1. Therefore, it is considered appropriate to apply the Exception Test required by paragraph 102 of the NPPF.

Exception Test

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.

The recent Berkeley's appeal decision considers in detail the matter of sustainability benefits and confirms at paragraph 58 that the ranking through the Council's Interim Sustainability Appraisal (ISA) is only one step in a three-stage process assisting the Council with selection of initial alternative housing scenarios. The score may say something about the sustainability credentials of the site in the context of a Borough-wide assessment produced for a specific purpose.

However, the ISA does not provide an analysis of the sustainability benefits of a development, or how the benefits to the community are sufficient to outweigh flood risk. It was the Inspectors view that this element of the Exception Test goes beyond the broad exercise carried out in the ISA. It requires a much more focussed consideration of the scheme's sustainability benefits, and the balancing of those benefits against the flood risk, which is a matter that will be considered in the overall assessment of the scheme.

In terms of the second bullet point to paragraph 102, safety of the development for its lifetime is dependent on the location of the proposed housing outside of any areas at risk of flooding, that flood risk is not increased elsewhere and the safety of access and egress from the site in the event of a flood.

Fluvial Flood Risk

There is a small lower area within the north east corner of the site which is at risk of flooding from the Littlemead Brook during the extreme 1 in 1,000 year flood event which has an estimated flood level of 47.43mOD.

The risk of fluvial flooding from the local watercourses is considered to be low.

The Flood Risk Assessment recommends that the internal ground floor of any residential buildings proposed for construction within the site are elevated at least 150mm above the extreme 1 in 1,000 year flood level for the adjacent Littlemead Brook, hence a level of 47.58mOD.

The Flood Risk Assessment also recommends that the internal ground floor of any residential buildings proposed for construction within the site are elevated at least 100mm above the adjacent finished external ground level to mitigate against any localised flooding resulting from surface water runoff.

The FRA concludes that the proposed development is located outside of the 1 in 1,000 year extreme flood envelope and will be a safe area during flood events which is accessible to emergency services.

The FRA concludes that there is negligible risk of fluvial flooding at the proposed development site.

Surface Water

Consideration has been given to the hierarchy for surface water disposal which recommends the SUDs approach which includes infiltration as the first tier. Further investigation is required to confirm that infiltration drainage will be a practical solution for the site.

However, other SUDs techniques can be used within the site and they have been considered. The second tier is to discharge to a watercourse. The existing site is considered to be 100% permeable. Following the proposed development the impermeable area will be significantly increased to approximately 35% of the total site area. It is considered that the site currently discharges runoff via a combination of infiltration, evaporation and overland flow to the existing local watercourse within the western boundary of the site.

Using software developed by Microdrainage the required attenuation has been calculated for the 1 in 100 year plus climate change (30%) event. The site will discharge into the existing local watercourse located to the west of the site at a peak discharge rate equal to or less than the current Greenfield runoff rate for the site.

The primary attenuation will be provided within a balancing pond which is 1.2m deep with a bed area of 504m² and a bank top area of 900m². The balancing pond will be used to accommodate the storage during 1 in 1 year, 30 year, 100 year and 100 year +CC storms (worse case scenario).

The proposal is to provide a hydro-brake to restrict flows from the site. The hydrobrake will reduce the runoff from the development site during higher return periods; hence, there will be a significant reduction in runoff. As such, the development will provide significant betterment in terms of runoff being passed forward from the site into the receiving sewer system.

It is recommended that during the detailed phase of the development the following items are considered:-

- The proposed surface water drainage system should be modelled using Micro Drainage or similar. The model should be used to analyse the possibility that the design for surface water may fail or becomes blocked and as such should design a backup plan. Overland floodwater should be routed away from vulnerable areas. Acceptable depths and rates of flow are contained in EA and Defra document FD2320/TR2 "Flood Risk Assessment Guidance for New Development Phase 2".
- The maintenance and adoption regimes for all elements of the development should be considered for the lifetime of the development.
- Consenting will be required from the Water Authority for any outfall into the existing local watercourse system.

A condition is recommended should planning permission be granted to secure the provision of such drainage details, prior to occupation. A condition is also proposed to control surface water drainage throughout the construction process.

Foul Drainage

In terms of foul drainage, it is proposed that the development would link into the existing foul drainage network. Thames Water have been consulted and have confirmed in their consultation response that there is sufficient capacity within the existing network to accommodate the proposed development.

Officers are aware of concerns raised regarding the sewage treatment plant in Cranleigh, and matters of treated foul water being discharged to existing watercourse, which at various times have been dry, resulting in water quality issues. Officers have sought clarification from the Environment Agency on this position, and whether any updated detail regarding this can be provided. Any further response will be reported orally to the Committee.

Notwithstanding, the above update sought, the Inspector's considering the appeal for WA/2014/0912 considered this matter at paragraph 68 of the appeal decision and confirmed that given that the EA has not objected to the proposal and it would be for the statutory authorities to take the necessary measures to satisfactorily accommodate the new development.

The developed area of the site would be a safe zone, free from flood risk. The Environment Agency have confirmed that the homes would be safe from flood risk, subject to conditions, which are recommended should planning permission be granted.

Access and Egress

The proposed mitigation measures to the road and footpath along Alfold Road are considered to provide a safe dry access and egress through Alfold Road to the development for the 1 in 100 year plus an additional allowance for 20% climate change storm event. In addition, the proposals provide a pedestrian dry access to outside the floodplain for a 1 in 1,000 year storm event taking into consideration the requirements of the EA.

It should be noted that the developed area of the site is outside the floodplain and above the 1 in 1000 year flood level providing dry refuge for residents and protection to property.

In taking account of the assessments within the submitted FRA, consultation responses from the Environment Agency, Thames Water and the Lead Local Flood Authority, it is concluded that the proposed development would be safe for its lifetime taking account of the vulnerability of its users without increasing flood risk elsewhere, and would reduce flood risk overall.

Nevertheless, given part of the sites location within Flood Zone 2 in accordance with paragraph 102 of the NPPF, an assessment of the sustainability and community benefits must be considered as to whether they outweigh the risk. This assessment is made below in conclusion to this report.

Contaminated Land

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 site has been used as open agricultural land and there is no planning history for the site. Based on the historical and current land use and in the absence of sources of significant contamination in the near vicinity, the site is considered to have a very low risk of ground contamination being present. The Environmental Health Officer has nevertheless requested a condition that a risk assessment be carried out, which is accepted as a precautionary measure given that pesticides etc. may have cause contamination.

It is therefore recommended that conditions to secure investigation and risk assessment, submission of remediation scheme, implementation of remediation scheme and reporting of any unexpected contamination, be included, should planning permission be granted.

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, particularly given other developments are proposed in close proximity.

The data from the Council-operated monitoring stations indicates that the air quality standards have “been easily achieved each year at the roadside and rural locations” near the site, and there is a decreasing trend with an expectation for a continuing general improvement.

The introduction of residential properties to the area 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.

There are also potential concerns relating to local air quality through any potential emissions during the construction phases of the project, affecting existing receptors in the area through potential fugitive dust emissions and by increased traffic to the site during 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 application site will increase vehicular traffic which will have a significant additional effect on the air quality in this location as occupants are likely to commute to their work, educational and shopping destinations.

Notwithstanding the above, in the event permission was to be granted, Officers are satisfied that air quality could be suitably controlled through conditions to include a Construction Site Management Plan, and the Council’s Environmental Health Team have not raised any concern with regard to impact upon air quality through increased traffic movements.

As such, the proposal would be acceptable on these grounds, subject to the recommended conditions.

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. The County Archaeologist raises no objection subject to the imposition of a condition to secure archaeological investigation 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.

Infrastructure

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

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

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

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

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

From 6th April 2015, CIL Regulation 123 is amended to mean that the use of pooled contributions under Section 106 of the Town Country Planning Act are restricted.

At that point, no more may be collected in respect of a specific infrastructure project or a type of infrastructure through a Section 106 agreement, if five or more obligations for that project or type of infrastructure have already been entered into since 6th April 2010 and it is a type of infrastructure that is capable of being funded by CIL.

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

This application proposes the erection of 75 dwellings and the detailed Heads of Terms outlined earlier within the report are considered to be justified under CIL Regulations 122 and 123.

A S106 Legal Agreement is required to secure these works, which would ensure that appropriate mitigation can be secured to prevent adverse impacts resulting upon infrastructure and the development. As a result, the development would therefore accord with Policies D13 and D14 of the Local Plan 2002.

It is to be noted that the proposed heads of terms have resulted from producing a detailed infrastructure list, setting out the future improvements required should new housing development come forward within Cranleigh. This work has been carried out without prejudice to the outcome of current or future planning applications.

It's purpose is to inform infrastructure needs for the village in the absence of an up to date Local Plan and to mitigate the impacts of new development upon services, facilities and the highway network in the immediate locality.

The proposed scheme makes a proportionate contribution towards relevant improvements inline with those secured through the appeal scheme approved under WA/2014/0912 and the planning permission granted under WA/2014/1038.

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 specific comments of the Crime Prevention Design Advisor in terms of the parking court areas have been taken into account. There is limited natural surveillance in these areas due to the proposed layout as its stands.

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 and that parking courts are gated if needed.

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.

Financial Considerations

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

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

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 £108,750) 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.

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 supported by an Environmental Statement and this includes an Ecological Appraisal.

Natural England and Surrey Wildlife Trust have raised no objections but have suggested conditions.

It is therefore considered that the subject to recommended conditions, the proposed scheme would not adversely affect biodiversity and would also contribute to enhancing the natural and local environment.

In addition, it is recommended that a Landscape and Ecological Management Plan be secured by Condition to allow the Council to meet its need in conserving and enhancing the natural and local environment and meeting the above obligation as well as offsetting any localised harm to biodiversity caused by the development process.

Cumulative Effects/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.

Officers have in considering the proposed development taken account of the in combination and cumulative impacts of the development. In particular, the proposed development would adjoin further housing sites. This includes the scheme allowed on appeal, planning reference WA/2014/0912, and that being considered this application, planning WA/2015/1569.

The technical reports submitted in support of the application have taken account of the in-combination affects as well as consultation response from statutory consultees. In particular the highways impacts have been considered in terms of the wider need for Cranleigh. In response to this, the proposed development would make a contribution towards the delivery of highway infrastructure improvements.

Officers are aware that either individually or collectively, there may some impact upon foul sewage capacity, given current concerns raised in relation to the Cranleigh waste water works, and discharge to adjacent watercourse. In light of this, a further response is sought from both the Environment Agency and Thames Water in this regard, to confirm that their current no objection responses to the scheme, remain given the recent planning approvals for other sites within Cranleigh and those now under consideration. An oral update will be provided on this matter.

The landscape impact has also be taken into account, and collectively, whilst there would be harm to the immediate locality, and a change to character of a section of Alfold Road, the in combination effect would not in the Officers view be significant.

Matters including the ecological impact, surface water flood risk / management and construction works have also been considered and can be adequately addressed through appropriate controlling conditions.

Subject to no further concerns being raised with regard to the foul drainage position, the proposed development would not cause cumulative harm to the character and amenity of the area, flood risk or highway safety.

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, ability to provide children's play facilities, and contributions towards pedestrian and cycle routes 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.

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

Responses to issues raised by Third Parties and the Parish Council

A number of concerns have been highlighted in third party representations as well as in the Cranleigh Parish Council response. It is also noted that a number of letters in support of the proposal have been received. These comments have been very carefully considered by officers and it is considered that all matters have been addressed in detail above.

Development Management Procedure Order 2015 - Working in a positive/proactive manner

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

- Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.
- Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;
- Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

Conclusion / planning judgement

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

At the time of writing the report, the Council cannot identify a deliverable supply of housing sites from the identified sites which would sufficiently meet the housing demand for the next five years. Subject to further advice on the position to be provided at the meeting, this is a material consideration of significant weight in this assessment. While the extent of the shortfall may be a material consideration, the requirement for the local planning authority to demonstrate a five-year supply has to be seen in the context of the NPPF's exhortation to "boost significantly the supply of housing" and against a background of imperative of delivery.

Furthermore, the proposal would assist in the provision of much needed housing in the local area and in the Borough in general and would also have an active role to play in achieving positive growth.

The application follows a recently allowed appeal scheme on land north of the site (WA/2014/0912 - Land South of High Street between Alfold Road and Knowle Lane), which is material to the determination of this application and sets out the current position that the Council should adopt in its decision making. It confirms that benefits of the scheme must be weighed against any harm resulting.

In terms of the benefits of the scheme, the 75 dwellings would make a significant contribution to an acknowledged shortfall in deliverable sites for the five-year period, and would help boost the area's supply generally. The new homes can be delivered speedily, as confirmed by the appellant. Delivery of affordable and market homes in the context of the constraints that apply to the Borough would therefore comprise the most significant social benefit to flow from the proposed development and would be consistent with the NPPF's basic imperative of delivery.

The proposal would deliver economic gains from a number of sources, including construction-based employment and increase in local spending. The

provision of landscaping, play space, and education contribution would arise largely from the need to mitigate the effects of the development.

The site is considered to be located within a sustainable location given the connectivity to the centre of Cranleigh village and the services and facilities available.

The application also demonstrates that the site can be made safe from flood risk and the risk of flooding elsewhere would not be increased. The sequential test has also demonstrated that the site would be more suitable than the remaining SHLAA sites considered in the assessment of relevant sites.

Notwithstanding the above, it does remain that the proposed development would result in harm to the character and appearance of the countryside. However, in view of the proposed indicative design, layout and density, together with appropriate landscaping retention, there is potential for some of the harm to the landscape and visual amenity to be mitigated against, which would minimise the wider visual harm.

The proposal would result in the loss of a small area of agricultural land, however, it would not result in the fragmentation of an agricultural holding so as to seriously undermine the economic viability of the remaining holding. As such, officers consider the loss to be acceptable in this instance.

The applicants are yet to agree the final mix of affordable, to meet the needs Borough as identified in the West Surrey SHMA, however, an indication has been provided to demonstrate a suitable mix can be achieved and this will be reported to the meeting in an oral update. The level of affordable housing provision and the mix of housing will be secured by the S106 agreement.

In addition, a draft S106 has been agreed to secure a programme of highway improvement works to mitigate the impact of traffic generated by the development, a primary education contribution; future ownership, management and maintenance of on-site SUDS, play space and formal sports pitch provision. Should the committee agree Officer's recommendation to approve the application, the draft S106 will be completed to secure the above obligations.

Therefore, subject to the completion of the S106 legal agreement, the proposal would, in the Officers view on balance, effectively limit the impacts of the development. In addition, the proposal would improve accessibility to the site by non-car modes of travel.

The social and economic benefits of the scheme are considerable. The need for new housing in the area is undisputed and in Cranleigh green field sites are expected to make a contribution to overall supply. The loss of an undesignated piece of countryside abutting the urban edge of Cranleigh, with limited harm to the wider landscape, would be outweighed by the social and economic gains identified.

In the light of all that is said above, the benefits of allowing this development would significantly and demonstrably outweigh its adverse impacts. It would amount to sustainable development, bringing wider sustainability benefits to the community. The flood risk Exception Test would thus be fulfilled.

Officers therefore consider that the benefits of the scheme would significantly outweigh the adverse impacts identified, when assessed against the policies in the NPPF taken as a whole or specific policies in the NPPF indicate that the proposal should be resisted.

Recommendation

Recommendation A:

That, subject to further comment from the Environment Agency and Thames Water, completion of a S106 legal agreement to secure 36% affordable housing, infrastructure contributions towards off-site highway improvements, primary education, off-site highway works, play spaces and open space and the setting up of a Management Company SuDs, within 3 months of this date of resolution to grant permission, and conditions, permission be GRANTED

1. Condition

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

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

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

Reason

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

2. Condition

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

Reason

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

3. Condition

The plan numbers to which this permission relates are: 14009-01; Location Plan – 1431.PL01 Rev.C; Block Plan – 1431/PL.02. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

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

4. Condition

The development hereby approved shall not be first occupied until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway 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:

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

5. 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) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In

accordance with of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012. This is a pre-commencement condition as this detail is required ahead of any works taking place to ensure satisfactory arrangements are made to safeguard the local highway network during construction works.

6. 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

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

7. Condition

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

- (a) The secure parking of bicycles within the development site. Such facilities to be integral to each dwelling/building.
- (b) Providing safe routes for pedestrians / cyclists to travel within the development site.
- (c) Electric vehicle charging points for every dwelling

Reason

The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users. In accordance with of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

8. Condition

The development hereby approved shall not be first occupied unless and until a Travel Plan Welcome Pack (to include information relating to the availability of and whereabouts of local public transport, walking, cycling, car clubs, local shops, amenities and community facilities) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the agreed Travel Plan Welcome Pack shall be issued to the first time occupier of each residential dwelling.

Reason:

In accordance with of Section 4 “Promoting Sustainable Transport” in the National Planning Policy Framework 2012.

9. Condition

Prior to the commencement of the development hereby approved, full details of a proposed surface water drainage strategy must be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved strategy.

Reason

To ensure the drainage design meets the technical standards and flood risk is not increased on or offsite in accordance with Section 10 of the NPPF 2012 and NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

10. Condition

Prior to the commencement of the development hereby approved, the applicant must in their drainage strategy, provide results from infiltration testing in accordance with BRE Digest 365. The Sustainable Drainage System should then be designed in accordance with these results and shall be submitted to and approved by the local planning authority.

Reason:

To ensure that infiltration has been fully considered as a discharge option and to show evidence of why infiltration is not feasible for the site, in accordance with advice contained within the NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

11. Condition

Prior to the commencement of the development hereby approved details of how the Sustainable Drainage System will cater for system failure or exceedance events, both on and offsite, must be submitted to and approved by the local planning authority.

Reason:

To ensure that the proposal has fully considered system failure, to prevent flood risk in accordance paragraph 102 of the NPPF. This is a pre-commencement condition as the matter goes to the heart of the permission.

12. Condition

Prior to the commencement of the development hereby approved the following drawings need to be supplied where appropriate:

- a drainage layout detailing the location of SUDs elements, pipe diameters and their respective levels
- an impervious area plan
- sub catchment plan

- long and cross sections of each SuDS Element including details of flow restrictions and associated calculations showing that the system will not flood under the requirements the SuDS standards

These must be submitted to and approved by the local planning authority

Reason:

To ensure the drainage design meets the technical standards and flood risk is not increased on or offsite in accordance with Section 10 of the NPPF 2012 and NPPG. This is a pre-commencement condition as the matter goes to the heart of the permission.

13. Condition

Prior to the commencement of the development hereby approved, details of how the Sustainable Drainage System will be protected and maintained during the construction of the development shall be submitted to and approved by the Local Planning Authority. The development shall thereafter be carried out in strict accordance with those approved details.

Reason:

To ensure that the construction works do not compromise the functioning of the agreed Sustainable Drainage System. This is a pre-commencement condition as this matter relates to the construction process.

14. Condition

The development shall not commence until full details of the proposed foul water drainage scheme have first been submitted to and approved in writing by the Local Planning Authority (including details of its routing and design).

No building shall thereafter be occupied until the approved foul water drainage scheme has first been carried out and operational in accordance with the approved details.

Reason:

To ensure that the proposed development is satisfactorily drained and in the interest in amenity in accordance with Section 10 of the NPPF and Policies D1 and D4 of the Waverley Borough Council Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

15. Condition

No development shall take place until the applicants or their agents or successors in title have 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 in writing by the Local Planning Authority

Reason

In the interests of protecting the historic environment in accordance with Section 12 of the NPPF and Policy HE15 of the Waverley Borough Local Plan 2002.

16. Condition

The development hereby permitted shall be carried in strict accordance with measures detailed in Section 5 the Ecological Report, by ACD dated December 2014.

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 D5 of the Waverley Borough Local Plan 2002 and the NPPF 2012.

17. Condition

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

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

Reason

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

18. Condition

No machinery or plant shall be operated, no process shall be carried out, no deliveries taken at or dispatched from the site and no queuing except between the hours 07:30 – 17:30 Monday to Friday and 08:00 – 13:00 on Saturday and not at any time on Sundays, Bank or Public Holidays.

Reason:

In the interests of residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

19. Condition

Any generators proposed at the site shall only be used for standby purposes – as deemed when the electricity supply to the premises has failed and at no other time except for testing and maintenance. [Testing of the generator(s) is only to take place between the hours of 09.00-18.00 Monday to Friday and at a frequency of no greater than 30 minutes duration once per month.]

Reason:

In the interests of residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

20. Condition

All vehicles, plant and machinery used on site and those under the applicant's control moving to and from the site that are required to emit reversing warning noise, shall use white noise alarm as opposed to single tone "bleeping" alarms throughout the operation of the development hereby permitted.

Reason:

In the interests of residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

21. Condition

Details, including acoustic specifications, of all fixed plant, machinery and equipment associated with air moving equipment [(including fans, ducting and external openings)], 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. The rating level of noise emitted from the use of this plant, machinery or equipment shall not exceed the background sound level when measured according to British Standard BS4142: 2014, at any adjoining or nearby noise sensitive premises.

Reason:

In the interests of residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

22. Condition

Should flood lighting of the site during the demolition/construction phase or of any area during the operation phase be required, a detailed scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority. The development should be carried out in strict accordance with the approved details. The scheme shall be maintained and shall not be altered without the prior written approval of the Local Planning

Authority. The floodlighting shall be installed, maintained and operated in accordance with the approved details unless the local planning authority gives its written consent to the variation.

Reason:

In the interests of visual and residential amenity, in accordance with policies D1 and D4 of the Waverley Borough Council Local Plan 2002 and paragraph 17 of the NPPF.

23. Condition

Prior to the approval of reserved matters a layout scheme shall be submitted to and approved in writing by the local council illustrating that all 'more vulnerable' development as defined by the National Planning Practice Guidance (NPPG) will be located within land designated as Flood Zone 1 and confirmation that all internal ground floor of any residential buildings are elevated at least 150mm above the extreme 1 in 1,000 year flood level for the adjacent Littlemead Brook. The scheme and any approved phasing of the development shall be carried in accordance with the approved detail.

Reason:

This condition is sought in accordance with paragraph 101 to 103 of the National Planning Policy Framework (NPPF). It seeks to ensure that a flood risk sequential approach is applied to the layout of the development and that this will assist to protect people and properties from the risks of flooding. As noted in the submitted documents including the Technical Addendum of the flood risk assessment (9 June 2015), the site is significantly large enough to successfully accommodate all more vulnerable development within flood zone 1, the area at least risk of flooding.

24. Condition

Prior to the commencement of development for each phase a scheme for the provision and management of a 10 metre wide buffer zone alongside the Littlemead Brook shall be submitted to and agreed in writing by the local planning authority for that phase. The buffer zone shall be measured from the top of the bank. Thereafter, the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The buffer zone scheme shall be free from built development including lighting, domestic gardens, fences and formal landscaping and could form a vital part of green infrastructure provision. The schemes shall include:

- plans showing the extent and layout of the buffer zone, clearly marking the distance of the edge of the development (including gardens and car parks) from the bank top of the brook along its entire length;
- details of any proposed planting scheme. All new planting and seed mixes within the buffer zone should be native species only, of UK provenance;
- details demonstrating how the buffer zone will be protected during development;

- details demonstrating how the buffer zone will be managed and maintained over the longer term including adequate financial provision and named body responsible for management plus production of detailed management plans;
- details of any proposed footpaths, fencing, lighting etc.

Reason:

This condition is sought in accordance with paragraph 109 of the NPPF. Development that encroaches on watercourses has a potentially severe impact on their ecological value, e.g. artificial lighting disrupts the natural nocturnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat. Land alongside watercourses is particularly valuable for wildlife and it is essential this is protected. This is a pre-commencement condition as this matter goes to the heart of the permission.

25. Condition

Unless otherwise agreed in writing, no development shall take place until a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- detail extent and type of new planting. Planting within buffer zones to watercourses, in and adjacent to new wildlife ponds and lakes and all new wildlife habitats, should be planted with native species only of UK provenance;
- details of maintenance regime;
- details of any new habitat created on site;
- details of treatment of site boundaries and/or buffers around water bodies;
- details of management responsibilities and long-term funding.

Reason:

This condition is necessary to ensure the protection of wildlife and supporting habitat and secure opportunities for the enhancement of the nature conservation value of the site in line with national planning policy. This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on 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. Paragraph 118 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should be encouraged. This is a pre-commencement condition

as this relates to both the construction and operational phase of the development.

26. Condition

Prior to commencement of the development the proposed vehicular access to Alfold Road shall be constructed in general accordance with Motion's Drawing No. 140909-02 'Proposed Access Arrangements' and subject to the Highway Authority's technical and safety requirements. Once provided the access and visibility splays shall be permanently maintained to the satisfaction of the Local Planning Authority.

Reason:

The above condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

27. Condition

Prior to first occupation of the development the applicant shall:

- Construct a new footway on Alfold Road between the site access and Littlemead Industrial Estate to provide a safe walking route between the site and the existing footway network, in general accordance with Motion's Drawing No. 1409009-03 'Proposed Footway' and subject to the Highway Authority's technical and safety requirements.
- Construct a priority give-way traffic management scheme at the existing road bridge located to the north of the proposed site access in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.
- Construct pram crossing points and tactile paving on Alfold Road between Littlemead Industrial Estate and Elmbridge Road in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.

Reason:

The provide safe means of pedestrian access to and from the site in accordance with Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework and Policies M1, M2 and M4 of the Waverley Borough Council Local Plan 2002.

28. Condition

Prior to first occupation, a strategy for the provision of the highest available headline speed of broadband provision to future occupants of the site shall first be submitted to and approved in writing by the Local Planning Authority. The strategy shall take into account the timetable for the delivery of "superfast broadband" (defined as having a headline access speed of 24Mb or more) in the vicinity of the site (to the extent that such information is available). The strategy shall seek to ensure that upon occupation of a dwelling, the provision of the highest available headline speed of broadband service to that dwelling

from a site-wide network is in place and provided as part of the initial highway works and in the construction of frontage thresholds to dwellings that abut the highway. Unless evidence is put forward and agreed in writing by the Local Planning Authority that technological advances for the provision of a broadband service for the majority of potential customers will no longer necessitate below ground infrastructure, the development of the site shall be carried out in accordance with the approved strategy.

Reason: To ensure suitable provision for all potential occupiers in accordance with paragraph 42 of the NPPF.

29. Condition

An investigation and risk assessment must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates in the site. The contents of the scheme are subject to the approval in writing of the Local Planning Authority. The investigation and risk assessment must be undertaken by competent persons as defined in the NPPF and a written report of the findings must be produced. The written report is subject to the approval in writing of the Local Planning Authority.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

30. Condition

If identified be required a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental protection Act 1990 in relation to the intended use of the land after remediation.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

31. Condition

The approved remediation scheme must be carried out in accordance with its terms prior to commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.

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

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

32. Condition

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 29, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 30, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 31.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

33. Condition

Unless otherwise required by the Local Planning Authority, development other than that required to be carried out as part of an approved scheme of remediation must not commence until condition 29-32 have been complied with. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the Local Planning Authority, in writing until condition 37 has been complied with in relation to that contamination.

Reason

In the interest of the contamination of the site and amenities of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as the matter goes to the heart of the permission.

34. Condition

Hours of construction, including deliveries to and from the site shall be limited to 0800-1800 Monday to Friday; 0800-1300 on Saturdays and no work on Sundays and Bank or Public Holidays.

Reason:

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

35. Condition

No development shall commence until a detailed scheme of external lighting has been submitted to and approved in writing by the Local Planning Authority. The development should be carried out in strict accordance with the approved details. The scheme shall be maintained and shall not be altered without the prior written approval of the Local Planning Authority. The floodlighting shall be installed, maintained and operated in accordance with the approved details unless the Local Planning Authority gives its written consent to the variation. The intensity of the illumination permitted by this consent shall be no greater than that recommended by the Institution of Lighting Professionals Guidance Notes for the Reduction of Obtrusive Light GN01.

Reason

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

36. Condition

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

Reason

In the interest of the character and amenity of the area in accordance with Policies C2, D1 and D4 of the Waverley Borough Local Plan 2002. This is a pre-commencement condition as this matter goes to the heart of the acceptability of the development.

37. Condition

Prior to the commencement of the development hereby approved, demonstrating and appropriate buffer between the proposed built form and the adjacent Ancient Woodland, has been submitted to and approved by the Local Planning Authority. The development shall be carried in accordance with the approved detail.

Reason:

In order that the adjacent Ancient Woodland is preserved, in accordance with paragraph 118 of the NPPF.

38. Condition

Notwithstanding the indicative plans, no development shall commence until details have been submitted to identify vehicular, pedestrian and cycle links up to the shared southern boundary have been submitted to and approved by the Local Planning Authority. The details so approved shall thereafter be implemented in accordance with the approved detail prior to the completion of the development.

Reason: To ensure that future links can be provided to neighbouring sites and in order to achieve a cohesive and mixed community. In accordance with Section 7 of the NPPF and Policies D1 and D4 of the Waverley Borough Council Local Plan 2002.

Informatives

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

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

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

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

5. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23

of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

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

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

8. 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.

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

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

11. The applicant should take all relevant precautions to minimise the potential for disturbance to neighbouring residents during the demolition and/or construction phases of the development. The applicant should follow the guidance provided in the Construction Code of Practice for Small Developments in Waverley. The granting of this planning permission does not indemnify against statutory nuisance action being taken should substantiated noise or dust complaints be received. For further information please contact the Environmental Health Service on 01483 523393.

12. In order to prevent the potential of a leak into the environment and possible legal action being taken, any oil or chemical storage tanks should be surrounded by an impervious oil/watertight bund. The volume of the bund compound should be at least equivalent to the capacity of the largest tank, or the combined capacity of interconnected tanks, plus 10%. If there are multiple tanks, the compound should be at least equivalent to the capacity of the combined capacity of the tanks, plus 10%. All filling points, vents, gauges and sight glasses must be located within the bund. The drainage system of the

bund should be sealed with no discharge to any watercourse, land or underground strata. Associated pipe work should be located above ground and protected from accidental damage. All filling points and tank overflow pipe outlets should be detailed to discharge downwards into the bund.

13. An application will be required under the building regulations. This will cover issues such as drainage, ventilation to kitchens and bathrooms, provision for means of escape in case of fire and sound insulation between lettings.

14. The details of any activity requiring a permit such as concrete crusher must be submitted to the Planning Authority prior to the works being carried out and approval given in advance.

15. Your attention is drawn to the Environmental Protection Act 1990 - nuisance from bonfires. If a statutory Nuisance is caused by burning on site, an abatement notice will be served upon you.

16. Under the terms of the Water Resources Act 1991, and the Thames Region Land Drainage Bylaws 1981 (as amended), 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 bank of designated 'main rivers'. This includes Cranleigh Waters and Littlemead Brook.

17. "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.

18. On 6 April 2008 a new fee was introduced by the Town and Country Planning (Fees of Applications and Deemed Applications) (Amendment) (England) Regulations 2008. This fee relates to requests to discharge a condition on a planning consent. The fee payable is £85.00 or a reduced rate of £25.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site. Please note that the fee is refundable if the Local Planning Authority concerned has failed to discharge the condition by 12 weeks after receipt of the required information.

19. The applicant is reminded that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.

20. This permission creates one or more new units which will require a correct postal address. Please contact the Street Naming & Numbering Officer at Waverley Borough Council, The Burys, Godalming, Surrey GU7 1HR, telephone 01483 523029 or e-mail waverley.snn@waverley.gov.uk

21. The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of paragraph 186-187 of the National Planning Policy Framework 2012.

Recommendation B

That, if the requirements of Recommendation A are not met permission be REFUSED for the following reasons:

1. Reason

The applicant has failed to enter into an appropriate legal agreement to secure a programme of highway improvement works to mitigate the impact of traffic generated by the development. As such the proposal would fail to effectively limit the impacts of the development on existing infrastructure. The application therefore fails to meet the transport requirements of the National Planning Policy Framework 2012 and Policies M2 and M14 of the Waverley Borough Local Plan 2002.

2. Reason

The applicant has failed to enter into an appropriate legal agreement to secure contributions towards education; sports pitch provision and the ongoing management and maintenance of SuDS, play space and public open spaces. The proposal therefore conflicts with Policies D13 and D14 of the Waverley Borough Local Plan 2002 and paragraphs 7 and 17 of the NPPF.

3. Reason:

The applicant has failed to enter into an appropriate legal agreement to secure the provision of affordable housing within the meaning of the NPPF, appropriate to meet Waverley Borough Council's housing need. The proposal would therefore fail to create a sustainable, inclusive and mixed community, contrary to the requirements of paragraph 50 of the NPPF.