

WA/2021/02876 – Outline application with all matters reserved except for access for the erection of up to 18 dwellings and associated works following demolition of existing buildings. at THE OLD GROVE HIGH PITFOLD HINDHEAD

Applicant: Voyage 1 Limited t/a Voyage Care
Parish: Haslemere
Ward: Haslemere Critchmere and Shottermill
Grid Reference: E: 487755.51
N: 134443.06
Case Officer: Russell Brown
Neighbour Notification Expiry Date: 31/12/2021
Expiry Date / Extended Expiry Date: 01/03/2022 / 27/03/2025
RECOMMENDATION That, subject to conditions and a Section 106 Agreement, permission be **GRANTED**

1. Site Description

The application site is on the north side of High Pitfold, which is located south-west of Hindhead and south of Grayshott along the A3, from which it is separated by a close boarded noise attenuation fence and a chain link fence as well as a narrow belt of deciduous and evergreen vegetation. The mature perimeter trees largely screen the site from its surroundings. The application relates to The Old Grove, a triangular-shaped site (0.78 ha) that is part of a larger 2.44 ha site. It comprises two underused buildings; a two storey training facility (Lovelace) and a pool / sports facility with the site providing care facilities (both residential care homes and a day centre) for people who have physical and learning disabilities. It is considered to be in Use Class C2. The site can be interdependently accessed from High Pitfold to the southeast. Land levels slightly reduce from the east to the west of the site.

Much of the scattered housing within the vicinity of the site is two storey with private gardens. This settled verdant character, interspersed with remaining areas of woodland defines the local character.

The site is not within a conservation area and the nearest listed buildings are the Grade II* school building at Amesbury School and the Grade II stable, shelter shed, garage and barn at High Pitfold Farm, but the site is not within their setting.

2. Proposal

The application is for an outline permission with all details reserved excluding access. The proposed development comprises a residential development of 18 new homes as follows: six x 2 bedroom, 4 person; four x 1 bedroom, 2 person; six x 3 bedroom, 5 person; and two x 4 bedroom, 6 person. Six (33%) of the total number of homes provided would be affordable (three x 1 bed, two x 2 bed and one x 3 bed).

The overall building footprint is 995m², a reduction from the existing building footprint of 1020m².

Scale and appearance are reserved matters, but the indicative proposals are for every proposed dwelling to be two storeys with pitched roofs. Layout is also reserved, but indicative plans show the houses to be loosely arranged in a linear fashion along a lane which runs north-south, stepping in and out of line to create space for parking and landscaping. A soft landscaped communal play area and meeting space is located centrally on the site. New trees are proposed along the south-eastern corner and to the interior of the site. It is proposed that a total of 24 trees, four tree groups and a hedge are removed as well as the partial clearance of a three tree groups. 36 car parking spaces (32 private and four for visitors) are proposed.

3. Relevant Planning History

WA/2020/1353: Change of Use from administration building (Sui Generis) to supportive living accommodation (Use Class C2); demolition of extension and alterations. Approved 6th November 2020 and built out

WA/2015/1770: Application under Section 73 to vary/remove Conditions 1 and 4 of WA/2015/0649 (drawing numbers and restriction of use to 10 bedroom care home and 10 supported living units) to allow fenestration changes and an 8 & 4 bedroom care home and 8 supported living units. Approved 10/12/2015, but not implemented

WA/2015/0649: Change of Use of 2 buildings, one to provide 10 bed care home and one to provide 10 supported living units; external alterations, new parking area and play area on existing parking area. Approved 02/07/2015, but not implemented

WA/2010/0032: Application for a new planning permission to replace extant permission wa/2006/2772 (erection of a replacement 4 bed care home following demolition of existing lodge) to extend the time limit for implementation. Approved 08/03/2010

WA/2006/2772: Erection Of A Replacement 4 Bed Care Home Following Demolition Of Existing Lodge. Approved 26/01/2007

4. Relevant Planning Constraints

Countryside beyond the Green Belt
National Landscape
Area of Great Landscape Value (AGLV)
Ancient Woodland 500m buffer
East Hants SPA 1km zone
East Hants SPA 5km zone
Wealden Heaths I Special Protection Area 5km zone

Wealden Heaths II Special Protection Area 5km zone
Flood Zone 1

5. Relevant Development Plan Policies and Guidance

- Waverley Borough Local Plan (Part 1): Strategic policies and sites (adopted February 2018): SP1, SP2, ALH1, ST1, AHN1, AHN3, RE1, RE3, TD1, HA1, NE1, NE2, CC1, CC2
- Waverley Borough Local Plan (Part 2): Site Allocations and Development Management Policies (March 2023) (LPP2): DM1, DM4, DM5, DM7, DM9, DM11, DM15, DM25, DS 08
- Haslemere Neighbourhood Plan (November 2021): H1, H2, H4, H5, H6, H7, H8, H9, H12

Other guidance:

- The National Planning Policy Framework 2024 (NPPF)
- The National Planning Practice Guidance 2014 (NPPG)
- Council's Parking Guidelines (2013)
- Surrey Vehicular and Cycle Parking Guidance (2018)
- Surrey Hills National Landscape Management Plan (2020-2025)
- National Design Guide (2019)
- Haslemere Design Statement (2012)
- Climate Change and Sustainability Supplementary Planning Document (October 2022)

6. Consultations and Town Council Comments

Haslemere Town Council	No objection
Natural England	No adverse impact on SPA. National and local policies should be used to determine the proposal's impact on the National Landscape and the South Downs National Park
Southern Water	Not located within their statutory area
Surrey Archaeology	County No objection subject to a condition securing a programme of archaeological works
Surrey Highway Authority	No objections subject to conditions
Surrey Hills National Landscape Advisor	Many of the trees proposed to be removed have significant visual value both individually and collectively. The proposal would be uncharacteristically intensive for this locality. The site would be visually dominated by the buildings and by the many parked vehicles. Little space would be available

for any worthwhile planting. Such a harsh, intensive and form of development is unexpected in a nationally protected landscape. Whilst the proposal would have a localised impact rather than a wider landscape impact, it is nevertheless within a nationally designated landscape, which it would not conserve and enhance, or that of the scenic beauty of the National Landscape.

Surrey Police	Consideration should be given to requiring for the development to achieve a Secure By Design accreditation.
Surrey Wildlife Trust	If granted, a bat mitigation licence should be obtained from Natural England and all the actions detailed in the Method Statement undertaken. An Ecological Enhancement Strategy, a Sensitive Lighting Management Plan, a Landscape and Ecological Management Plan and a Construction Environmental Management Plan should be conditioned. Mitigation methods for reptiles can be included in the latter.
Thames Water	No objection if the developer follows the sequential approach to the disposal of surface water.

7. Representations

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

- The proposed development is a clear affront to the AONB and would also destroy a unique natural wildlife habitat.
- Insufficient additional infrastructure
- Concerning amount of extra traffic on a narrow lane
- The proposed development contravenes a number of national and local policies.
- The site is miles outside the settlement boundary and is not sustainable development; it is entirely unrealistic to expect future residents at these sites to walk to local amenities given the location and topography.
- This is the first of a number of proposed phases of development which would lead to significant overdevelopment of a small site that would be completely out of character.
- Local drainage systems may not be able to take the cumulative impact of these developments. There is no mains drainage, and no consideration has been made to assess the effect on the springs lower down in the Nutcombe Valley.
- The site has been identified as a wildlife corridor and no mitigation has been proposed.
- The site would cause light pollution, contrary to the dark skies policy.
- The access to this development is entirely inappropriate and in a dangerous position; walking and cycling would be too hazardous.

- Building adjacent to a major trunk route is wholly undesirable with regard to air quality and noise.
- If this application is approved, it would set a precedent for further development along the lane.
- There is a shortage of high quality accommodation and care for those in Surrey with severe disabilities. The land and buildings should be adapted to enhance this provision

8. Planning Considerations:

9. Principle of development

Policy SP1 of the LPP1 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development.

Policy H1 of the Haslemere Neighbourhood Plan (HNP) states that development outside the settlement boundaries will be strictly controlled and only supported where they conform with national and local planning policies.

Policy SP2 of LPP1 allows opportunities for the redevelopment of suitable brownfield sites for housing to be maximised.

Policy DS 08 of LPP2 identifies that The Old Grove site is allocated for 40 dwellings, subject to a number of criteria.

Concerns have been raised by local residents that the proposal is not sustainable development by reason of being outside the settlement boundary, being inaccessible by means other than private vehicle, being representative of overdevelopment and having an adverse impact on the National Landscape.

This site was identified and subject to a 'sieving' process as part of the review of LPP2 then assessed against a number of different variables, including typology (green or brownfield); proximity and connectivity; green belt; landscape; nature conservation; sustainability; flooding; and heritage. As such, the site allocation is robust and was found sound by the Inspector.

HNP Policy H2 requires the density of development proposals to be consistent with the character, appearance and the topography of their immediate locality and the delivery of high-quality designs.

Development proposals which meet these requirements and provide 45 dwellings per hectare in general, or 75 dwellings per hectare within 1000 metres of the Haslemere railway station will be particularly supported. The proposal is for 32% of the total allocation so a site density of 23 dwellings per hectare (dph) is considered

acceptable in light of the overall approximate density for the whole site allocation being 18 dph. It is worth noting that proximity refers to how the site physically relates to an existing settlement and that only a part of the site needs to touch the boundary, hence in some circumstances a very small portion of a large site may adjoin the settlement, but overall the site may be poorly connected.

It is recognised that this is a brownfield site outside of the existing settlement of Haslemere and is loosely connected to a settlement, but has 'Low Sensitivity' to development (as per The Landscape Study, 2020).

In respect of the sustainability of the location, it was accepted by Officers at pre-application stage that the site has a close relationship with Grayshott which is a large village and therefore, on balance, the site is considered not to be isolated. Furthermore, in the review stage of site allocations in LPP2, the site was rated as 'Minor Beneficial' in terms of access to services and facilities, although it was also deemed to be 'Moderate Adverse' for sustainable transport use. The site is located a seven minutes' cycle ride or a 21 minute walk from a post office, nine minutes by bike to a primary school and seven minutes cycling or 21 minutes walking to a doctor's surgery. It takes 13 minutes cycling to Haslemere railway station and 16 minutes to Liphook station. It is a 23 minute walk to the nearest bus stop, which is served by the 23 route going between Liphook and Haslemere with a frequency of 13 times Monday to Saturday.

In terms of compliance with the criteria set out in Policy DS 08, the proposal would provide 74 bed spaces. This is more than the number of existing bed spaces in Class C2 usage as there are none in the Lovelace buildings or pool / sports facility. Criteria b, c and b will be subject to a detailed assessment below, but the setting of nearby heritage assets (criterion e) would not be affected. As such, the principle of residential development on this site is acceptable.

10. Housing Land Supply

The Council's current annual housing requirement is 1,481 dwellings based on the standard method. Applying the 5% buffer to the housing requirement for the five year period of 1 April 2024 – 31 March 2029 increases the annual housing requirement to 1,555 dwellings. At 1 April 2024 there were 1,998 dwellings that the Council considered to be deliverable in the five year period, equating to a 1.28 year housing land supply.

As the Council cannot currently demonstrate a five year housing land supply, paragraph 11(d) of the NPPF 2024 is engaged via footnote 8. Therefore, unless the application of policies in the NPPF that protect areas or assets of particular importance (including Special Protection Areas and National Landscapes) provides a strong reason for refusing the development proposed, then permission should be granted unless it can be demonstrated that any adverse impacts demonstrably outweigh the benefits when assessed against the NPPF taken as a whole, having

particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

The application proposes the erection of up to 18 dwellings. It would therefore represent a relatively minor, albeit important contribution to housing supply. This is given significant weight in the planning balance.

11. Affordable Housing and Type / Unit Mix

Policy AHN1 of LPP1 requires a minimum provision of 30% affordable housing and the mix of dwelling types, sizes and tenure split to be in line with the most up-to-date evidence of housing needs and the Strategic Housing Market Assessment.

In this case, six (33%) homes would be affordable: three x 1 bed (50%), two x 2 bed (33%) and one x 3 bed (17%). Given this is above the policy requirement, this is welcomed and can be secured by a S106 Agreement, as would the tenure split. The mix would broadly comply with the need for different size homes in the West Surrey Housing Market Assessment (HMA) and Waverley (Table 9.1 in LPP1)

In terms of the market housing, one x 1 bed (8% of the total); four x 2-bed (33%); five x 3-bed (42%); and two x 4-bed (17%) are proposed. Again, the unit mix is as close to the need as possible given the number of dwellings proposed, and is therefore acceptable.

12. Impact on visual amenity, the National Landscape and the AGLV

Policy RE1 of the LPP1 outlines that the intrinsic character and beauty of the countryside in areas shown as Countryside beyond the Green Belt will be recognised and safeguarded in accordance with the NPPF.

NPPF paragraph 187 requires planning decisions to contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes with paragraph 189 stating that great weight should be given to conserving and enhancing landscape and scenic beauty in National Landscapes which have the highest status of protection in relation to these issues.

Paragraph 190 of the NPPF outlines that permission should be refused for major development within National Landscapes other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. The need for it and the impact of permitting it, or refusing it, upon the local economy; the cost of, and scope for, developing outside the designated area, or meeting the need for it in some other way; and any detrimental effect on the environment, the landscape and recreational opportunities should be assessed.

LPP1 Policy RE3 states that new development must respect and, where appropriate, enhance the distinctive character of National Landscapes and AGLV with LPP2 Policy DM4 of the requiring development to respond effectively to its surroundings, reinforce local distinctiveness and landscape character, including local topography and views, and take into account existing features of the site. The site is in a rural area and Policy DM15 of the LPP2 applies, but only part b of the policy is relevant for this section of the report. It states that development should recognise the natural beauty and undeveloped character which is intrinsic to the open countryside, together with the distinctive character and pattern of development in areas of urban-rural transition and rural settlements, while making efficient use of land.

The Surrey Hills Management Plan 2020-2025 sets out the vision for the future management of the Surrey Hills National Landscape by identifying key landscape features that are the basis for the Surrey Hills being designated a nationally important National Landscape. Policy P3 of this states that "*Development proposals will be required to be of high quality design, respecting local distinctiveness and complimentary in form, setting and scale with their surroundings, and should take any opportunities to enhance their setting.*" Policies W5, B3, RT3, P1, P2 and P6 are also considered to be relevant.

The site is also within an Area of Great Landscape Value (AGLV), which is a local landscape designation made by Surrey County Council. The protection of the AGLV is commensurate with its status as a local landscape designation, and it will be retained for its own sake and as a buffer to the National Landscape, although as a local designation it holds less weight in policy terms.

As previously mentioned, this part of the National Landscape comprises landform with 'Low Sensitivity' to development. However, it is still the case that views into and out of the site need to be taken into account. To that end, the applicant has submitted a Landscape and Visual Appraisal (LVA). It is based on a worst case scenario and is informed by the Parameters Plan and the illustrative masterplan.

At a national level, the site lies within Wealden Greensand (National Character Area 120). This is identified as falling within Landscape Character Assessment (LCA) K5: Hindhead Wooded Greensand Hills by the LCA Phase 2 study, referred to as the Surrey Hills AONB Areas of Search Natural Beauty Evaluation, carried out by Surrey County Council and Surrey Planning Officers Association in 2013. The site is also identified as Wooded Greensand Hills, specifically GW5: Hindhead Wooded Greensand Hills, in the Surrey Landscape Character Assessment: Waverley Borough (SLCA). The LCA Phase 2 study identifies the key characteristics as intact, often ancient, woodland in a sloping setting, with limited incongruous elements since nearby urban development is largely obscured by woodland, although nearby human influence is often perceivable despite the woodland aiding a sense of remoteness in parts. Therefore, it functions as a setting to settlement which tempers the sense of tranquillity in places.

According to the SLCA, the key characteristics of the Hindhead Wooded Greensand Hills are a complex topography based on Hythe Formation Sandstone with large, continuous blocks of woodland including some significant areas of ancient woodland and extensive areas of coniferous plantations; pockets of heathland and small scale, mainly pastoral, fields bounded by intact hedgerows; long distance views, particularly from higher ground, are possible between gaps in woodland cover over the wider landscape to the north and east; limited access through the woodland via informal tracks and a comprehensive network of public rights of way; an almost lack of settlement, but for a few farmsteads and small groups of dwellings towards the south; large tracts of registered common land and Open Access Land in the central part; ecological designations covering a significant proportion of the character area; and its peaceful and remoteness due to its enclosed nature.

The submitted LVA finds that there would be no effect on the key characteristics of the landscape from the proposed development and considers that this is the same for the AGLV as the National Landscape. This is due to the site's location next to the A3, its very contained nature and the existing presence of built form at The Old Grove. The proposal would involve the replacement of two large buildings of limited character and there would be a notable increase in the number of buildings, but the overall footprint would be reduced with building heights no greater than the existing. The findings on landscape value in the LVA are considered to be reasonable and representative of the landscape character of which the site forms part. As such, the effects of the proposed development on the wider area would be very limited.

There would be a loss of 24 trees within the site. Whilst this issue is considered in more detail in the next section, their removal is considered have a limited impact on the overall wooded character of the landscape area. The initial effect of their removal would be adverse, which is balanced out to a neutral impact once the proposed planting has established. Further details would be provided as part of the landscaping reserved matters submission.

The Levelling-Up and Regeneration Act of December 2023 includes a new requirement at 66B(6) (a) that a Local Planning Authority, being a relevant authority, for the purposes of the Act, in performing its function in relation to, or so as to affect, land in a National Landscape "*must seek to further the purpose of conserving and enhancing the natural beauty of the area of outstanding natural beauty*".

Albeit at outline stage, enhancement features in terms of providing a wildflower meadow grassland and a mixture of native and more ornamental tree and shrub planting through a landscaping scheme as well as access to nature through direct means of entry to the existing footpath under the A3 Portsmouth Road via a 2m wide new footway would be secured as part of this proposal. More details will be provided within the relevant sections of this report. These are considered to create a treed character in order to soften the built form and integrate the proposals into the wider site and, arguably more importantly, to contribute to the conservation and enhancement of the National Landscape. The proposal accords with the

Neighbourhood Plan, Officers have sought improvements to the proposal in seeking to conserve and conserve the natural beauty of the National Landscape and the proposal makes an important contribution to housing supply, including much needed affordable housing. This is consistent with the Surrey Hills AONB Management Plan Policy P4 and in the public interest.

Given the buildings currently on site, it is considered that redevelopment of the site for residential dwellings can occur with very little impact on the wider landscape character, viewpoints or visual receptors. As such, the proposal would be in accordance with Policy RE3 of LPP1, Policies DM4 and criterion c of DS 08 of LPP2.

13. Impact on trees

Criterion d of DS 08 requires the protection and enhancement of existing trees, hedgerows, and vegetation, including along the site boundary to the A3 and High Pitfold. Policy DM11, also of the LPP2, outlines that development should adequately protect trees and hedgerows during all phases of development, including through providing adequate separation; provide suitable, preferably native, species for planting; and incorporate high quality landscape schemes, appropriate to the scale, nature, and location of the development.

As previously stated, 24 trees, four tree groups, a hedge and parts of three tree groups would be removed as a result of the proposed development. 21 of these would be Category C and no objection is raised to the loss of these given their condition and the estimated remaining contribution years. The loss of 11 Category B trees is more concerning. They are all one or more of the following: individually of low significance, featuring decaying pockets, old pruning or 'tear out' wounds, cavities, unsympathetic pruning or have deadwood and / or sparse crowns. In this context, their loss is condoned. It is worth noting that the proposed site layout is only indicative at this stage so at the Reserved Matters stage more trees could be retained with the finalised design than are currently proposed to be lost.

In this instance and the context of the site being allocated with the existing trees, hedgerows, and vegetation largely being protected and enhanced, the proposal is considered to be in compliance with paragraph 136 of the NPPF and criterion c of Policy DS 08 and Policy DM11 of the LPP2.

14. Impact on residential amenity

Policy TD1 of the Local Plan Part 1 and Policies DM1 and DM5 of the Local Plan Part 2 seeks to protect future and existing amenities for occupants and neighbours and ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development.

Objections have been raised to the amount of extra traffic, air quality and noise, which could all have an adverse impact on residential amenity.

The proposed site access would use the existing access to the site. This is located some distance away from the nearest residential property, which is considered an appropriate choice. Compared to the existing use of this part of the site, which the applicant has described as two under-used buildings used for training and sports, the proposal would introduce more noise and disturbance through vehicular traffic and therefore increased trips. The proposed residential development is expected to generate two fewer two-way peak hour trips in the morning and three additional two-way peak trips in the evening compared to the existing use. In this respect, the increase in trips is not considered to cause a material impact in respect of noise and disturbance.

An Air Quality Assessment has been submitted, which addresses the effects of air pollutant emissions (nitrogen dioxide and particulates) from traffic using the adjacent roads and associated with the development of the site, including the likely impact of construction. However, only an assessment of the impacts of the local area on the development is required, and not of the impacts of the development on the local area because the estimated Annual Average Daily Traffic (AADT) would be 27, which is below the threshold of 500 AADT for such an assessment.

Future Occupier Amenities

Future occupiers would be subject to nitrogen dioxide (NO₂) from the highly trafficked A3. The closest available monitoring location to the proposed development site is in Hindhead at the junctions of the A333, A287 and London Road. Monitoring for particulates PM₁₀ and PM_{2.5} is expected within the Borough in the future.

Concentrations of all pollutants on the development site at present are below the National Air Quality Objectives.

In order to meet the hourly Air Quality Standard on NO₂, the annual mean nitrogen dioxide concentration should not exceed 60 µg/m³. This is 40 µg/m³ within the proposed development site boundary and therefore localised short duration pollutant concentrations to gardens, balconies and other outdoor amenity spaces would not be a concern in this case. However, in order to avoid the highest concentrations of NO₂, the western building line of the indicative layout has been pulled back from the A3, which is supported.

Whilst the submitted Air Quality Assessment was based on the proposed year of occupation being 2023, pollutants concentrations will be lower than reported in the current assessment since year-on-year pollutants concentrations decrease, car emissions technology becomes cleaner and more people purchase electric cars. As such, the conclusion that pollutant concentrations will be below the National Air Quality Objectives remains valid.

A demolition and construction dust impact assessment, including a management plan, would be secured by condition.

In terms of noise impact, again it is the impact from the A3 that would cause the most concern. A Noise Assessment has been submitted with measurements having been conducted towards the southwestern corner of the site, adjacent to the A3.

This finds that there would be a 'medium' noise risk during the daytime and a 'high' noise risk at nighttime to the front row of houses, and a 'low' noise risk during the daytime and a 'medium' noise risk at nighttime to the houses to the rear of the site. In practice, low and medium risks correspond to noise being noticeable and intrusive resulting in small changes in behaviour such as turning up the volume of the tv, speaking more loudly, having to close windows for some of the time and potentially some sleep disturbance. A high risk refers to noise being noticeable and disruptive with examples being avoiding certain activities during noisy periods, having to keep windows closed most of the time and the potential for sleep disturbance.

A Stage 2 assessment with Acoustic Design Statement has also been submitted to demonstrate how the adverse impacts of noise have been mitigated and minimised.

The orientation and layout of the proposed development has been designed with noise in mind, although layout is a reserved matter and internal plans will need to show bedrooms to the rear of the first line of the houses facing the A3 given the noise levels. However, for future residents' amenity, the front windows should still be openable, but not for the purposes of dealing with overheating. An overheating assessment would be conditioned to manage the thermal comfort of future inhabitants.

The internal noise levels will be more than 5 dB lower than the BS8233:2014 and ProPG criteria for the houses to the rear of the site; consequently, suitable internal noise levels can be achieved with double glazed windows. However, for bedrooms in the houses to the front of the site, internal noise levels would not be more than 5 dB lower based on using the same windows and method of construction (traditional brick and blockwork). As such, sound insulation and / or higher performing windows would need to be used.

All but two gardens (to the southwestern most area of the site) would benefit from noise levels of 55 dB or less. The noise gardens that do not meet the "upper guideline value of 55 dB" would have noise levels of less than 57 dB, i.e. only marginally about the recommended level. BS 8233 states that these guideline values are not achievable in all circumstances; "*development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited.*" As such, given that only a change of 3 dB(A) is generally considered to be perceptible, the minor exceedance is considered acceptable.

In summary, the outline proposal would have an acceptable impact on the amenity of existing and future occupiers, subject to further design work to form the reserved matters submission and conditions.

15. Effect on Wealden Heaths and East Hants SPA

The site is located within the Wealden Heaths I and II SPA 5km Buffer Zones as well as the East Hants SPA 1km and 5km zones. The proposal would result in an increase in people permanently on the site.

In Chapter 7: Housing Sites - Haslemere of LPP2, paragraph 7.14 describes Natural England's advice that all net new residential development between 400m and 5km of Wealden Heaths SPA of less than 20 dwellings would be unlikely to need mitigation. Factually, that is the case here, although it is important to note that this portion of the site forms a wider allocation for 40 dwellings. Natural England consider that the 18 dwellings proposed by this application in combination with the C2 care home would result in the site having over 20 net additional dwellings, thereby requiring mitigation. They are also of the opinion that this proposal partitions off the Old Grove site and mitigation is therefore required to ensure this application would not result in an adverse effect on site integrity.

The applicant's case is that parts of the allocation have to come forward at different times because this part of the site is disused whereas the other part is currently occupied as a care facility and will take time to become available. Officers raise no objection to the site allocation coming forward in two phases and certainly since no bedspaces are within the buildings to be demolished, there is no justification for requesting mitigation for this application. However, it is important to ensure mitigation is provided as soon as the 20th dwelling is applied for, likely to be part of the second phase of development comprising the remaining 22 dwellings. This commitment to mitigate for all dwellings in the allocation is considered to resolve Natural England's concern that the site is being 'partitioned' to avoid mitigation. This will be secured by a S106 Agreement to provide certainty that the commitment for mitigation is deliverable and enforceable against any future owner of the site.

Subject to the aforementioned mitigation, the proposal would therefore not have a likely significant effect upon the integrity of the SPAs in accordance with Policy NE1 of LPP1 and criterion b of Policy DS 08 of LPP2.

16. Biodiversity and compliance with Habitat Regulations 2017

NPPF paragraph 198 outlines that planning decisions should ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the

development. In doing so they should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

Policies NE1 of the Local Plan Part 1 and DM1 of the Local Plan Part 2 states that the Council will seek to conserve and enhance biodiversity. Development will be permitted provided it retains, protects and enhances biodiversity and ensures any negative impacts are avoided or, if unavoidable, mitigated. Policy H12 of the Haslemere Neighbourhood Plan seeks to protect and enhance biodiversity.

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

There are a series of seven small ornamental ponds partially within the site, which are not considered suitable for great crested newts, a professional judgement the Surrey Wildlife Trust agrees with.

There are pre-1914 buildings on site within 400m of woodland and water, which have been found to provide a habitat for common pipistrelle and brown long eared bats / bat roosts. The loss or disturbance of these roosts would be contrary to legislation. If this application is granted, a mitigation licence should be obtained prior to any works commencing which may affect bats. Mitigation in the form of like-for-like replacements of roosts such as bat boxes erected on nearby trees and bat access tiles on the new buildings can be secured by condition. A Sensitive Lighting Management Plan to protect against nocturnal species can also be conditioned.

The applicant's ecology consultant has suggested an Ecological Enhancement Strategy (EES) to secure biodiversity net gain (BNG) across the site. A 10% net gain as required by the Environment Act 2021 is not mandatory until April 2024 for major development, but LPP1 Policy NE2 requires new development to make a positive contribution to biodiversity. As such, it is considered that the EES should form an integral part of a Landscape and Ecological Management Plan (LEMP), which is to be conditioned.

Although generally not sought to cover ecological elements of a development proposal, a Construction Environmental Management Plan (CEMP) must also include mitigation methods for reptiles, such as fencing to prevent their incursion into the construction site. This can be secured by condition.

17. Impact on Highways & Transport

Policy ST1 of the LPP1 outlines that development schemes should be located where sustainable transport modes can be maximised; should make contributions to the improvement of existing and the provision of new transport schemes that give priority to users of non-polluting vehicles; should be accompanied by Transport

Assessments and Travel Plans; should comply with the Air Quality Action Plan; and should make appropriate provision for car parking.

Policy DM4 of the LPP2 requires entrances to developments to be obvious for all users of the site, permeability and access throughout the site and active travel modes to be promoted. Policy DM9 of LPP2 promotes sustainable transport modes and patterns through developments providing inclusive, safe and convenient access for all; an adequate highway design and layout; access by service and emergency vehicles at all times; adequate car and cycle parking spaces; public transport infrastructure; and them not having a severe residual cumulative impact on highway network capacity.

As previously discussed, the site is, on balance, considered not to be isolated due to its close relationship with Grayshott and is therefore in a fairly sustainable location.

Access is the main highways-related consideration for this application. In terms of routes to the site, the section of High Pitfold to the southeast of the site is narrow, barely allowing two standard sized car to pass one another. The road surface of the section directly to the south leading to the site access is equally narrow, and partly enclosed by vegetation over the lane. Whilst it may be an on-road cycle route between Hindhead and Liphook, that does not equate to it being a safe shared space. The access itself is partially hidden / screened by vegetation and is also single track, meaning that vehicles can't enter and exit at the same time, complicated by the lockable gates set back from High Pitfold.

The existing access to the site is towards the southwest corner and is proposed to be widened to 5m to allow two vehicles to pass side-by-side. The other main way is to be altered is that it would be splayed, allowing visibility splays of 2.4m deep x 47m wide to the right hand side and 2.4m deep x 51m wide to the left to be provided. The County Highways Authority have not raised any objection to this, subject to a condition requiring the vehicular access and visibility zones to be constructed prior to first occupation of the proposed development.

The internal access road, running parallel to the A3, would be wide enough for large refuse vehicle and for vehicles to enter and leave the site in a forward gear with sufficient turning areas within the site. However, further details are to be provided with the layout reserved matters submission.

There is a pedestrian and cycle access to Grayshott via an underpass beneath the A3, but no pedestrian footway to access this safely, only tactile paving for the visually impaired between it and High Pitfold, although it is considered that the lack of a dedicated footway and proximity of the road where it bends makes this unsafe. The lack of ramps for wheelchair / mobility scooters and bikes makes the stepped access unsuitable for the mobility impaired and cyclists. The latter would have to use the public bridleway further to the south. Therefore, the proposal for a short section of 2m wide footway on highway-owned land to the west of the access would provide a safe

new connection link to the underpass. The removal of vegetation to facilitate this is considered to be justified on safety grounds.

As previously explained, the proposed residential development is expected to generate two fewer two-way peak hour trips in the morning and three additional two-way peak trips in the evening compared to the existing use. This is considered to be a minor that would not increase activity to such a degree as to impact on highway safety and is therefore acceptable.

The indicative details regarding car and cycle parking demonstrate sufficient spaces for each dwelling, both for future occupiers and visitors. This includes electric vehicle charging points for each dwelling.

Conditions can be imposed in respect of a Construction Transport Management Plan, as suggested by the County Highways Authority, so the proposed development would not prejudice highway safety nor cause inconvenience to other highway users.

The proposed development therefore complies with the paragraphs of the NPPF in this respect and with LPP1 Policy ST1 and LPP2 Policies DM4 and DM9.

18. Climate Change & Sustainability

Policy CC1 of the Local Plan Part 1 seeks to support development which contributes to mitigating and adapting to the impacts of climate change, including measures that use renewable and low carbon energy supply systems.

Policy CC2 of the Local Plan Part 1 seeks to promote sustainable patterns of development and reduce the level of greenhouse gas emissions.

Policy DM2 of the Local Plan Part 2 states that all development should seek to maximise energy efficiency and reduce carbon emissions through its design, structure, orientation and positioning, landscaping and relevant technology.

The Council's Climate Change and Sustainability SPD (October 2022) is relevant.

The detailed design of the proposed dwellings, including sustainable construction and energy saving measures, would be considered further at reserved matters stage. However, at this stage, cycle storage space is proposed as well as an infiltration Sustainable Urban Drainage System (SuDS) to include soakaways, a cellular soakaway under the area of open space and permeable paving. These measures are supported in principle.

19. Drainage

Policy CC4 of LPP1 supports development where it addresses issues of flood risk through the application of Policy CC4, which requires sustainable drainage systems

(SuDS) on major developments. There should be no increase in either the volume or rate of surface water runoff leaving the site. Proposed development on brownfield sites should aim to reduce run off rates to those on greenfield sites where feasible. There should be no property or highway flooding, off site, for up to the 1 in 100 year storm return period, including an allowance for climate change.

HNP Policy H8 outlines that development proposals should incorporate appropriate water and sewage capacity facilities as appropriate to their scale, nature and location.

A Flood Risk Assessment & Drainage Strategy has been submitted, which the Lead Local Flood Authority are satisfied demonstrates that the proposed drainage scheme meets the requirements of the SuDS Hierarchy, the national Non-Statutory Technical Standards for SuDS and Ministerial Statement on SuDS. However, a pre-commencement condition in respect of the design of a surface water drainage scheme is required as is a prior to first occupation condition to provide a verification report to ensure that it has been constructed as approved.

20. Archaeology

LPP1 Policy HA1 outlines that the significance of the heritage assets, including archaeological sites, within the Borough are to be conserved or enhanced to ensure the continued protection and enjoyment of the historic environment.

LPP2 Policy DM25 requires an initial assessment of the archaeological value of any site exceeding 0.4 hectares to be submitted, potentially along with an archaeological field evaluation with any important archaeological remains left in situ protected or being subject to archaeological recording, formal reporting, publication and archiving in a suitable repository as part of a scheme of works.

Historically, this area has been heathland with past activities limited to grazing livestock and exploitation for natural resources with it being later used as arable land before it was gardens for High Pitfold House, previously a school before its current use as a care facility.

An Archaeological Desk-Based Assessment has been submitted and this finds that the site has limited archaeological interest as a result of its limited below ground exploitation when it was heathland, activities which often leave little archaeological trace. Only areas of the site currently covered with grass are likely to have good conditions for containing surviving archaeology. Past development / construction of buildings and hard landscaping are likely to have removed any archaeology present within their footprint. As such, it is highly unlikely that any archaeological deposits survive, or that these would be so complex, rare or well-preserved so as to elevate the site's significance and preclude development.

Very few intrusive archaeological investigations are recorded as having been carried out within the immediate area, only the excavation of four evaluation trenches directly west of the site. These didn't reveal any archaeology remains. However, given the lack of archaeological investigation carried out, the archaeological potential may be underrepresented. As such, and especially in light of the breaking of ground for the foundations for the buildings, groundworks for new roads and landscaping, Officers consider that further fieldwork surveys are required by condition to fully understand the site's archaeological potential.

21. Contamination

LPP2 Policy DM1 requires significant harm to the health or amenity of future occupants of the development to be avoided, or if significant environmental impacts cannot be avoided, they should be adequately mitigated, or as a last resort, compensated for. Additionally, in areas where contamination is known or likely to be found, a desk-based assessment of the likelihood and extent of land contamination, followed by an intrusive investigation where appropriate, together with the provision of any appropriate remediation measures should be provided.

A Phase I-II Geo-Environmental Site Assessment has been submitted and recommends that further investigation is undertaken where elevated concentrations of PAH have been identified. Following that, details of required remedial works may be required and these should be set out in a Remediation Method Statement. Both these documents can be secured by condition.

22. Human Rights implications

Consideration has been given to Articles 1 and 8 of the First Protocol of the European Convention on Human Rights. There are not considered to be any material impact on human rights from the proposal.

23. Equalities

Section 149(1) of the Equality Act 2010 provides:

- 1) A public authority must, in the exercise of its functions, have due regard to the need to—
 - a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers consider that the information provided by the applicant, together with the responses from consultees (and the representations made by third parties) do not result in the application giving rise to unacceptable material impact on individuals or identifiable groups with protected characteristics.

24. Community Infrastructure Levy (CIL)

Please be advised that the Waverley Borough Council CIL Charging Schedule came into effect from 1 March 2019; planning applications determined on or after this date may be liable to pay CIL. The site is within CIL Charging Schedule Zone A where the rate is £395 per m² for schemes of more than 10 dwellings.

The Council provides an online calculator which can give an indication of the CIL charge payable on a CIL liable development. For further information please view the Council's CIL webpages (www.waverley.gov.uk/CIL) or contact: CIL@waverley.gov.uk

25. Conclusion / Planning Balance

The planning balance assessment concludes that the proposal is in accordance with the Development Plan and there would be sustainability and biodiversity benefits. As such, planning permission is recommended for approval subject to the conditions outlined below and a Section 106 Agreement.

Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition:

- a) Details of the reserved matters set out below ("the reserved matters") shall be submitted to the Local Planning Authority for approval within three years from the date of this permission:
 - (i) layout;
 - (ii) scale;
 - (iii) appearance; and
 - (iv) landscaping.
- b) The reserved matters shall be carried out as approved.
- c) Approval of all reserved matters shall be obtained from the Local Planning Authority in writing before any development is commenced.

Reason:

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

2. Condition:

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

Reason:

To ensure that the Local Planning Authority retains the right to review unimplemented permissions.

3. Condition:

The plan numbers to which this permission relates are:

44/2010/PL 0001 A
44/2010/PL 0002 A
44/2010/PL 0003 D
15529-HYD-XX-XX-DR-TP-0101 P05
15529-HYD-XX-XX-DR-TP-0201 P05

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:

For the avoidance of doubt and in the interests of the development hereby permitted being fully implemented in complete accordance with the approved plans.

4. Condition:

The development hereby approved shall not be first occupied unless and until the approved vehicular access to High Pitfold has been constructed and provided with visibility zones, in accordance with the approved plans (drawing no. 15529-HYD-XX-XX-DR-TP-0201) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.0m high.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and Policy DM9 of the Local Plan (Part 2) 2023.

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) HGV deliveries and hours of operation;
- (f) provision of boundary hoarding behind any visibility zone
- (g) vehicle routing;
- (h) measures to prevent the deposit of materials on the highway;
- (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused;
- (j) no HGV movements to or from the site shall take place between the hours of 08:30 and 09:15 and 15:15 and 16:00 nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in High Pitfold during these times; and
- (k) on-site turning for construction vehicles.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and Policy DM9 of the Local Plan (Part 2) 2023. This is a pre-commencement condition as the matter goes to the heart of the permission.

6. Condition:

Prior to first occupation, a Sensitive Lighting Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent sensitive species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy.

Reason:

Many species active at night (e.g. bats and badgers) are sensitive to light pollution. The introduction of artificial light might mean such species are disturbed and / or discouraged from using their breeding and resting places, established flyways or foraging areas. Such disturbance can constitute an offence under relevant wildlife legislation and is required in accordance with Policies NE1 and NE2 of the Local Plan (Part 1) 2018 and Policy DM1 of the Local Plan (Part 2) 2023.

7. Condition:

Prior to the commencement of the development hereby permitted, a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP shall be based on the submitted Ecological Impact Assessment (The Landscape Partnership Ltd, April 2021) and shall include, but not be limited to:

- a) Description and evaluation of features to be managed;

- b) Ecological trends and constraints on site that might influence management;
- c) Aims and objectives of management;
- d) Appropriate management options for achieving aims and objectives;
- e) Prescriptions for management actions, together with a plan of management compartments;
- f) Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- g) Details of the body or organisation responsible for implementation of the plan;
- h) Ongoing monitoring and remedial measures;
- i) Legal and funding mechanisms by which the long-term implementation of the plan will be secured by the applicant with the management body(ies) responsible for its delivery;
- j) Monitoring strategy, including details of how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme;
- k) An Ecological Enhancement Strategy demonstrating how the scheme delivers a Biodiversity Net Gain (BNG).

Reason:

To protect habitats and species identified in the ecological surveys from adverse impacts during construction and to increase the biodiversity of the site in accordance with Policies NE1 and NE2 of the Local Plan (Part 1) 2018 and Policy DM1 of the Local Plan (Part 2) 2023. This is a pre-commencement condition as the matter goes to the heart of the permission.

8. Condition:

Prior to the commencement of the development hereby permitted, a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the Local Planning Authority. The CEMP should include, but not be limited to:

- a) Map showing the location of all of the ecological features;
- b) Risk assessment of the potentially damaging construction activities;
- c) Practical measures to avoid and reduce impacts during construction;
- d) Location and timing of works to avoid harm to biodiversity features;
- e) Responsible persons and lines of communication; and
- f) Use of protected fences, exclusion barriers and warning signs.

Reason:

Given the presence of ecological receptors on site, there is a risk of causing ecological harm resulting from construction activities so is required in accordance with Policies NE1 and NE2 of the Local Plan (Part 1) 2018 and Policy DM1 of the Local Plan (Part 2) 2023. This is a pre-commencement condition as the matter goes to the heart of the permission.

9. Condition:

The development hereby permitted shall not be occupied until details showing the type, number, location and timescale for implementation of the compensatory bat boxes and bat access tiles has been submitted to and approved in writing by the Local Planning Authority. This shall include a minimum of two bat boxes and a bat access tile in each southeast to southwest-facing roofslope of the new buildings. The scheme shall then be carried out in strict accordance with the approved details and thereafter retained.

Reason:

To safeguard these protected species from the impact of the development and ensure appropriate integration of new nature conservation and enhancement features in accordance with Policies NE1 and NE2 of the Local Plan (Part 1) 2018 and Policy DM1 of the Local Plan (Part 2) 2023.

10. Condition:

No development, including demolition, shall take place until a demolition and construction dust impact assessment has been submitted to and approved in writing by the Local Planning Authority. This shall include:

- i. The phases (if applicable) of the development hereby permitted, including the forecasted completion date.
- ii. A scheme setting out how the contractors will minimise disturbance to neighbours regarding issues such as noise and dust management vibration site traffic and deliveries to and from the site.
- iii. Details of hours of demolition and construction including all associated vehicular movements.
- iv. Details of the demolition and construction compound.

The demolition and construction works shall be carried out in accordance with the approved dust impact assessment.

Reason:

As this matter is fundamental to the protection of neighbouring amenity and in accordance with Policy TD1 of the Local Plan (Part 1) 2018 and Policies DM1 and DM5 of the Local Plan (Part 2) 2023. This is a pre-commencement condition as the matter goes to the heart of the permission.

11. Condition:

- a) Prior to occupation of the development works described in “ Phase I-II Geo-environmental site assessment, The Old Grove, High Pitfold, Hindhead, Omnia Ltd Reference A11491/1.1 draft August 2021” shall be completed.
- b) If identified to be required, a detailed remediation scheme shall be prepared to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property. The scheme shall include:
 - (i) All works to be undertaken;
 - (ii) Proposed remediation objectives and remediation criteria;
 - (iii) Timetable of works; and
 - (iv) Site management procedures.

The remediation works shall be carried out in strict accordance with the approved scheme. The Local Planning Authority shall be given two weeks written notification of commencement of the remediation scheme works.

Reason:

To safeguard the health of future residents or occupiers of the site in accordance with Policy DM1 of the Local Plan (Part 2) 2023.

12. Condition:

Upon completion of the approved remediation works, a verification report demonstrating the effectiveness of the approved remediation works carried out shall be completed in accordance with Condition 12 and shall be submitted to the Local Planning Authority for approval prior to occupation of the development.

Reason:

To safeguard the health of future residents or occupiers of the site in accordance with Policy DM1 of the Local Plan (Part 2) 2023.

13. Condition:

Following commencement of the development hereby approved, if unexpected contamination is found on site at any time, other than that identified in accordance with Condition 12, the Local Planning Authority shall be immediately notified in writing and all works shall be halted on the site. The following shall be submitted and approved in writing by the Local Planning Authority prior to the recommencement of works:

- a) An investigation and risk assessment, undertaken in the manner set out in Condition 12a of this permission.
- b) Where required, a remediation scheme in accordance with the requirements as set out in Condition 12b.
- c) Following completion of approved remediation works, a verification report, in accordance with the requirements as set out in Condition 13.

Reason:

To safeguard the health of future residents or occupiers of the site in accordance with Policy DM1 of the Local Plan (Part 2) 2023.

14. Condition:

The development hereby permitted shall not be commenced (other than works to trees) until details of the design of a surface water drainage scheme in line with the Flood Risk Assessment & Drainage Strategy Issue 2 dated August 2021, have been submitted to and approved in writing by the Local Planning Authority. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 (+35% allowance for climate change) & 1 in 100 (+45% allowance for climate

change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy. Associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 2 l/s.

b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers, etc).

c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected from increased flood risk.

d) Details of drainage management responsibilities and maintenance regimes for the drainage system.

e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

f) The hard surfaces hereby approved shall be made of porous and / or permeable materials and retained thereafter, or provision shall be made and retained thereafter to direct run-off water from the hard surface to a permeable or porous area or surface within the curtilage of the site.

The surface water drainage scheme shall be provided in accordance with the approved details prior to the first use of the development and shall thereafter be retained and maintained in accordance with the approved details for the lifetime of the development.

Reason:

To ensure that the principles of sustainable drainage are incorporated into this proposal so that the final drainage design does not increase flood risk on or off site in accordance with the National Non-Statutory Technical Standards for SuDS, Policies CC1 and CC4 of the Local Plan (Part 1) 2018, Policy DM1 of the Local Plan (Part 2) 2023 and Policy H6 of the Haslemere Neighbourhood Plan (November 2021).

15. Condition:

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

Reason:

To ensure the drainage system is designed to meet the National Non-Statutory Technical Standards for SuDS, Policies CC1 and CC4 of the Local Plan 2018 (Part 1), Policy DM1 of the Local Plan 2023 (Part 2) and Policy H6 of the

Haslemere Neighbourhood Plan (November 2021).

16. Condition:

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

(ii) The archaeological work shall be carried out in accordance with the approved Written Scheme of Investigation and a written record of all archaeological works undertaken shall be submitted to the Local Planning Authority within 3 months of the completion of any archaeological investigation.

Reason:

To ensure that the archaeological and historical interest of the site is safeguarded and recorded site in accordance with Policy HA1 of the Local Plan (Part 1) 2018 and Policy DM25 of the Local Plan (Part 2) 2023. This is a pre-commencement condition as the matter goes to the heart of the permission.

Informatives:

1. Community Infrastructure Levy (CIL)- - The development hereby permitted is CIL liable. - - 'CIL Form 6: Commencement Notice' must be received by the Council prior to the commencement of development. Commencement of development is defined in Regulation 7 of the CIL Regulations 2010 (as amended).- - Failure to adhere to the CIL Regulations and commencing work without notifying the Council could forfeit any rights you have to exemptions, payment by instalments and you may also incur surcharges.- - For further information see our webpages (www.waverley.gov.uk/CIL) or contact CIL@waverley.gov.uk
2. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the County Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see: www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehiclecrossovers-or-dropped-kerbs.
3. The applicant 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 County 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 and 149).

4. 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 County 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>
5. 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 applicant is advised that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture / equipment.
7. The applicant is advised that the details of external lighting required by Condition 6 should comply with the recommendations of the Institution of Lighting Engineers (ILE) 'Guidance Notes for the Reduction of Light Pollution (2011)' similar guidance recognised by the Council. A certificate of compliance signed by a competent person (such as a member of the Institution of Lighting Engineers) should be submitted with the details. Please contact the Council's Environmental Health Team for further details.
8. The applicant is advised that they will be required to obtain a mitigation licence from Natural England following the receipt of planning permission and prior to any works which may affect bats commencing, and undertake all the actions which will be detailed in the Method Statement which must support a mitigation licence.
9. The applicant is advised that there shall be no burning of any waste or other materials on the site during the construction phase.
10. Each dwelling should be provided with a fast charge socket (minimum 7kW) for

11. The applicant is advised that if proposed works result in infiltration of surface water to ground within a Source Protection Zone, the Environment Agency will require proof of surface water treatment to achieve water quality standards.
12. The applicant is advised to contact the Surrey County Council Archaeologist to establish the scope for the Written Scheme of Archaeological Investigation as required by the archaeology condition.