



Appeal Decision

Site visit made on 5 February 2020

by David Wyborn BSc(Hons) MPhil MRTPI

an Inspector appointed by the Secretary of State

Decision date: 13 March 2020

Appeal Ref: APP/Y3615/W/19/3240781

Land to East of White Lane and West of Chestnut Lodge, Drovers Way, Ash Green, Guildford, Surrey GU12 6HY

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Mr Rob O'Carroll of Bellway Homes Limited (Thames Valley) against the decision of Guildford Borough Council.
 - The application Ref 18/P/01950, dated 9 October 2018, was refused by notice dated 17 July 2019.
 - The development proposed is the erection of 59 residential dwellings with associated access, parking, landscaping and infrastructure.
-

Decision

1. The appeal is allowed and planning permission is granted for the erection of 59 residential dwellings with associated access, parking, landscaping and infrastructure at Land to East of White Lane and West of Chestnut Lodge, Drovers Way, Ash Green, Guildford, Surrey GU12 6HY in accordance with the terms of the application, Ref 18/P/01950, dated 9 October 2018, subject to the conditions set out in the attached schedule.

Procedural Matters

2. During the processing of the application by the Council the proposal was amended. The amendments included revised layouts and information, and the reduction in the number of the units to 59. The description above reflects the amended proposal and I have considered the appeal accordingly. I have also used the site address above from the decision notice and the appeal form as this more accurately describes the site. I am satisfied that no party would be prejudiced by these matters.
3. The application was refused for 3 reasons and the Council has indicated that the latter two reasons could be addressed by a planning agreement with appropriate obligations. A planning agreement has been submitted at the appeal stage to provide mitigation to seek to address the impacts on the Thames Basin Heaths Special Protection Area (the SPA) to address the second reason for refusal, and to provide infrastructure to mitigate the impact of the proposal on the local area to seek to address the third reason for refusal. The Council is a party to the agreement and I will consider these matters later.

Main Issue

4. In the light of the above and the submission of the planning agreement to address the second and third reasons for refusal, the main issue is whether the

market housing mix would be satisfactory having regard to the site size, characteristics and location.

Reasons

5. Policy H1 of the Guildford Borough Local Plan: Strategy and Sites 2015 – 2034 (Adopted 25 April 2019) (the Local Plan) sets out the policy approach to delivering housing across the plan area. The policy explains that new residential development is required to deliver a wide choice of homes to meet a range of accommodation needs as set out in the latest Strategic Housing Market Assessment.
6. The supporting text to the Local Plan sets out the mix of different sized units for both market and affordable housing that are sought to be delivered across the plan area. These percentage mixes reflect the recommendations in the West Surrey Strategic Housing Market Assessment 2015 (SHMA) and the Guildford Addendum Report (2017).
7. The SHMA advises that the provision of market housing should be more explicitly focused on delivering across the West Surrey Strategic Housing Market Area (Guildford, Waverley and Woking Borough Council areas) smaller family housing for younger households. It is on this basis that the percentage market mix of different bedroom properties was proposed. The SHMA goes on to advise that although the mix is quantified on the basis of market modelling and the understanding of the then current housing market the advice does not strongly believe that such prescriptive figures should be included in the plan making process and that the 'market' is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time. The SHMA advises that the housing mix figures can, however, be used as a monitoring tool to ensure that future delivery is balanced when compared with the likely requirements as driven by demographic change in the area.
8. This evidence appears to have informed the Local Plan and I note that Policy H1 advises that new development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location.
9. The Council's appeal statement indicates that based on the information from estate agents, the distribution of existing housing stock, with existing and new 1 bed units concentrated in town centres, the semi-rural location and the character of properties in the surrounding area, the lack of 1 bedroom market units on the site would be acceptable in this instance. Looking at all the evidence on this matter, I do not disagree with the Council and I am satisfied that the lack of provision of 1 bedroom market units on the site would not conflict with Policy H1 of the Local Plan for the reasons explained.
10. In respect of the units which are proposed on this site, compared to the percentage mix in the SHMA, the evidence indicates that there would be an undersupply of 2 bedroom market units by about 5/6 (-16%), an oversupply of 3 bedroom market units by about 3 (+9%) and an oversupply of 4 bedroom market units by about 6 units (+17%). This would be in relation to a total of 35 market units.
11. I note the estate agency information and reports submitted by the appellant regarding the need and supply of 2 bedroom market properties in the area, and I have also taken into account the contrary evidence, particularly that set out

- by the Council and the Ash Green Residents' Association in this respect. I note the comments about the limited number of 2 bedroom properties in the locality and therefore that there is no justification to reduce the percentage of such units on the site. However, there would be some 2 bedroom market units to be provided on the site and I also give weight to the evidence of the appellant who would need to be confident of selling these units at the end of the construction period with an overall viable scheme, and without which the affordable housing and other obligations may not be able to be delivered. I am also conscious that the SHMA advises that the 'market' is to some degree a better judge of what is the most appropriate profile of homes to deliver at any point in time.
12. Across the site, 2 and 3 bedroom market units of varying floorspaces would make up the majority of the market housing proposed. Taking this and all other matters into account, especially the advice in the SHMA that the mix should not be used prescriptively, the semi-rural location and the medium size of the site, I consider the overall market mix to be satisfactory and justified in the circumstances. The deviation from the SHMA market mix would not be significant nor would it prejudice the delivery of an appropriate mix of housing across the plan area as a whole.
 13. In these circumstances, I am satisfied that the mix of housing tenures, types and sizes would be appropriate to the site size, characteristics and location such that this requirement of Policy H1 of the Local Plan would be met. In this respect the scheme would meet the requirement of the National Planning Policy Framework (the Framework) that within the planning policy approach for housing the size, type and tenure of housing need for different groups in the community should be assessed and reflected in planning policies.
 14. I have noted all the evidence and related comments regarding the analysis of appeal decisions elsewhere where housing mix was considered which I attach limited weight because of the different location, planning policies and background circumstances. In respect of other decisions locally where the housing mix has differed from the recommended percentages, I note that they were determined before the Local Plan was adopted, although it appears that they would have been influenced by the SHMA recommendations. While I attach limited weight to these other decisions as to their influence on the considerations with regard to the present proposal, they do nevertheless show that housing mix has differed across the plan area dependent on the particular circumstances of the site and background.
 15. In the light of the above, I conclude that the market housing mix would be satisfactory having regard to the site size, characteristics and location and thereby would comply with Policy H1 of the Local Plan and the Framework in this respect.

Planning Agreement

Ash Road Bridge Scheme contribution

16. The planning agreement includes an obligation to make a contribution towards the Ash Road Bridge scheme (the ARB scheme) so that when the ARB scheme is implemented the level crossing can be closed on the A323 Guildford Road. The evidence indicates that there are safety issues and traffic delays at the level crossing. It appears that because of delays at the level crossing drivers

use other roads in the locality to avoid the crossing and this leads to “rat-running” in the local area.

17. My attention has been drawn to the background information submitted during the Local Plan examination and that the adopted Local Plan contains allocation Policy A31 concerning 1,750 dwellings in the general area. This policy states land and a contribution will be required from sites for the new road bridge to enable the closure of the level crossing. However, allocation Policy A30 concerning the appeal site has no such reference to making contributions to the ARB scheme, although it is in the same general area, indeed closer to the level crossing than some of the land allocated in Policy A31.
18. The appellant has set out detailed highway arguments and traffic information to seek to demonstrate that the impact of traffic movements in relation to the site would be minimal and in relation to additional traffic using the level crossing *de minimis*, such that a contribution to the ARB scheme would not be justified. It is argued that I should find this obligation regarding the contribution to the ARB scheme would not meet with the required tests and it has only been included in the agreement on a without prejudice basis so that regardless of my findings on this matter the appeal can be allowed.
19. My attention has also been drawn to an appeal decision¹ for a residential scheme within the Policy A31 allocated area, where the Inspector questioned the £10,000 per unit level of contribution required to the ARB scheme and that it would require further investigation as to how reasonable and proportionate it might be.
20. I have carefully considered all the evidence, including that general traffic in the locality causes delays and rat-runs. I am satisfied that, on the evidence before me, that some traffic from the development would result in additional traffic flows either over the level crossing adding to delays or that traffic would rat-run along local roads to avoid the level crossing. The evidence indicates that these local roads are subject to highway constraints and the appeal site is in such proximity to these routes and the level crossing that future occupants would be very likely to have little alternative but to use these routes on a reasonably regular basis thereby contributing to the adverse impacts on the road network.
21. While I accept that Policy A30 does not have a specific reference to requiring a contribution to the ARB scheme other Local Plan policies, in particular Policies ID1 and ID3, set out that new development will be required to provide and/or fund the provision of suitable access and transport infrastructure and services that are necessary to make it acceptable. I am conscious of the Framework advice regarding development and the residual cumulative impacts on the highway network, nevertheless, Policy ICD3 of the Local Plan sets out that the requirement to provide suitable transport infrastructure to mitigate the impacts is within the context of the cumulative impacts of approved development and site allocations.
22. The appeal site and the other allocated sites in the vicinity would collectively add more vehicles and lead to a greater adverse impact on the existing unsatisfactory road system. I see no substantive reason why the appeal site should not make a contribution to mitigating this impact in the same way as

¹ APP/Y3615/W/19/3225673 - Land adjoining Streamside, Harpers Road, Ash GU12 6D.

- the other identified development sites in proximity to the affected roads and level crossing.
23. It follows from my analysis that I have a preference for the highway evidence of the Council and that the impacts of the development on the road network at the level crossing and/or in the adjoining roads require this issue to be addressed. The ARB scheme would help to address these adverse impacts and I consider to comply with Policies ID1 and ID3 of the Local Plan a contribution to the ARB scheme is necessary. In coming to this judgement, I have taken into account the other highway works which would also be necessary in association with the proposal and form part of the planning agreement.
24. The Council has responded to the concerns raised by the Inspector in the appeal in Harpers Road and to matters raised by the appellant, and set out information to justify the scale of contribution. I am conscious that a part of the funding for the ARB scheme will come from Homes England and Network Rail, and a proportion of the funding would come from private developers undertaking schemes in the area.
25. The Highway Authority in its evidence has set out the contribution from other developments to the ARB scheme, and related the scale of the contribution to the anticipated resulting peak flow traffic movements. The evidence indicates that the scale of contribution from the appeal site would be broadly in accordance with other schemes in the area and, in my view, would help to mitigate the impact of the proposal with a fair and reasonable amount of the overall costs of the ARB scheme proportionate to the impact of the appeal proposal given its location near to the affected roads and proximity to the level crossing.
26. Taking all these matters into account, including the appellant's final comments, I conclude that to address the highway impacts of the proposal, and to comply with the requirements of Policies ID1 and ID3 of the Local Plan, the obligation to make a financial contribution towards the ARB scheme is necessary to make the development acceptable in planning terms. The obligation is directly related to the development as it would help to address the impact from the additional traffic movements and, for the reasons explained, I am satisfied that the financial contribution would be fairly and reasonably related in scale and kind to the development. The obligation therefore meets the requirements of Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

Ecological obligation and issues

27. The site lies within the zone of recreational influence of the SPA. My attention has been drawn to documents including the Thames Basin Heath Special Protection Area Avoidance Strategy 2009-2016 which sets out a strategy for the provision of Suitable Alternative Natural Greenspace (SANG). In terms of meeting this requirement the appellant has indicated that a planning permission has been granted for the change of use of land adjoining the appeal site to allow public access and associated works to facilitate its use as a SANG. Also, as another option to meet the SANG requirement there is the alternative that a contribution could be provided to an existing private SANG.
28. Natural England advised at the application stage on these matters and was satisfied that the application could provide appropriate SANG provision (with a Grampian condition in the case of the proposed SANG on the adjoining land)

and with a Strategic Access Monitoring and Management (SAMM) contribution the proposal would mitigate the recreational effects on the SPA.

29. The planning agreement in combination with recommended condition 3 (a Grampian condition regarding the provision of SANG) would secure the appropriate mitigation albeit that it would allow alternatives to the provision of SANG. The legal agreement also contains an obligation to pay the appropriate SAMM contribution.
30. In these circumstances, where the mitigation would be secured, when undertaking an Appropriate Assessment in accordance with The Conservation of Habitats and Species Regulations 2017, I am satisfied that the proposal, alone or in combination with other schemes, would not significantly and adversely impact on the integrity of the SPA. It therefore follows that the obligation is 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.

Other obligations

31. The planning agreement also sets out other obligations. In respect of the affordable housing contribution, providing 24 units of accommodation, with the related details set out in the agreement, is necessary to comply with the requirements of H2 of the Local Plan.
32. The highway contribution would deliver a range of improvements and is required in the interests of safety. This includes works in White Lane, works to a public byway and a bridleway, and a contribution to improvements to the A31 Hogs Back/White Lane junction. Looking at these matters I am satisfied that they are necessary and directly related to the development. I have also considered all the submissions regarding the provision of an independent footbridge over the railway cutting taking into account the other permissions that have been granted locally and any planning obligations in this respect. Having regard to the technical highway details I am satisfied that the impacts of the development would not require such an obligation and that the evidence indicates that the proposed signalling and related works would provide a satisfactory highway solution.
33. I have had regard to the Surrey County Council submissions as Education Authority and the early years, primary and secondary school contributions are necessary to provide additional education infrastructure to accommodate children from families moving into the development.
34. In terms of the healthcare infrastructure contribution, the North East Hampshire and Farnham Clinical Commissioning Group has set out evidence that it would be necessary to carry out conversion works to increase clinical capacity at the nearest medical centre to help accommodate patients from the proposed development. I am satisfied that the related contribution is necessary.
35. These obligations in respect of affordable housing, highway works, education and healthcare, are all individually necessary to make the development acceptable in planning terms, are all directly related to the development, and are all fairly and reasonably related in scale and kind to the development. As a

consequence, they would all meet with the tests set out in Regulation 122(2) of the Community Infrastructure Levy Regulations 2010.

Other Matters

36. I have taken into account all the objections to the proposal including those from the Parish Council, the Ash Green Residents' Association and local residents. The site has been allocated for development under Policy A30 of the Local Plan and therefore the principle of residential development of the site and issues such as the sustainability of the location have been examined and agreed through the Local Plan process.
37. Policy A30 indicates that the site is allocated for approximately 62 homes and the scheme proposes 59 dwellings. I consider that the layout with space around the site, siting of buildings away from the ancient woodland area and overall design of the properties would accord with the general approach in Policy A30 of the Local Plan.
38. I have carefully considered the relationship of the development to Station House, which can be considered a non-designated heritage asset. The house is on a lower level with principal windows facing the site. However, with the proposed spacing between Station House and the nearest dwelling, and the proposals for landscaping in that section of the site, I do not consider that the living conditions of the occupants or the setting of that property would be unduly affected by the development.
39. The new access onto the White Road and highway safety in the vicinity, in particular with reference to the extent of visibility caused by the bridge, has been raised in many of the representations. I have examined this matter, including at my site visit, and given the technical advice of the Highway Authority I have found no reason to disagree with its conclusion that the proposal with the traffic lights and footway widening would be acceptable in safety terms.
40. In terms of all the other matters raised, including potential flooding, relationship to adjoining properties, design and layout, sewer capacity, car parking, trees and ecological impact, I am satisfied that these issues have been addressed in the submissions and where appropriate could be safeguarded by planning conditions.

Conditions

41. I have had regard to the conditions suggested by the Council and the advice in the Planning Practice Guidance. The statutory time limit is required and a condition specifying the approved plans is necessary in the interests of certainty.
42. Condition 3 is necessary for the reasons explained above and is required to be a pre-commencement condition to ensure that the SANG provision is agreed and the mitigation secured before any works commence. A scheme of archaeological works is necessary to be agreed to accord with the recommendations in the Archaeological Desk-Based Assessment (December 2018) and this needs to be a pre-commencement matter given that any on-site investigations would need to take place before any other works.

43. A condition is necessary to agree and implement a surface water drainage scheme in the interests of flood prevention and this needs to be a pre-commencement matter so that these fundamental works can be incorporated into the overall design from the outset. Condition 21 is necessary to demonstrate that the system is functioning adequately given the scale of the development and the need for flood prevention.
44. A Construction Transport Management Plan and a Construction Environmental Management Plan are necessary to ensure that the works take place with respect to the convenience of the users of the highway network, the amenities of local residents and important wildlife interests. Conditions regarding agreement to an Arboricultural Method Statement and that this be agreed on site and as pre-commencement matters are necessary given the importance of trees to the character and appearance of the area and the proximity of ancient woodland.
45. A condition is necessary regarding the provision of fibre broadband to the premises to ensure that occupants of the site have this facility in the interests of future proofing and to assist with home working thereby reducing the need to travel. This needs to be a pre-commencement condition so that this service is incorporated in the planning with other service delivery.
46. Condition 11 is necessary to ensure that the details of the development are of a high quality to accord with the requirements of the development plan and the Framework. Conditions 12, 13, 14, and 15 are necessary in the interests of ecological and landscape protection, and enhancement of the site.
47. Condition 16 is necessary to ensure that the vehicular access is provided with the appropriate sight lines in the interests of highway safety. Condition 17 is necessary to ensure the delivery of the off-site highway and related works in the interests of the safety of highway users. Condition 18 is necessary to ensure the vehicle parking and cycle spaces are delivered and thereafter retained in the interests of the convenience and safety of highway users.
48. Condition 19 (electrical charging points), condition 20 (travel information pack), condition 26 (energy efficiency) and condition 27 (water consumption) are necessary to ensure that the development is designed and would operate sustainably. Condition 22 is necessary to ensure that the sewer system can accommodate the additional flows from the new housing and condition 23 is necessary to ensure that any contamination that may be identified during the construction phase is dealt with appropriately in the interests of the wellbeing of future residents.
49. Condition 24 is necessary to agree finished floor levels and other heights of buildings across the site, with particular regard to the relationship of Plot 1 to Station House, so as to protect the character and appearance of the area and specifically the amenities of the occupants of Station House. A condition is necessary to agree a lighting management plan in the interests of the character and appearance of the area, and also to ensure the wellbeing of bats.
50. A condition is necessary to ensure the management and maintenance of the open space in the interests of the character and appearance of the area and condition 29 is necessary to provide at least one affordable dwelling to a wheelchair accessible standard and others to meet accessible and adaptable

dwelling standard to help to provide a flexible housing stock to meet a wide range of accommodation needs.

Conclusion

51. Having regard to the above, and taking all matters into account, I conclude that subject to the recommended conditions and the obligations, the appeal should be allowed.

David Wyborn

INSPECTOR

Schedule of Conditions

- 1) The development hereby permitted shall be begun before the expiration of three years from the date of this permission.
- 2) The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawing No.	Drawing description
Layouts	
071709-BEL-TV-01-G	Presentation Planning Layout
071709-BEL-TV-02-G	Supporting Planning Layout
071709-BEL-TV-03-G	Storey Heights Layout
071709-BEL-TV-04-G	Tenure Plan
071709-BEL-TV-05-G	Unit Types Layout
071709-BEL-TV-06	Site Location Plan
071709-BEL-TV-07-G	Materials Layout
071709-BEL-TV-08-F	Refuse Strategy Layout
Perspectives & Streetscenes	
071709-SS01-C	Street Scene 01
071709-SS01-DIMS-B	Street Scene 01 Dimensions
071709-SS02-C	Street Scene 02
071709-SS02-DIMS-C	Street Scene 02 Dimensions
Private Houses	
PO-2B-2S-CB-E	Potter Housetype - Elevations (Brick)
PO-2B-2S-CT-E	Potter Housetype - Elevations (Tile)
PO-2B-2S-P1	Potter Housetype - Floor Plans
CH-3B-2S-CB-E	Chandler Housetype -Elevations (Brick)
CH-3B-2S-P1	Chandler Housetype - Floor Plans
071709-TH-E1	Thatcher Housetype - Elevations (Render)
TH-3B-2S-CT-E	Thatcher Housetype - Elevations (Tile)
TH-3B-2S-P1	Thatcher Housetype - Floor Plans
MA-3B-2S-CB-E	Mason Housetype - Elevations (Brick)
MA-3B-2S-CT-E	Mason Housetype - Elevations (Tile)
MA-3B-2S-P1	Mason Housetype - Floor Plans
SC-4B-2S-CB-E	Scrivener Housetype - Elevations (Brick)
SC-4B-2S-CT-E	Scrivener Housetype - Elevations (Tile)
SC-4B-2S-P1	Scrivener Housetype - Floor Plans
MI-4B-2S-CB-E	Milliner Housetype - Elevations (Brick)
MI-4B-2S-P1	Milliner Housetype - Floor Plans
071709-MI-E3	Milliner Housetype - Elevations (Tile)
071709-MI-P2	Milliner Housetype - Floor Plans
BO-4B-2S-CT-E	Bowyer Housetype - Elevations (Tile)
BO-4B-2S-P1	Bowyer Housetype - Floor Plans
071709-WE-E1-B	Weaver Housetype - Elevations (Render)
071709-WE-P1-B	Weaver Housetype - Floor Plans
Affordable Houses	
071709-SP-LA-E1-A	Spinner Lacemaker Elevations (Brick)
071709-SP-LA-E2-A	Spinner Lacemaker Elevations (Brick)
071709-SP-LA-E3-A	Spinner Lacemaker Elevations (Tile)
071709-SP-P1-A	Spinner Maisonette Floor Plan
071709-LA-P1-A	Lacemaker Maisonette Floor Plan
071709-BA-E1	Baker Housetype - Elevations
071709-BA-P1	Baker Housetype - Floor Plans

071709-HA-E1-B	Harvester Housetype - Elevations
071709-HA-P1-B	Harvester Housetype - Floor Plans
071709-3BD-E1	3BD Housetype - Elevations
071709-3BD-P1	3BD Housetype - Floor Plans
Ancillary Drawings	
071709-GAR02-A	Garage Type 02
071709-GAR03-A	Garage Type 03
071709-GAR04-A	Garage Type 04
071709-CP01-A	Carport 01, Includes bin/ cycle store
071709-BS02	Bin & Cycle Store 02
071709-SH01	Cycle Shed 01
071709-SH02	Cycle Shed 02
071709-SUB01	Sub Station
Landscape Drawings	
6583/ASP1.0	Soft Landscaping
6583/ASP1.1	Soft Landscaping
6583/ASP1.2	Soft Landscaping
6583/ASP.HL.2.0	Hard Landscaping
6583/ASP.HL.2.1	Hard Landscaping
6583/ASP.HL.2.2	Hard Landscaping
Highways	
ITB13687-GA-011	Proposed Access Arrangements -Visibility

- 3) No development shall take place until written confirmation has been obtained from the local planning authority that either:

(i) the Council has secured Suitable Alternative Natural Green Space (SANG) to be provided or enhanced to mitigate the impacts of the development utilising a financial contribution payable pursuant to the planning obligation attached to this permission; or

(ii) the applicant has secured sufficient capacity within the Ash Lodge Drive SANG, the SANG at Manor Farm, Tongham or another existing or approved area of SANG capable of mitigating the impacts of the development in accordance with the planning obligation attached to this permission.

No dwelling shall be occupied before written confirmation has been obtained from the local planning authority that any works required to bring the area of SANG allocated to the development up to acceptable SANG standard have been completed.

- 4) No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.
- 5) No development shall commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, the National Planning Policy Framework and the Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed solution will effectively manage the 1 in 30 and 1 in 100 (+40%) allowance for climate change storm events and 10% allowance for urban creep, during all stages of the development (Pre, Post and during), associated discharge rates and storage volumes shall be provided using a maximum discharge rate of 8.5 litres/sec.
- 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) 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.
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system and adjacent Ordinary Watercourse.
- e) 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.

The development shall be built in accordance with the approved plans and thereafter maintained.

- 6) No development shall commence until a Construction Transport Management Plan, to include details of:
 - (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic 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.
- 7) No development shall take place, 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:
 - a) How the construction would comply with relevant ecological legal considerations contained in:
 - The Conservation of Habitats and Species Regulations 2017;
 - The Wildlife and Countryside Act 1981 (as amended); and
 - The Protection of Badgers Act 1992,as outlined in Section 7 of Ecological Impact Assessment 18/06-1B

- (b) Measures to minimise the potential for pollution of groundwater and surface water.
- 8) No development related works shall take place on site until an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP), in accordance with BS 5837:2012 Trees in Relation to Design, Demolition and Construction, are submitted to and approved in writing by the Local Planning Authority. The approved Arboricultural Method Statement must be adhered to in full.
- 9) No development shall commence until a site meeting has taken place with the site manager, the retained consulting arboriculturalist and the Local Planning Authority Tree Officer to agree the tree protection is installed correctly. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of monitoring and compliance by the pre-appointed consulting arboriculturalist, this will be agreed at the pre-commencement meeting.
- 10) No development shall commence (excluding demolition and construction of the access) until details including plans, have been submitted to and approved by the Local Planning Authority in writing for the installation of a High Speed wholly Fibre broadband To The Premises (FTTP) connection to the development hereby approved. Thereafter, the infrastructure shall be laid out in accordance with the approved details at the same time as other services during the construction process and be available for use on the first occupation of each building where practicable or supported by evidence detailing reasonable endeavours to secure the provision of FTTP and alternative provisions that been made in the absence of FTTP.
- 11) Prior to the commencement of development (excluding ground works and the construction of the access) written details including source/ manufacturer, and/or samples of:
- a) fenestration details;
 - b) bricks, tiles, render and cladding materials; and
 - c) fascias, soffits and gutters
- to be used externally shall be submitted to and approved in writing by the Local Planning Authority and the development shall be carried out using the approved external materials.
- 12) Prior to first occupation a Landscape and Ecological Management Plan (LEMP) shall be submitted to and approved in writing by the Local Planning Authority. The LEMP should be based on the proposed impact avoidance, mitigation and enhancement measures specified in Sections 4, 5 6 and 7 of the submitted Ecological Impact Assessment ref. 18/061B and should include adequate details of the following:
- Details of the 15m Ancient Woodland buffer, and how it will be treated and managed to ensure it adequately serves its function - inclusive of Tormentil
 - Description and evaluation of features to be managed and created including measures to compensate for the proposed loss of trees
 - Full details of how the woodland in the north east corner of the site, designated as Habitat of Principal Importance deciduous woodland will be retained and appropriately managed to ensure it serves its biodiversity function
 - How the application will support the objectives of the Wanborough & Normandy Woods & Meadows BOA

- Details of a slow worm impact avoidance, mitigation and compensation/translocation plan with provision for habitat enhancement
- Management of the stream
- Numbers and locations of bat, bird and hedgehog boxes, including provision integral to the design of the new buildings
- Hedgehog passes
- Appropriate management options to achieve aims and objectives
- Preparation of a work schedule for biodiversity enhancements for the first 5 year post construction phase, and then securing these in perpetuity
- Details of the body or organisation responsible for implementation of the LEMP

The development shall then be carried out in accordance with the approved details.

- 13) The soft landscaping scheme as shown on landscape plans ref. 6583/ASP1.0, 6583/ASP1.1 and 6583/ASP1.2 shall be implemented in full prior to the first occupation of the development or phased as agreed in writing by the local planning authority and shall be retained in perpetuity. Any trees or plants which within a period of 5 years from the completion of the landscaping that die, are removed or become seriously damaged or diseased in the opinion of the local planning authority, shall be replaced in the next planting season with others of similar size and species.
- 14) The hard landscaping scheme as shown on landscape plans ref. 6583/ASP.HL.2.0, 6583/ASP.HL.2.1 and 6583/ASP.HL.2.2 shall be implemented in full prior to the first occupation of the development or phased as agreed in writing by the local planning authority and shall be retained in perpetuity.
- 15) All hard and soft landscaping as approved shall be managed and maintained in accordance with the submitted Landscape Management Plan ref. 6583.Land.Man.001.
- 16) The development hereby approved shall not be first occupied unless and until the proposed vehicular access to White Lane has been constructed and provided with visibility zones in accordance with the approved plans, Drawing No.ITB13687-GA-011, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
- 17) Prior to the first occupation of the development hereby approved, the following package of improvement measures shall be implemented, through a S278 agreement at the applicant's expense, in accordance with details to be submitted to and approved in writing by the Local Planning Authority:-
 - i. Widening of footway to 2m along White Lane/Foreman Road from the bridge to The Croft
 - ii. Footway widening over the bridge and implementation of signals, generally in accordance with Drawing No. ITB13687-GA-004, B.
- 18) Dwellings within the development hereby approved shall not be occupied unless and until space has been laid out within the site in accordance with the approved plan, Drawing No. 071709-BEL-TV-02 Rev G for vehicles/cycles to be parked for that plot 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 purposes.

- 19) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, for Electrical Charging Points to be provided at each house (where practicable), 20% of parking spaces for flats (including maisonettes) and passive infrastructure be provided for a further 20% of car spaces for flats (including maisonettes). This shall all comprise a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply). Once implemented these shall be retained and maintained for their designated purposes.
- 20) The development hereby approved shall not be first occupied unless and until a Residential Travel Information Pack has been provided to residents in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- 21) Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and be approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).
- 22) No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.
- 23) If during development any suspect contamination, buried structures, sources of chemical pollution or similar such material (not previously identified), is found to be present on the site then no further development, unless otherwise agreed in writing with the Local Planning Authority, shall be carried out until the developer has submitted a written remediation scheme and obtained written approval from the Local Planning Authority. The remediation scheme shall detail the nature and extent of the discovered problem (unsuspected contamination) and how it shall be dealt with. A written validation report will be required to be provided to the Local Planning Authority detailing how the approved remediation scheme has been fully implemented.
- 24) No development above ground level shall take place until details of existing and proposed finished site levels, finished floor and ridge levels of the buildings to be erected, and finished external surface levels included a surveyed site section from Station House to plot 1, have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be constructed in accordance with the approved details.
- 25) No development above ground level shall commence until a Sensitive Lighting Management Plan (to comply with 'Bats and Lighting in the UK Bats and Built Environment Series') has been submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

- 26) Prior to development above slab level, an energy statement shall be submitted to and be approved in writing by the Local Planning Authority. This shall include details of how energy efficiency is being addressed, identifying the Target carbon Emissions Rate (TER) for the site or the development as per Building Regulation requirements and how a minimum of 20 per cent reduction in carbon emissions against the TER or predicted energy usage through the use of onsite low and zero carbon technology and fabric improvements shall be achieved. The approved details shall be implemented prior to the first occupation of the development and retained as operational thereafter.
- 27) Prior to first occupation, a copy of the wholesome water consumption calculation notice (described at regulation 37 (1) of the Building Regulations 2010 (as amended)) shall be submitted to and be approved in writing by the Local Planning Authority. This shall demonstrate the development hereby permitted would comply with regulation 36 paragraph 2(b) of the Building Regulations 2010 (as amended) to achieve a water efficiency of 110 litres per occupant per day (described in part G2 of the Approved Documents 2015).
- 28) Prior to development above ground level, full details of the proposed open space, along with a scheme for its maintenance and management, shall have been submitted to and be approved in writing by the Local Planning Authority. Such details shall include layout, surfacing, fencing and details of any equipment. The development of this area shall be carried out in accordance with the approved details prior to the occupation of the 30th dwelling, or in accordance with an alternative timescale set out in the full details submitted as part of this condition.
- 29) The development hereby approved shall have 1 affordable rent 3-bed house which shall be constructed to meet Building Regulations M4(3)(2)(b) 'wheelchair accessible dwelling' standards and 10% of the units hereby approved shall be designed to meet the Building Regulations 'accessible and adaptable dwellings' M4(2). These shall include within the design of each wheelchair unit internal storage space for the storage of mobility scooters/wheelchairs and associated charging points, where practicable. Thereafter these features shall be retained and maintained for the life of the development.

End of schedule