

**To:** Planning & Regulatory Committee  
**By:** Planning Development Manager

**Date:** 26 June 2024

**District(s)** Waverley

**Electoral Division(s):**

Waverley Eastern Villages  
 Mr Deanus

**Case Officer:**  
 David Maxwell

**Purpose:** For Decision

**Grid Ref:** 499088 135451

**Title: Minerals and Waste Application WA/2023/02564**

**Summary Report**

**Land at Chiddingfold Storage Depot, Chiddingfold Road, Dunsfold, Surrey GU8 4PB**

**Erection of two extensions to Building A to provide additional storage, office and amenity space (part retrospective)**

Land at Chiddingfold Storage Depot is situated in countryside beyond the Green Belt approximately 2.9 kilometres (km) east of Chiddingfold and around 1.7km south-west of Dunsfold on the south-west side of Chiddingfold Road. The site area includes part of the adjoining woodland with the remainder of the land being occupied by buildings or laid to hard standing.

The storage depot includes two main buildings comprising a larger building (Building A), which has been extended to the rear along part of its south-western elevation, and a smaller building (Building B) which was damaged by fire in August 2023. The depot comprises two separate planning units each accessed independently off Chiddingfold Road.

This first comprises the south-eastern two-thirds of the site which incorporates Building B and the south-eastern two-thirds of Building A. This area is used for the importation, storage, processing and transfer of discarded automotive parts.

The application site comprises the second planning unit which incorporates the north-western third of the site. This area extends to 0.42 hectares and is being used for the storage of disused automotive parts outside in the open yard area and temporarily for document storage in the north-western third of Building A. Planning permission (ref: WA/2021/0286) granted in March 2022 included the change of use of the north-western third of Building A from document storage to the storage of automotive parts, and the processing of catalytic converters and clutches. Whilst the permission has been implemented, the change of use has yet to take place.

The application site is located within an Area of Great Landscape Value (AGLV) and is well screened by surrounding woodland. It abuts an area of woodland to the north-west, beyond which is the Birchen Copse Ancient & Semi Natural Woodland which is situated 2 metres beyond the north-western boundary of the application site. Birchen Copse includes the Chiddingfold Forest Site of Special Scientific Interest (SSSI) which lies 20 metres from the application site boundary. The nearest sensitive receptors to the application site boundary comprise Woodside Cottage and Wetwood Rough located around 50 and 110 metres to the north respectively. A small scale wood and green waste processing and storage facility is located on the opposite side of Chiddingfold Road from the application site.

The application is for two extensions to Building A to create a combined total of 739 square metres (sq m) of additional gross internal floorspace. The smaller two-storey extension to the north-west of Building A would accommodate office and amenity space. The larger single-storey extension to the south-west of Building A would be used for the storage of automotive parts which are stored outside in the open yard area. The application is part-retrospective as the single storey extension has already been erected.

No views have been received from Waverley Borough Council. Dunsfold Parish Council has expressed concerns in relation to noise, visual impact and need. No objections have been received from statutory and non-statutory consultees subject to conditions in respect of highways, traffic and access, landscape and visual amenity, ecology and biodiversity and the water environment. A total of 5 letters of representation have been received, all of which object to the application, primarily in relation to over-development, location, ecology, landscape, highways, traffic and access and noise.

Having assessed the planning merits of the application, it is acknowledged that the proposed single-storey extension is large in size. However, the proposed development would be sensitively located and would not form a prominent feature in the local landscape. It would make effective use of previously developed land and support the needs of an established rural business by improving operational efficiency without resulting in a material increase in traffic or having an adverse impact on residential amenity. The proposal would also improve the local noise climate and make provision for landscape improvements and ecological enhancements.

For these reasons, Officers consider that the proposal is acceptable and complies with national planning policy and local development plan policy requirements subject to the imposition of conditions to control the impact of the development on local amenity and the environment.

**The recommendation is to Permit subject to conditions.**

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## ***Application details***

### ***Applicant***

2RB Limited

### ***Date application valid***

21 November 2023

### ***Period for Determination***

20 February 2024 (Extension of time agreed until 10 July 2024)

### ***Amending Documents***

- Email entitled "RE: Application SCC Ref: 2023-0189 Chiddingfold Storage Dpt (Building A Extensions x 2)" dated 11 March 2024
- Drawing No. 0801 - SK-001 Rev G Proposed & Existing Ground Floor Plans dated November 2023
- Drawing No. 0801 - SK-005 Rev F Proposed & Existing Front Elevations dated September 2023
- Preliminary Ecological Appraisal and Preliminary Roost Assessment Version 001 dated 6 April 2023
- Email entitled "RE: Planning Application WA/2023/02564: Land at Chiddingfold Storage Depot" dated 29 May 2024
- Email entitled "Re: Application WA/2023/02564 Chiddingfold Storage Dpt - Draft Planning Conditions for Comment" dated 6 June 2024

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## ***Summary of Planning Issues***

This section identifies and summarises the main planning issues in the report. The full text should be considered before the meeting.

	<b>Is this aspect of the proposal in accordance with the development plan?</b>	<b>Paragraphs in the report where this has been discussed</b>
Waste Management	Yes	47-61
Highways, Traffic and Access	Yes	62-71
Noise	Yes	72 -79
Landscape and Visual Impact	Yes	80-96
Ecology and Biodiversity	Yes	97-113
Water Environment	Yes	114-125
Sustainable Construction and Design	Yes	126-132

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## ***Illustrative material***

### **Site Plan**

Plan 1 - Site Location and Application Site Area

### **Aerial Photographs**

Aerial 1: Surrounding area

Aerial 2: Application site

### **Plans and Drawings**

Drawing ref: 0801-SK-003 Rev B Proposed & Existing Roof Plans - September 2023

### **Site Photographs**

Figure 1: Image of Building A - March 2021

Figure 2: Yard to Rear of Building A - March 2021

Figure 3: North-West Façade of Building A - March 2021

Figure 4: North-West Façade of Building A - June 2024

Figure 5: View of Building A with Gates Closed - June 2024

Figure 6: Location of Two-Storey Extension - June 2024

Figure 7: Summer View from Chiddingfold Rd - June 2024

Figure 8: Winter View from Chiddingfold Rd - March 2021

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## ***Background***

### ***Site Description***

1. Land at Chiddingfold Storage Depot is situated in countryside beyond the Green Belt approximately 2.9 kilometres (km) east of Chiddingfold and around 1.7km south-west of Dunsfold on the south-west side of Chiddingfold Road. The site area includes part of the adjoining woodland with the remainder of the land being occupied by buildings or laid to hard standing.
2. The storage depot includes two main buildings comprising a larger building (Building A), which has been extended to the rear along part of its south-western elevation, and a smaller building (Building B) which was damaged by fire in August 2023. Building A is substantial in size being 84m in length, 32m wide and around 7.5m in height. The rear extension to Building A is 48m in length and 17m wide. The depot also contains an open concreted yard area, two sheds which are used for storage and staff welfare, four external storage containers and two roll-on / roll-off (RoRo) waste recycling skips. Planning permission (ref: WA/2013/1223) allows for three RoRo waste recycling skips to be accommodated on site. The storage depot is currently being used for both waste related development and document storage use. Prior to being purchased by the applicant in 2013, it was used to house munitions during World War II and subsequently for storage and distribution purposes.

3. The open concrete yard area is used for vehicle parking, metallic waste storage in RoRo waste recycling skips which are positioned outside the south-western façade of Building B and ancillary storage. Four existing storage containers are situated along the south-eastern boundary of the depot, two of which face towards the east with the other two facing west.
4. The storage depot comprises two separate planning units each accessed independently from gated entrances off Chiddingfold Road. This first planning unit comprises the south-eastern two thirds of the site which incorporates Building B and the south-eastern two-thirds of Building A. This area is used for the importation, deposit, storage and transfer of discarded automotive parts, such as clutches, turbo chargers, air conditioning units, steering racks/pumps, electronic components and gear boxes. It is also used for the reprocessing of clutches in Building B and the de-canning and recovery of precious metals from discarded catalytic converters in Building A. This use is served by the main access to the site from Chiddingfold Road which is positioned between buildings A and B. The reprocessing of clutches has been temporarily relocated off-site due to the fire damage to Building B.
5. The application site comprises the second planning unit which primarily incorporates the north-western third of the site. This area includes the north-western third of Building A and the yard area that surrounds this part of the building. It also includes a very narrow strip of land south-west of the rear extension to Building A which runs parallel with the south-eastern two-thirds of the building.
6. This second planning unit extends to 0.42 hectares and is served from a secondary access off Chiddingfold Road. It is being used for the outdoor storage of disused automotive parts within the open yard area and temporarily for document storage. The document storage use undertaken by Formex Archive Services Limited takes place in the north-western third of Building A.
7. In March 2022, planning permission (ref: WA/2021/0286) was granted for the change of use of the north-western third of Building A from document storage to the storage of automotive parts, and the processing of catalytic converters and clutches. The permission also included the construction of a retaining wall along the south-west boundary of the second planning unit and an extension to the area of hardstanding. The application was intended to enable Hensel Recycling, who are currently based in Slinfold (west of Horsham), to relocate into the north-western third of Building A for the purposes of the processing of catalytic converters. Whilst the permission has been implemented as the retaining wall and extension to the area of hardstanding have been developed, the change of use to the north-western third of Building A has yet to take place.
8. The north-eastern boundary of the storage depot runs parallel with Chiddingfold Road and is 220 metre in length. This boundary is formed of palisade fencing, security access gates, mature hedgerows and mainly broadleaved trees, a number of which are protected by a Tree Preservation Order (TPO). These trees partly screen views of Building A from Chiddingfold Road, particularly when they are in full leaf. The remaining perimeter boundaries of the depot abut blocks of woodland which effectively screen the wider site from views from the north-west, south-west and south-east.
9. The application site is located within an Area of Great Landscape Value (AGLV). It abuts an area of woodland to the north-west, beyond which is the Birchen Copse Ancient & Semi Natural Woodland which is situated 2 metres beyond the north-western boundary of the application site. Birchen Copse includes the Chiddingfold Forest Site of Special Scientific Interest (SSSI) which lies 20 metres from the application site boundary. There are no Sites of Nature Conservation Importance (SNICIs), Listed Buildings, Registered Parks and Gardens, Special Protection Areas (SPAs), Special Areas of Conservation (SACs) or Local or National Nature Reserves within close proximity to the application site.

10. The nearest sensitive receptors to the application site boundary comprise Woodside Cottage (designated by Waverley Borough Council as a building of Local Merit) and Wetwood Rough located around 50 and 110 metres to the north respectively. Larchwood is situated approximately 115 metres to the south-east on the same side of Chiddingfold Road as the storage depot. This property is separated from the application site by a small block of woodland and a yard area forming part of the south-eastern end of the storage depot. Wetwood Cottage and Millmead Cottage are located around 120 and 127 metres to the south-east respectively on the opposite side of Chiddingfold Road.
11. To the east of the application site on the opposite side of Chiddingfold Road, planning permission was granted in March 2019 for the construction and use of a small scale wood and green waste processing and storage facility on Land at Wetwood Cottage. Several large agricultural sheds associated with Wetwood Farm are situated around 140 metres to the east of the application site beyond both Wetwood and Millmead cottages.

## ***Planning History***

12. Details were approved in April 2024 (ref: WA/2023/01729) of an existing access visibility splay drawing pursuant to condition 5, proposed cycle parking and electric vehicle charging points pursuant to conditions 6 and 7, a noise management plan pursuant to condition 9, a surface water drainage scheme pursuant to condition 11, a landscape management plan pursuant to condition 13 and a biodiversity enhancement and maintenance scheme pursuant to condition 15 of planning permission ref: WA/2021/0286 dated 29 March 2022.
13. In March 2022, planning permission (ref: WA/2021/0286) was granted part retrospectively for the change of use of the north-western end of Building A from document storage (Class B8) to storage of automotive parts, processing of catalytic converters and clutches, the creation of an extended hardstanding area and the erection of a retaining wall.
14. Details of a Noise Monitoring Scheme (ref: WA/2019/0368) pursuant to Condition 4, a Drainage Strategy (ref: WA/2019/1501) pursuant to Conditions 11 and 12, and a SuDS Verification Report (ref: WA/2021/0277) pursuant to Condition 13 of planning permission ref: WA/2017/2144 were approved in July 2019, November 2019 and August 2021 respectively.
15. In May 2019, planning permission (ref: WA/2019/0155) was granted for the provision of a package treatment plant to facilitate the management of sewage on the application site.
16. Planning permission (ref: WA/2017/2144) was granted in May 2018 for an extension to the principal building (Building A) to provide additional storage and processing areas, the change of use of the site to include the reprocessing of clutches in Building B, the re-siting of 4 containers and the erection of a landscape machinery store.
17. In March 2015, planning permission (ref: WA/2014/0939) was granted for the retention of 4 containers for storage purposes in connection with the existing waste use.
18. Planning permission (ref: WA/2013/1223) was granted in October 2013 for the importation, deposit, storage and transfer of discarded automotive parts (class B8), the importation, deposit, storage and processing of discarded catalytic converters, external alterations to the former boiler room, additional vehicle parking spaces and the installation of passive infrared lighting.
19. In January 1960, planning permission (ref: WA/79/1960) was granted for the use of the site for the storage of fertilisers and animal feed stuffs. Although Condition 1 restricted the use of the land and buildings to the storage of fertilisers and animal feed, in effect, Officers considered that this permission allowed the land and buildings to be used for Use Class B8 (storage or distribution) purposes.



## ***The proposal***

20. This part-retrospective application seeks planning permission for two extensions to Building A. These would create a combined total of 739 square metres (sq m) of additional gross internal floorspace and increase the area covered by Building A and its existing rear extension by 20%. Both proposed extensions have been designed to reflect the form and appearance of the existing building in terms of their form, design and material palette.
21. The smaller two-storey extension would be positioned centrally and extend outwards from the north-western end of Building A. A pedestrian entrance would be provided on the north-west façade of the extension. The extension would measure 7m in length, 11m in width and 6.03m in height and provide 144 sq m of gross internal floorspace. It would accommodate office and amenity space for the applicant.
22. The ground floor would include separate office space for sales and accountancy, a reception, kitchen / dining area and WC. The first floor would contain the Chief Executive's office and a boardroom. This extension would be used in connection with Refine Metals Limited's future occupation of the north-western third of Building A, in conjunction with the remainder of the building.
23. The larger single-storey extension to the south-west façade of Building A would be located over the existing area of hardstanding, effectively infilling the space beyond south-west corner of the building. This would extend the existing extension to the south-west facade of Building A along the entire length of the building.
24. A roller shutter security door would be provided on the north-west façade of the extension together with a separate door for pedestrians. The extension would measure 34.99m in length, 17.12m in width and 8.57m in height and provide 595 sq m of gross internal floorspace. This would be used for the additional storage of automotive parts which are stored in crates outside in the open yard area. These parts are prone to becoming damp or wet which has an adverse effect on operations and the efficiency of the business. The additional internal storage area would mean that there would no longer be a need to use machinery outdoors in association with the deposit, storage and removal of storage crates located in the open yard. The application is part-retrospective as the single-storey extension to the rear of Building A has already been erected.
25. The Planning, Design and Access Statement explains that the proposal would not result in any material increase in vehicle movements and that no additional external lighting is proposed. It also confirms that there would be no material change in the operation of the site and hence no impact on waste collection.

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## ***Consultations and publicity***

### ***District Council***

- |                              |                    |
|------------------------------|--------------------|
| 26. Waverley Borough Council | No views received. |
|------------------------------|--------------------|

### ***Consultees (Statutory and Non-Statutory)***

- |                              |  |
|------------------------------|--|
| 27. County Highway Authority | No objection subject to conditions.  |
| 28. County Noise Consultant  | No objection.  |
| 29. County Landscape Officer | No objection subject to consideration being given to the imposition of a planning condition. |
| 30. County Ecology Officer   | No objection subject to conditions.  |

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|-----|----------------------------|---|
| 31. | Lead Local Flood Authority | No objection subject to a condition.                      |
| 32. | Health & Safety Executive  | Development does not intersect a pipeline or hazard zone. |
| 33. | Thames Water               | No views received.  |

### **Parish/Town Council and Amenity Groups**

- |     |                         |   |
|-----|-------------------------|---|
| 34. | Dunsfold Parish Council | Express concern in relation to noise, visual impact and need and request that conditions be imposed if the planning authority is minded to grant consent. |
| 35. | Protect Dunsfold        | No views received.  |
| 36. | Friends of the Earth    | No views received.  |

### **Summary of publicity undertaken and key issues raised by public**

37. The application was publicised by the posting of two site notices and an advert was placed in the local newspaper. A total of 14 owner/occupiers of neighbouring properties were directly notified by letter.
38. Five letters of representations have been received objecting to the application. A summary of the reasons provided are set out below.
- The ever increasing development, over-development and industrialisation of the rural site over the last 10 years.
  - The business should be located on an industrial estate, not in a rural area.
  - Application should be rejected due to the environmentally sensitive location and the restricted access.
  - A fire in August last year which caused serious air pollution and a major power cut underlines the unsuitability of the activity in this location.
  - It would be more appropriate to replace Building B which was damaged by fire.
  - Extension would be onto land that used to have trees on it.
  - Activity is totally unsuited and inappropriate in this rural, residential and agricultural area, adjacent to ancient woodland and a SSSI.
  - Expansion closer to sensitive woodland may affect the abundant animals and birds including bats which are a declining amenity due to the noise of lorries and emptying containers, and the handling of toxic substances.
  - Activity is out of character with the surrounding area and the depot was only sited in a rural area to reduce the risk of being bombed.
  - Some of the drawings and explanations provided as part of the application are somewhat obfuscated.
  - Site would be immediately adjacent to the Surrey Hills National Landscape (SHNL)<sup>1</sup> following proposals by Natural England.
  - Site is accessed along an unclassified country lane with sharp bends.
  - Query the impact of the covered area on the amount of turning space in the yard.
  - As waste movements increase, it is likely that the turning area would need to be reconfigured by having an additional gated entrance to the site.
  - Disagree that a 745.59 sq m increase in floorspace, a covered area and new RoRo waste recycling skip would not result in extra traffic.
  - More pressure on Chiddingfold Road due to traffic from other local development.
  - Concerned processing activities would take place in the yard under the proposed covered area resulting in additional noise.

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<sup>1</sup> The SHNL was formerly known as the Surrey Hills Area of Outstanding Natural Beauty (AONB).

- Additional noise and dust resulting from the additional number of daily trips in association with the proposed RoRo waste recycling skip.
- Unclear why 745.59 sq m of new floorspace would not result in additional noise.
- Unclear how the proposed RoRo waste recycling skip can be emptied.
- Unclear why more staff would not be required to manage the additional activity.
- Object to the lack of proper procedure due to not being consulted on the application.

#### Officer Comment

39. The application has been amended since it was originally submitted and subjected to consultation and publicity. Firstly, a proposal to process automotive parts in the proposed single-storey extension has been removed from the application. Consequently, this extension is now only proposed to be used for the storage of automotive parts. Secondly, a covered area to accommodate an additional RoRo waste recycling skip at the north-western end of the proposed single-storey extension no longer forms part of the application. This area is now included within the proposed single-storey extension. Finally, the provision of an additional RoRo waste recycling skip for the tipping of metallic waste has been removed from the proposal. Therefore, the comments made in relation to these aspects of the original application are no longer applicable.

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## ***Planning considerations***

### ***Introduction***

40. The guidance on the determination of planning applications contained in the Preamble/Agenda front sheet is expressly incorporated into this report and must be read in conjunction with the following paragraphs.
41. In this case, the statutory development plan for consideration of the application consists of the Surrey Waste Local Plan 2020 (SWLP), the Waverley Borough Local Plan Part 1: Strategic Policies and Sites 2018 (LPP1) and the Waverley Borough Local Plan Part 2: Site Allocations and Development Management Policies 2023 (LPP2). In August 2017, the Borough Council approved an application to designate the parish of Dunsfold as a Neighbourhood Area. Whilst the application site is located within the parish, work on the preparation of a Neighbourhood Plan remains ongoing.
42. The County Planning Authority (CPA) is in the process of preparing a new Minerals and Waste Local Plan (MWLP) for Surrey which would replace the existing Surrey Minerals Plan 2011 and SWLP 2020. The MWLP remains at an early stage of preparation with the Issues and Options document being published for consultation between 15 November 2021 and 7 March 2022.
43. The CPA has considered the need for the application to be supported by an Environmental Impact Assessment (EIA). The application was found not to fall within the scope of any of the types of development listed in Schedule 1 of The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended). In relation to the types of development listed under Schedule 2, whilst the application would result in changes to a facility producing residual waste material for disposal, the area of the application site is below the area based screening threshold of 0.5 ha, the affected land is not within 100m of any controlled waters and the site is not involved in the incineration of waste materials.
44. In terms of the proximity to sensitive areas, although the development is located around 20m from Chiddingfold Forest SSSI and approximately 600m from the Surrey Hills National Landscape (SHNL), it was considered that neither designation would be subject to discernible impacts as a result of the proposed changes to the application site. As a consequence, it was concluded that the proposed development did not need to be screened for EIA.



45. In considering this application the acceptability of the proposed development will be assessed against relevant development plan policies and material considerations.
46. In assessing the application against development plan policy, it will be necessary to determine whether the proposed measures for mitigating any environmental impact of the development are satisfactory. In this case the main planning considerations are: waste management, highways traffic and access, noise, landscape and visual impact, ecology and biodiversity, the water environment and sustainable construction and design.

## Waste Management

### ***Surrey Waste Local Plan 2020***

Policy 1: Need for Waste Development

Policy 3: Recycling of Inert Construction, Demolition and Excavation Waste

Policy 8: Improvement or Extension of Existing Facilities

Policy 10: Areas Suitable for Development of Waste Management Facilities

47. Paragraph 7 of the National Planning Policy Framework (NPPF) explains that the purpose of the planning system is to contribute to the achievement of sustainable development, including amongst other things, the provision of commercial development in a sustainable manner. Paragraph 8 sets out that the planning system has three overarching objectives in order to achieve sustainable development: economic, social and environmental. The economic objective includes the need to help build a strong, responsive and competitive economy and the environmental objective involves the protection and enhancement of our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently and minimising waste and pollution. NPPF paragraph 88 promotes the sustainable growth and expansion of all types of business in rural areas.
48. Paragraph 89 of the NPPF recognises that sites to meet local business needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport. In these circumstances it will be important to ensure that development is sensitive to its surroundings, does not have an unacceptable impact on local roads and exploits any opportunities to make a location more sustainable. The use of previously developed land, and sites that are physically well-related to existing settlements, should be encouraged where suitable opportunities exist.
49. Paragraph 1 of the National Planning Policy for Waste (NPPW) states that positive planning plays a pivotal role in delivering this country's waste ambitions including through: delivery of sustainable development and resource efficiency, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy; and, helping to secure waste re-use, recovery or disposal without endangering human health or harming the environment.
50. The Waste Framework Directive (WFD), as amended, sets requirements for the collection, transport, recovery and disposal of waste. The WFD includes a requirement to apply the 'waste hierarchy' when planning for waste management. The waste hierarchy is a system of prioritising the different ways in which waste can be managed with the most sustainable method, prevention, at the top of the hierarchy followed by preparing for reuse, recycling, other recovery<sup>2</sup>, with the least sustainable method, disposal, at the bottom. In terms of targets, page 35 of the Waste Management Plan for England (January 2021) states that for end-of-life vehicles (ELVs), there is a 95% reuse, recycling and recovery requirement.
51. The vision for the SWLP is composed of 5 key elements that reflect national planning policy. These elements include net self-sufficiency and sustainable waste management (waste hierarchy). The SWLP Spatial Strategy states that Surrey has a need for additional

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<sup>2</sup> Processing of wastes into materials to be used as fuels or for backfilling.

waste management capacity. It explains that factors that can provide for this need include appropriate extensions and enhancements to existing facilities. Sites identified for employment uses and industrial and storage purposes are seen as areas potentially suitable for waste development. Previously developed land and sites identified for employment uses are included amongst the types of land uses prioritised for waste use as well as land not in the Green Belt.

52. SWLP Policy 1 states that planning permission will be granted for the development of new waste facilities that contribute to achieving targets for recycling, recovery and the diversion of waste from disposal in a manner that does not prevent management of the waste at the highest point practical in the waste hierarchy. Policy 2 sets out that planning permission for the development of recycling or recovery facilities will be granted where the site is suitable when assessed against Policy 10 and other policies in the Plan.
53. Policy 8 of the SWLP stipulates that planning permission for the improvement or extension of existing waste management facilities will be granted where: any change to the type and/or quantity of waste managed is consistent with the Plan's requirements for the management of waste and that the quantity of waste to be managed is equal to or greater than the quantity of waste currently managed on site; benefits to the environment and local amenity will result; and the improvement or extension of a recycling and recovery facility is consistent with Policy 2. SWLP Policy 10 states that planning permission will be granted for the development of waste facilities on land identified for employment uses or industrial and storage purposes, land considered to be previously developed and land otherwise suitable for waste development when assessed against other policies in the Plan.
54. The applicants, 2RB Ltd (formerly Refine Metals Limited) are the leaders in the purchasing and processing of catalytic converters. Their business also includes Auto Parts UK Limited who specialise in the supply of automotive parts used in remanufacturing processes off-site, and Fleetway Clutches Limited who are leading experts in clutch reprocessing.
55. The applicant states that since purchasing the site in 2013, the business has continued to grow. Their success has been exemplified by the acquisition of Fleetway Clutches which has enabled the company to expand the profile of their business. Whilst the company intends to expand into the remaining north-western third of Building A, after Formex Archive Services Limited have vacated the site, they have identified a need for additional floorspace in order to allow the business to further strengthen.
56. Although Dunsfold Parish Council has expressed concern over the need for the proposal, the application would provide internal space for the storage of automotive parts which are stored in crates outside in the open yard. The ability to store such parts within a dry environment protected from the rain and damp would have a beneficial impact on the operation and efficiency of the business and help to support the recycling and recovery of discarded automotive parts. The applicant confirms that there would be no material change to the operation of the site and hence no impact on waste collection.
57. The location of the application site beyond existing settlements and in a location not well served by public transport is in accordance with paragraph 89 of the NPPF. This is because the proposal would help to meet the needs of a rural local business and would be sensitive to its surroundings. Further, it would make effective use of previously developed land, and would not have an unacceptable impact on local roads.
58. The application would increase the number of full-time employees from 10 to 11 and provide for one new part-time position. It would help to build a strong, responsive and competitive economy by assisting the needs of an established and specialist waste management facility. The proposal would support the sustainable growth and expansion of a rural business. Given the location of the application site on previously developed land, the application would help to protect the natural environment by making effective use of land. The development would also underpin the needs of an existing business enterprise whose operations are designed to minimise waste and pollution. In these respects, the

application is in accordance with national planning policy as it would contribute to the achievement of sustainable development in accordance with the NPPF.

59. The development would represent positive planning in delivering the country's waste ambitions in accordance with paragraph 1 of the NPPW. This is through the provision of sustainable development, the creation of employment opportunities, and supporting the needs of an existing business involved in driving waste management up the waste hierarchy. This is in respect of the provision of resource efficiency through the reuse, recycling and recovery of waste without endangering human health or harming the environment. It may also support the achievement of the target for the reuse, recycling and recovery of ELVs contained in the Waste Management Plan for England. For these reasons the application is in accordance with SWLP Policy 1.
60. The application is considered to be consistent with SWLP Policy 8 as the quantity of waste to be managed is equal to the quantity of waste currently managed on site. Further environmental benefits would result from supporting an existing business involved in the reuse, recycling and recovery of waste. There would also be benefits to local amenity from enclosing part of the waste operation within a building. In addition, the development is considered to be in accordance with SWLP Policy 10 due to its location on previously developed land, and Policy 2 as the site is considered suitable when assessed against other policies in the SWLP.

#### Conclusion

61. The application would support the needs of an existing rural business involved in the reuse, recycling and recovery of automotive parts. It would improve the operation and efficiency of the waste management facility and facilitate improvements in the environment and local amenity in this respect. The proposal would also make effective use of previously developed land. Officers are therefore satisfied that the proposal meets the requirements of national planning policy and the local development plan in these respects.

## Highways, Traffic and Access

### ***Surrey Waste Local Plan 2020***

Policy 15: Transport and Connectivity

### ***Waverley Borough Local Plan Part 1 2018***

Policy ST1: Sustainable Transport

### ***Waverley Borough Local Plan Part 2 2023***

Policy DM9: Accessibility and Transport

62. NPPF paragraph 114 seeks to ensure that: appropriate opportunities to promote sustainable transport modes have been taken; safe and suitable access to the site can be achieved for all users; and any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. Paragraph 115 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. Paragraph 116 sets out that development should be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
63. Policy 15 of the SWLP promotes waste development where transport links are adequate to serve the development or can be improved to an appropriate standard. Where the need for road transport has been demonstrated, the policy seeks to ensure: waste is transported using the best roads available; the distance and number of movements are minimised; cumulative impacts on the road network will not be severe; there is safe and adequate means of access and vehicle movements will not have an unacceptable impact on highway safety; satisfactory provision is made to allow for safe vehicle turning and parking, manoeuvring, loading, and electric charging; and low or zero emission vehicles are used.

64. LPP1 Policy ST1 states, relevant to this proposal, that the Council will work to ensure that development schemes: are located where opportunities for sustainable transport modes can be maximised reflecting the amount of movement generated, the nature and location of the site and recognising that solutions and measures will vary from urban to rural locations; give priority to the needs of pedestrians, cyclists, public transport users, car sharers and users of low and ultra-low emission vehicles; and include measures to encourage non-car use such as on-site cycle parking.
65. Policy DM9 of the LPP2 seeks to provide safe and convenient access for all highway users in a way which: does not compromise pedestrian and cycle movements, or compromise access to the highway; manages vehicle speeds and does not have a severe residual cumulative impact on the capacity of the highway network; does not adversely increase the risk of accidents or endanger the safety of road users including pedestrians, cyclists, and other vulnerable road users; and provides adequate space for delivery vehicles. The Policy also aims to minimise the adverse impact of any potential HGV traffic movements, particularly on rural lanes unsuitable for HGVs, include adequate car parking spaces and secure cycle storage and make appropriate provision for electric vehicle charging points.
66. Chiddingfold Road is a 'C' classified two-way single carriageway. This provides access to Dunsfold village to the north-east of the site via Wrotham Hill, and to Chiddingfold village to the west of the site via High Street Green.
67. Vehicular access to the application site is achieved via the secondary gated access off Chiddingfold Road. Access arrangements were granted under planning permission ref: WA/2021/0286 dated 29 March 2022 with details of visibility splays, proposed cycle parking and electric vehicle charging points (ref: WA/2023/01729) subsequently approved in April 2024. The approved visibility splays require the existing hedge located within land owned by the applicant to be reduced in height to 1m in order to accommodate the required visibility splays.
68. The application is supported by a Transport Statement (TS). This states that there are no changes proposed to the site access arrangements. The TS sets out that access to the application site would remain via the existing access from Chiddingfold Road and the proposal would not result in any material increase in vehicle movements or lead to any harm to the existing operation and free flow of traffic on the adjoining highway.
69. The County Highway Authority (CHA) has assessed the application on highway safety, capacity and policy grounds and raised no objection subject to a number of conditions. These are intended to ensure that before the development is first brought into use, the maximum achievable visibility splays are provided at the existing access, space is provided for the parking and turning of vehicles, provision is made for secure covered cycle parking including a power supply for the charging of e-bikes, fast charge sockets are provided at two available parking spaces and two further spaces are provided with a power supply for additional fast charge sockets. These conditions are considered necessary to ensure that the development does not prejudice highway safety or cause inconvenience to other highway users and promote sustainable transport in accordance with the national planning policy.
70. Representations objecting to the application have raised concerns over the suitability of Chiddingfold Road, the impact on turning space within the yard, the increase in traffic and the cumulative impact of traffic from other development. The CHA has raised no objection to the application and the provision of sufficient turning space within the yard can be secured by condition. As the proposal would not result in a material rise in traffic movements, the residual cumulative impacts on the road network would not be severe in accordance with paragraph 115 of the NPPF and SWLP Policy 15.

Conclusion

71. Officers are satisfied that the application would not result in a material increase in traffic and is acceptable on transport policy grounds subject to the imposition of conditions to ensure highway safety, prevent any inconvenience to other highway users and promote more sustainable travel choices. The proposed development therefore complies with national planning policy and local development plan policy requirements in respect of highways, traffic and access considerations.

## Environment and Amenity

### ***Surrey Waste Local Plan 2020***

Policy 13: Sustainable Design

Policy 14: Protecting Communities & the Environment

### ***Waverley Borough Local Plan Part 1 2018***

Policy RE1: Countryside beyond the Green Belt

Policy RE3: Landscape Character

Policy NE1: Biodiversity and Geological Conservation

Policy NE2: Green and Blue Infrastructure

Policy CC1: Climate Change

Policy CC2: Sustainable Construction and Design

Policy CC4: Flood Risk Management

### ***Waverley Borough Local Plan Part 2 2023***

Policy DM1: Environmental Implications of Development

Policy DM4: Quality Places through Design

DM11: Trees, Woodland, Hedgerows and Landscaping

### *Noise*

72. NPPF paragraph 180 states that planning decisions should prevent new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of noise pollution. Paragraph 191 adds that planning decisions should ensure new development is appropriate for its location, mitigate, and reduce to a minimum, potential adverse noise impacts resulting from new development, and avoid noise giving rise to significant adverse impacts on health and quality of life.
73. SWLP Policy 14 requires that waste development does not result in unacceptable impacts on communities and the environment including in relation to public amenity and safety in respect of impacts caused by noise. LPP2 Policy DM1 states that development should avoid significant harm to the health or amenity of occupants of nearby land and buildings, and future occupants of the development, including by way of an unacceptable increase in noise. If significant environmental impacts from development cannot be avoided, adequately mitigated, or, as a last resort compensated for, then planning permission should normally be refused.
74. The application is supported by an Industrial Noise Impact Assessment. This assesses the noise impact on the nearest noise sensitive receptors from waste processing operations being included within the proposed single storey extension and the tipping of metallic waste into an additional RoRo waste recycling skip. However, the application has been revised since it was originally submitted. The changes made to the application, as set out in paragraph 39 above, have removed the main sources of noise from the proposed development assessed in the Noise Impact Assessment. In terms of construction noise, the applicant has stated that the erection of the prefabricated single-storey extension was completed in 9 days with little noise or disturbance.
75. The County Noise Consultant has advised that following further information received from the applicant confirming that the single-storey extension would be used for the storage of car parts only, they have no significant concerns with regard to noise and raise no objection to the scheme.



76. Dunsfold Parish Council has expressed concern over the noise impact of the proposal and representations have been received objecting to the increase in noise. However, following the changes made to the application, these comments are no longer applicable. Despite this, Condition 8 of planning permission ref: WA/2021/0286 dated 29 March 2022 limits the amount of noise that can be emitted from all plant, equipment and machinery, including on-site vehicle movements, to no more than 42 dB at any time at the nearest noise sensitive receptor.
77. To provide confidence that the noise limit can be achieved, details of a Noise Management Plan (NMP) (ref: WA/2023/01729) were approved in April 2024. The NMP specifies how noise monitoring shall be carried out (including in response to a request from the CPA if a complaint were to be received) to demonstrate compliance with the existing noise limit. Should the development fail to comply with the noise limit, the approved NMP requires the applicant to amend working practices in order to comply with the noise limit and to submit a scheme for written approval providing details of how noise levels are to be attenuated to the required limit.
78. Officers are satisfied that the amendments made to the application would ensure that the noise impact on the closest noise sensitive receptors would remain acceptable. Further, the storage of crates containing automotive parts within the proposed single storey extension would improve the local noise climate by eradicating the need for machinery to be used outdoors in association with the deposit, storage and removal of crates stored outside of Building A in the open yard area.

#### Conclusion

79. Officers consider that the proposal would help to improve the local noise climate by housing the storage of automotive parts within a building as this would remove the need to operate machinery outside in the open yard area in association with the movement of crates. As a consequence, Officers are therefore satisfied that the impact of the proposal on communities and the environment including in relation to public amenity and safety in respect of impacts caused by noise would be acceptable and that the application complies with both national and local planning policy in respect of noise.

#### *Landscape and Visual Impact*

80. NPPF paragraph 180 states that planning decisions should contribute to and enhance the natural and local environment by: protecting and enhancing valued landscapes and recognising the intrinsic character and beauty of the countryside including the benefits of trees and woodland. Paragraph 182 sets out that great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks, the Broads and Areas of Outstanding Natural Beauty (now known as National Landscapes) which have the highest status of protection in relation to these issues. The scale and extent of development within all these designated areas should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.
81. Policy 14 of the SWLP sets out that waste development will be granted planning permission where it would be consistent with relevant national planning policy with respect to the protected landscape of the SHNL. The policy also requires that waste development does not result in unacceptable impacts on communities and the environment in respect of the landscape, including impacts on the appearance, quality and character of the landscape and any features that contribute to its distinctiveness, including character areas defined at the national and local levels.
82. LPP1 Policy RE1 seeks to recognise and safeguard the intrinsic character and beauty of the countryside. Policy RE3 of the LPP1 requires new development to respect and where appropriate enhance the distinctive character of the landscape in which it is located. The policy states that the setting of the SHNL will be protected where development outside its

boundaries harm public views from or into the SHNL. It also requires the same principles for protecting the SHNL to be applied to the AGLV pending a review of the SHNL boundary.

83. LPP2 Policy DM1 sets out that development should not cause harm or damage to existing environmental assets such as areas of landscape value and maximise opportunities to enhance such assets. Policy DM11 of the LPP2 states that development should incorporate high quality landscape schemes include tree planting, appropriate to the scale, nature and location of the development.
84. SCC's Landscape Character Assessment (2015) identifies 21 generic landscape character types across the county. These are split into 140 locally related and named landscape character areas. The application site is located within generic landscape character area WW Wooded Low Weald. This comprises predominantly lowland, undulating between roughly 50m above ordnance datum (AOD) and 100m AOD, and rising up to meet the greensand hills to the north. The area is scattered with woodland blocks and includes significant amounts of tree cover, including ancient woodland, tree belts, shaws, hangers and large mature hedgerow trees such as oaks.
85. The application site lies in local landscape character area WW3: Grafham to Dunsfold Wooded Low Weald. Key characteristics are: that it consists of relatively low lying, gently undulating landform; at least 50% of the character area is covered by ancient woodland; it contains extensive continuous tracts of woodland including semi-natural broadleaved woodland, as well as coniferous plantations with mixed and broadleaved stands; there are occasional wooded gills and hangers; between woodland blocks there are arable fields and smaller areas of pasture, often bounded by hedges and tree belts; and the enclosed nature of the character area limits long distance views.
86. The application site is located within an AGLV at around 55m AOD. The AGLV forms a buffer around the edge of the SHNL which is located around 560m to the west of the application site at 70m AOD. In view of the extent of the separation distance between the application site and the SHNL, intervening topography, the proposed extensions being no taller than the existing buildings and the amount of woodland screening around the north-west and south-west boundaries of the application site, the proposal would not have an adverse impact on the setting of the SHNL and would not harm public views from or into the SHNL.
87. Natural England is currently undertaking a review of the boundary of the SHNL and has proposed a number of extension areas for consultation having carried out a detailed technical assessment. These proposed extension areas include an extension to the SHNL within the Dunsfold Low Weald which would bring the boundary of the SHNL to within 146m of the centre of the application site or around 72m of its nearest boundary. The consultation responses are in the process of being analysed with a view to reviewing, and where necessary amending the proposed boundaries to take account of any relevant evidence received.
88. Given that the SHNL boundary review remains ongoing and the proposed extended boundary of the SHNL remains subject to potential change, limited weight can be attributed to the new extended boundary being proposed. Nevertheless, taking into account the contained nature of the application site, which is well screened by existing woodland, the proposed development being on previously developed land, the discreet location of the proposed single storey extension to the rear of Building A, and the small-scale of the proposed two-storey extension in comparison to the size of Building A, it is considered that if the proposed boundary change was to be confirmed, any adverse impacts on the setting of the SHNL would be minimised. As a consequence, it is considered that the proposed development is sensitive to its surroundings and would not result in significant harm to the natural beauty of the proposed extension to the SHNL.

89. The submitted Planning, Design and Access Statement (PDAS) explains that the site is very well screened from wider vantage points with the only available views of the site being from Chiddingfold Road, although these are obscured by the wealth of trees and vegetation along the site frontage. The PDAS says that additional planting of native species will be undertaken as part of the implementation of planning permission ref: WA/2021/0286, dated 29 March 2022. Further, the application is supported by a Preliminary Ecological Appraisal and Preliminary Roost Assessment dated 6 April 2023 which proposes the enhancement of existing woodland. Specific measures include the planting of native trees, shrubs and bulbs such as English oak, blackthorn and English bluebell.
90. The PDAS continues by pointing out that the extensions have been designed to be in keeping with the external appearance of the building in terms of their form, design and material palette. It states that the extensions are low key developments which are modest in scale and do not extend beyond the existing previously developed site and would be viewed in the context of existing development. For these reasons, the applicant argues that the proposals would have no material impact on the character or appearance of the wider landscape and considers that the landscape character of the area would be preserved. In addition, the applicant explains that there are no trees within the vicinity of either extension which could be affected by the development.
91. Dunsfold Parish Council has expressed concern in relation to the visual impact of the proposed extension and a representation has been received objecting to the application in part due to the proximity of the extension to existing trees. Officers consider that the proposed single-storey extension would have a limited landscape and visual impact due to its discreet location to the rear of Building A, which is 84m in length, 32m wide and has a flat roof. Although the single-storey extension would be around 1.07m taller than Building A owing to the fact that it would have a pitched roof, it would be the same height as the existing large extension to the south-west of Building A.
92. The south-west façade of the proposed single-storey extension would be screened by existing woodland. The south-east façade would be screened by the existing large extension to the south-west of Building A and existing woodland beyond. The north-east façade would be almost entirely screened by Building A. As a consequence, only the north-western façade and a small section of the side of the roof on the north-eastern façade would be visible from the approach towards the secondary site entrance on Chiddingfold Road from the north-west, and from outside the entrance itself. However in this context, given the size and mass of Building A when viewed from these vantage points, the landscape and visual impact is not considered to be significant.
93. In terms of the proposed smaller two-storey extension to the north-west of Building A, this would be around 1.47m lower in height than Building A. It would only be visible from the same public vantage points as the proposed single-store extension. In view of the much smaller dimensions of the two-storey extension, the landscape and visual impact would not be significant by itself or in combination with the proposed single-storey extension due to the size and mass of Building A which dominates views into the site from these public vantage points.
94. The County Landscape Officer has no objection to the application as they consider that the proposed building extensions are unlikely to have any materially greater landscape or visual impact in comparison to that of the existing building due to their siting, scale and form. However, the County Landscape Officer has requested that consideration be given to the imposition of a condition requiring the provision of tree protection fencing to safeguard tree root protection areas and/or canopies within the woodland adjacent to the south-west boundary of the application site.
95. As the application is part-retrospective and the proposed single-storey extension has already been erected, the imposition of such a condition would not serve any useful purpose and therefore could not be justified. However, the applicant has subsequently

confirmed that no trees or plants of any kind were interfered with during the erection of the prefabricated single-storey extension which was developed within the existing concrete area and completed in 9 days.

## Conclusion

96. In view of the siting, scale and form of the two proposed extensions to Building A, relative to the size and mass of the existing building, taking into the account the extent of existing screening from public vantage points around the application site, Officers are satisfied that the impact on communities and the environment in respect of the landscape, including impacts on the appearance, quality and character of the landscape and any features that contribute to its distinctiveness, would be acceptable. As a consequence, the proposal meets the requirements of national planning policy and SWLP Policy 14, LPP1 policies RE1 and RE3 and LPP2 policies DM1 and DM11.

## *Ecology and Biodiversity*

97. NPPF paragraph 180 states that planning decisions should contribute to and enhance the natural and local environment by: protecting and enhancing sites of biodiversity value and soils; recognising the wider benefits from natural capital and ecosystem services including trees and woodland; and minimising impacts on and providing net-gains for biodiversity.
98. Paragraph 186 of the NPPF sets out that planning permission should be refused if significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for; be refused for development resulting in the loss or deterioration of irreplaceable habitats unless there are wholly exceptional reasons and a suitable compensation strategy exists; and, be supported for development whose primary objective is to conserve or enhance biodiversity whilst opportunities to improve biodiversity in and around developments should be integrated as part of their design, especially where this can secure measurable net-gains for biodiversity.
99. Policy 13 of the SWLP requires all proposals for waste development to demonstrate that measures are included to maximise biodiversity gains during its construction and operation. SWLP Policy 14 requires that waste development does not result in unacceptable impacts on communities and the environment including in relation to the natural environment including biodiversity, sites of local importance for biodiversity such as SNCIs, irreplaceable habitats such as ancient woodland and protected species.
100. LPP1 Policy NE1 seeks to conserve and enhance biodiversity by permitting development that retains, protects and enhances features of biodiversity interest and ensures appropriate management of those features and that adverse impacts are avoided, or if unavoidable, are appropriately mitigated. The policy pays particular regard to designated sites including SSSIs, SNCIs and ancient woodland and does not allow development adjacent to these sites where it would have an adverse impact on the integrity of the nature conservation interest. It also requires new development within and adjacent to Biodiversity Opportunity Areas (BOAs) to, where appropriate, contribute to the protection, management and enhancement of biodiversity which may include the restoration and creation of priority habitats and the recovery of priority species populations. Policy NE2 of the LPP1 aims to maintain and enhance existing trees, woodland and hedgerows where appropriate.
101. LPP2 Policy DM1 sets out that development should not cause harm or damage to existing environmental assets such as areas of ecological value and maximise opportunities to enhance such assets. Development should also deliver the minimum biodiversity net-gain of 10% as required by the Environment Act 2021. The biodiversity net-gain should be compared to the baseline and calculated using the most up to date national Biodiversity Metric. Policy DM11 of the LPP2 states that development should retain woodland, important trees, groups of trees and hedgerows, adequately protect trees and hedgerows

during all phases of development and provide adequate separation between trees or hedgerows and the proposed development.

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102. Under the Wildlife and Countryside Act 1981 (as amended), it is illegal to take, damage or destroy, the nests of wild birds whilst being built or when in use. The breeding bird season is generally accepted to be from March to August inclusive, although some species will breed outside this period. Bats, their roosts, and their habitats are strictly protected under the Wildlife and Countryside Act 1981 (as amended) and the Conservation of Habitats and Species Regulations 2017 (as amended).
  103. The applicant has submitted a 'Preliminary Ecological Appraisal (PEA) and Preliminary Roost Assessment' in support of the application. This explains that an online data search and field survey was undertaken to assess the baseline ecological conditions of the site and its potential to support protected species and species of conservation concern. In addition, a Preliminary Roost Assessment was also carried out comprising an external and internal inspection for bats at the buildings on site to inform an assessment of the potential for summer roosting and winter hibernating bats being present. An assessment of habitats for their potential to support foraging and commuting bats was also made.
  104. The habitats recorded on site comprised lowland mixed deciduous woodland, mixed scrub, other hedgerows, buildings and other developed land. Two active bird's nests were recorded on site within crevices above the metal doors on the north-west façade of Building A. Additionally, trees and woodland on-site could support breeding birds.
  105. Buildings A and B were identified as having negligible suitability to support summer roosting and winter hibernating bats owing to the presence of a small number of low quality potential external roosting features. There are no potential access / egress points, enclosed roof voids or internal potential roosting features within both buildings and no sign of bats were found. The woodland and scrub habitats on site could support foraging and commuting bats.
  106. The report makes a number of recommendations for avoidance, mitigation and enhancement. These comprise:
    - Woodland and trees on site should be retained, protected, and enhanced, where possible.
    - Protective fencing between the development and the woodland should be installed prior to construction commencing and should stay in place throughout the development operation.
    - Buffer zones should be created adjacent to the woodland borders on site, where construction activities, storage of materials and other activities, that may cause deterioration of the habitat, should be avoided. There should be no direct access from the development into the buffer.
    - Buffer zones should be put in place to protect the rooting areas of trees on-site<sup>3</sup> in which no construction activities should be permitted.
    - A Construction Environmental Management Plan should be prepared detailing how the woodland would be retained and protected.
    - Any construction works or removal of vegetation should be undertaken outside of the bird nesting season (March to August inclusive) to avoid destruction / disturbance of nesting birds.

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<sup>3</sup> Root Protection Area is calculated in accordance with British Standard 5837: Trees in Relation to Construction



- A sensitive lighting plan should be adopted, to ensure that outside lighting does not adversely affect adjacent habitats and wildlife, particularly bats when foraging and commuting.
107. In relation to biodiversity improvement, the report sets out the following measures which should be implemented on site to enhance biodiversity.
- Enhancement and creation of habitats through the planting of trees, shrubs and hedgerows, which should comprise native species.
  - The laurel should be removed and replaced with a native shrub, such as holly.
  - The use of appropriate sustainable drainage systems (SuDS).
  - The installation of log piles, bee bricks and a hibernaculum for invertebrates.
  - The installation of bird and bat boxes.
  - The installation of a Royal Hedgehog House.
108. Officers are mindful that the application was submitted in October 2023 and before requirements to make provision for a 10% biodiversity net-gain became mandatory for major planning applications on 12 February 2024. Representations have been received objecting to the proposal due to the proximity of the site to ancient woodland, sensitive woodland, a SSSI, and the impact on animals and birds including bats.
109. Officers consider that the reduction in operational activity that would take place outside in the open yard area would result in less disturbance being caused to species in the adjoining woodland. Further, there is no reason why the proposed single-storey extension would have any greater impact on the nearby woodland than the existing extension to the south-west of Building A granted planning permission in May 2018 (ref: WA/2017/2144). This is because this extension is similar in size and the same distance away from the adjoining woodland as the proposed single-storey extension.
110. The proposed two-storey extension is much smaller in size and is set further back from the application site boundary. For these reasons, this two-storey extension is considered unlikely to have any adverse impact on the adjoining woodland. In addition, the avoidance and mitigation measures outlined in the PEA can be secured by condition in order to safeguard ecological interest in the immediate vicinity during the construction of the proposed two-storey extension.
111. The County Ecology Officer (CEO) has advised that the PEA confirms that the site contains few ecological constraints and the buildings and trees on site have negligible suitability to support roosting bats. They therefore consider that the proposal satisfies the requirements for mitigating ecological constraints and the implementation of the recommended biodiversity enhancements within the PEA would provide a positive gain for protected species.
112. The CEO recommends the imposition of planning conditions requiring the submission of a Construction Ecological Mitigation Plan (CEMP) and a Biodiversity Enhancement and Management Plan (BEMP) for written approval. This CEMP should incorporate details of the protection and mitigation measures for habitats and species outlined in the PEA. The BEMP should include a detailed landscape plan with detailed planting schedules, in accordance with the recommendations outlined in the PEA, the specification and locations of bird, bat and invertebrate features and other ecological enhancement features outlined in the PEA, and details of habitat management arrangements and for the monitoring of habitats and biodiversity features.

Conclusion

113. The submitted 'PEA and Preliminary Roost Assessment' finds that the application site has few ecological constraints and that the suitability of on-site buildings and trees to support roosting bats is negligible. The CEO has raised no objection to the application subject to conditions. Officers are therefore satisfied that subject to the imposition of conditions requiring the submission of a CEMP and a BEMP for approval in writing, the impact of the development on ecological and biodiversity interests is acceptable and the proposal is in accordance with national planning policy and relevant local development plan policies.

#### *Water Environment*

114. Paragraph 173 of the NPPF sets out that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere. Where appropriate, applications should be supported by a site-specific flood-risk assessment. Development should only be allowed in areas at risk of flooding where, relevant to this proposal, it can be demonstrated that: the development is appropriately flood resistant and resilient such that, in the event of a flood, it could be quickly brought back into use without significant refurbishment; it incorporates sustainable drainage systems; and any residual risk can be safely managed.
115. SWLP Policy 14 requires that waste development does not result in unacceptable impacts on communities and the environment including in relation to the water environment with respect to: (a) flood risk (arising from all sources), including impacts on, and opportunities to provide and enhance, flood storage and surface water drainage capacity; and (b) water resources, including impacts on the quantity and quality of surface water and ground water resources, taking account of Source Protection Zones, the status of surface watercourses and waterbodies and ground water bodies.
116. In relation to mitigating and adapting to the impacts of climate change, LPP1 Policy CC1 supports development that includes measures to provide appropriate flood storage capacity, address issues of flood risk and use sustainable drainage systems (SuDS) to help reduce surface water run-off.
117. Policy CC4 of the LPP1 aims to reduce the overall and local risk of flooding by ensuring development is located, designed and laid out to ensure that it is safe, that the risk from flooding is minimised whilst not increasing the risk of flooding elsewhere, and that residual risks are safely managed. The policy requires SuDS for major developments and encourages them for smaller schemes. It also requires no increase in the volume or rate of surface water run-off leaving the site and no property or highway flooding, off-site, for up to the 1 in 100 year storm return period, including an allowance for climate change.
118. LPP2 Policy DM1 states that development should avoid significant harm to the health or amenity of occupants of nearby land and buildings, and future occupants of the development, including by way of an increase in flood risk. If significant environmental impacts from development cannot be avoided, adequately mitigated, or, as a last resort compensated for, then planning permission should normally be refused.
119. The application is supported by a Flood Risk Assessment and Surface Water Management Strategy (FRA & SWMS). This report has been prepared to appraise the risk of flooding from all sources and provide a sustainable solution for managing the surface water run-off discharged from the application site.
120. The application site is located within Flood Zone 1 and has a low probability of flooding from rivers and sea. The risk of flooding has been considered for a wide range of sources. It has been identified that the risk to the proposed development is low except for the risk of flooding from surface water, which could accumulate in the area of the proposed development if the existing surface water drainage system were to be overwhelmed. To mitigate this risk, the provision of flood resistance and resilience measures are proposed to be included in both of the two proposed extensions to Building A. Examples of flood

resistance and resilience measures which may be appropriate for the application site include, but are not limited to, the following:

- Raising floor slab level further.
- Bringing the electrical supply in from the ceiling.
- Placing boilers and meter cupboards raised above ground level.
- Water-resistant plaster/tiles on the walls of the ground floor.
- Solid stone or concrete floors with no voids underneath.
- Covers for doors and airbricks.
- No-return valves on new plumbing works.
- Avoidance of studwork partitions on the ground floor.
- The use of storage space within the larger single-storey extension should be compatible with the flood risk vulnerability, and all materials/items should be stored appropriately to prevent other issues (e.g. contamination) should a flood occur.

121. The FRA & SWMS explains that the proposed development would not increase the areas of hardstanding, and the hydraulic loading on the system would remain unchanged. As the total impermeable area on site would not be increased as a result of the proposed development, the existing drainage system would function as originally designed. The design drawings for the existing drainage network show that surface water from the development area is collected by a combination of an underground network of pipes and a swale and discharged into a detention basin to the south of the site. A vortex flow control device (hydro-brake) has been installed at the outlet of the detention basin to discharge the stored surface water into a watercourse running adjacent to the boundary of the site, thereby limiting the discharge to 2 litres per second (2 l/s).
122. Compared to the previous application (ref: WA/2021/0286), there would be a slight increase in run-off during the development's lifetime due to a 5% increase in the climate change allowance from 40% to 45%. The hydraulic calculations for the existing drainage system have therefore been re-calculated to accommodate a climate change allowance of 45% as prescribed by the current standards. Whilst there would be no increase in the risk of flooding off-site, the available freeboard in the detention basin decreases slightly compared to the drainage calculations from the previous application. Nevertheless, given the minimal decrease in freeboard, the FRA & SWMS explains that the existing surface water drainage system would be sufficient to manage all surface water from the proposed development.
123. The FRA & SWMS concludes that the risk of flooding to the site would be low, and the risk to surrounding areas would not be increased. Notwithstanding this, as a precautionary measure, the FRA & SWMS recommends that the owners/manager of the site should regularly check weather forecasts and the Met Office weather warnings to ensure they are aware of the potential for an extreme rainfall event which could result in shallow accumulation of floodwater across the areas of hardstanding. An informative can be added to this effect.
124. The Lead Local Flood Authority (LLFA) has reviewed the application and advised that the applicant has considered the surface water flood risk to and from the application site and has suggested appropriate mitigation measures to inform the application. The LLFA has suggested the imposition of a planning condition to ensure the surface water drainage system is installed in accordance with the drawings and documents submitted by the applicant and that the development is carried out in accordance with these details and maintained thereafter.

#### Conclusion

125. The application site benefits from an existing drainage system which would function as originally designed given that the total impermeable area on site would not be increased as a result of the proposal. The submitted FRA & SWMS finds that the risk of flooding from all sources would be low except for the risk to the proposed development from surface

water flooding. Flood resistance and resilience measures are proposed to be included in both extensions to mitigate the risk. Whilst an extreme rainfall event could result in shallow accumulations of floodwater across the areas of hardstanding, the manager/owners are advised to regularly check weather forecasts and the Met Office weather warnings to ensure they are aware of the potential for such an event. Subject to the imposition of a condition to ensure that the surface water drainage system is installed in accordance with the submitted drawings and documents, Officers are satisfied that the proposal would have a low risk of flooding and not increase flood risk elsewhere in accordance with national planning policy and relevant local development plan policies.

#### *Sustainable Construction and Design*

126. Paragraph 123 of the NPPF states that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment. SWLP Policy 13 requires that all proposals for waste development should demonstrate that the development is of a scale, form and character appropriate to its location and that during its construction and operation, measures are included to maximise landscape enhancements and biodiversity gains and ensure resilience and enable adaptation to a changing climate.
127. Policy CC2 of the LPP1 explains that the Council will seek to promote sustainable patterns of development and reduce the level of greenhouse gas emissions by, amongst other measures, being designed to encourage walking, cycling and sustainable forms of transport, building at higher densities where appropriate, and incorporating measures that protect, and where possible, enhance the biodiversity value of the development.
128. LPP2 Policy DM4 expects all new development to be of a high quality design including, amongst other measures, by making the most efficient use of land, responding to the local context and historic character by taking into account the scale of development, its appearance, views from and to the site, and existing features including trees and landscape form, ensuring the use of high quality sustainable building materials and finishes appropriate to the context, incorporating high quality landscaping and boundary treatments and promoting active travel modes.
129. The proposed development would increase the density of the waste management facility and being located on previously developed land, help to make the most efficient use of land. The extensions have been designed to reflect the form and appearance of the existing building in terms of their form, design and material palette with the extensions being well related to the host building. The walls of the proposed single storey extension would comprise polyvinyl chloride (PVC) block profile steel sheets. An insulated pitched roof would be provided which would be 40 millimetres thick to match the existing extension. The walls of the proposed two-storey extension would comprise painted blockwork. The roof would be flat, insulated with Celotex and sealed with glass fibre. In these respects, the two proposed extensions would reflect the local context in terms of how they relate to Building A.
130. As set out above, the proposed single storey extension would be discreetly located to the rear of Building A. It would be the same height as the existing large extension to the south-west of Building A and would be largely screened by Building A. Only a small proportion of the extension would be visible from close to the site entrance. The proposed two-storey extension would be lower in height than Building A and its dimensions would be small in comparison. Officers propose planning conditions to protect the existing landscape and secure landscape enhancements and biodiversity gains.
131. The adequacy of the existing sustainable drainage system has been assessed and found to be sufficient to manage all surface water from the proposed development, taking account of the increased rainfall from climate change. To promote more sustainable travel choices, conditions are proposed to secure the provision of secure covered cycling parking

and ensure that a proportion of parking spaces are fitted with fast charge sockets for electric vehicles, prior to the proposed development being brought into use.

#### Conclusion

132. In view of the above considerations, Officers are satisfied that the proposal would embrace the principles of sustainable construction and design in accordance with national planning policy and the requirements of SWLP Policy 13, LPP1 Policy CC2 and LPP2 Policy DM4.

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### ***Human Rights Implications***

133. The Human Rights Act Guidance for Interpretation, contained in the Preamble to the Agenda is expressly incorporated into this report and must be read in conjunction with the following paragraph.
134. Having considered the limited effects of the proposal on landscape and visual amenity and ecology and biodiversity, it is the Officer's view that with the imposition of suitable planning conditions, any potential impacts are not considered sufficient to engage any of the articles of the Convention and that the proposal has no Human Rights Implications.

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### ***Conclusion***

135. The part-retrospective application is proposing the erection of two extensions to Building A to provide a combined total of 739 square metres (sq m) of additional gross internal floorspace. These comprise a larger single-storey extension to the south-west façade of Building A to provide additional storage space for automotive parts and a smaller two-storey extension to the north-west facade of Building A to provide additional office and amenity space. The application is part-retrospective as the single storey extension to the rear of Building A has already been erected.
136. The location of the proposed development would help to support the needs of an existing rural business, involved in driving the management of waste up the waste hierarchy through the reuse, recycling and recovery of automotive parts. It would be sensitive to its surroundings and make effective use of previously developed land. The application would improve the operation and efficiency of the waste management facility by enabling automotive parts to be stored in a dry environment and facilitate improvements in the environment and local amenity.
137. No changes are proposed to the site access arrangements. The application would not result in a material increase in traffic and is acceptable on transport policy grounds subject to the imposition of conditions to ensure highway safety, prevent any inconvenience to other highway users and promote more sustainable travel choices.
138. The storage of crates containing automotive parts within the proposed single storey extension would improve the local noise climate by eradicating the need for machinery to be used outdoors in association with the stacking and removal of crates stored outside in the open yard area. The County Noise Consultant has advised that they have no significant concerns with regard to noise and raise no objection to the scheme.
139. In view of the extent of the separation distance between the application site and the SHNL, intervening topography, the proposed extensions being no taller than the existing buildings and the amount of woodland screening around the north-west and south-west boundaries of the site, the proposal would not have an adverse impact on the setting of the SHNL and would not harm public views from or into the SHNL. If proposals by Natural England to extend the SHNL to within 72m of the application site boundary were to be confirmed, it is considered that the proposed development is sensitive to its surroundings and would not result in significant harm to the natural beauty of the proposed extension to the SHNL.



140. The County Landscape Officer has raised no objection to the application as they consider that the proposed building extensions are unlikely to have any materially greater landscape or visual impact in comparison to that of the existing building due to their siting, scale and form. Officers are therefore satisfied that the impact on the appearance, quality and character of the landscape and any features that contribute to its distinctiveness would be acceptable.
141. The County Ecology Officer has advised that the PEA confirms that the site contains few ecological constraints and the buildings and trees on site have negligible suitability to support roosting bats. They therefore consider that the proposal satisfies the requirements for mitigating ecological constraints and recommend the imposition of conditions to secure protection and mitigation measures for habitats and species and the biodiversity enhancements measures outlined within the PEA. Subject to these conditions, the impact of the proposal on ecological and biodiversity interests is considered acceptable.
142. The application site is located within Flood Zone 1 and has a low probability of flooding from rivers and sea. As the total impermeable area on site would not be increased, the existing drainage system would function as originally designed. To mitigate the risk of flooding from surface water, the provision of flood resistance and resilience measures are proposed to be included in both extensions to Building A.
143. The LLFA has advised that the applicant has suggested appropriate mitigation measures to inform the application and suggested the imposition of a planning condition to ensure the surface water drainage system is installed in accordance with the submitted drawings and documents. Subject to this condition, Officers are satisfied that the proposal would have a low risk of flooding and not increase flood risk elsewhere.
144. The proposal would help to make the most efficient use of land and the extensions have been designed to reflect the form and appearance of the existing building and are well related to the host building. The existing sustainable drainage system has been found to be sufficient. Conditions are proposed to promote sustainable travel choices, protect the existing landscape and secure landscape enhancements and biodiversity gains. In these respects, Officers are satisfied that the proposal would embrace the principles of sustainable construction and design.
145. Whilst Officers acknowledge that the proposed single-storey extension is large in size, it would be sensitively located and would not form a prominent feature in the local landscape. Taking the above findings into consideration, Officers recognise that the proposal would have a number of benefits in terms of catering for the needs of an established waste management facility, improving the local noise climate and making provision for landscape improvements and ecological enhancements in accordance with the local development plan. For these reasons, Officers considered that planning permission should be granted.

### ***Recommendation***

146. The recommendation is to **PERMIT** planning application WA/2023/02564 subject to the following conditions:

## Conditions

**IMPORTANT: THERE ARE CONDITIONS THAT REQUIRE SCHEMES TO BE APPROVED PRIOR TO THE COMMENCEMENT OF CERTAIN OPERATIONS**

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### Approved Plans and Drawings

1. The development hereby permitted shall be carried out in all respects in accordance with the following plans/drawings:

Drawing ref: 0801-SK20-04 Rev C Location Plan dated September 2023

Drawing ref: 0801-SK-001 Rev G Proposed & Existing Ground Floor Plans dated November 2023

Drawing ref: 0801-SK-002 Rev C Proposed & Existing First Floor Plans dated September 2023

Drawing ref: 0801-SK-003 Rev B Proposed & Existing Roof Plans dated September 2023

Drawing ref: 0801-SK-004 Rev C Proposed & Existing Side Elevations dated September 2023

Drawing ref: 0801-SK-005 Rev F Proposed & Existing Front Elevations dated September 2023

Drawing ref: 0801-SK-006 Rev E Proposed Block Plan dated September 2023

Drawing ref: 0801-SK-007 Rev A Existing Block Plan dated January 2023

#### Reason

For the avoidance of doubt and in the interests of proper planning and to ensure the permission is implemented in accordance with the terms of the application and to enable the County Planning Authority to exercise planning control over the development so as to minimise its impact on the local community, public amenity and the local environment in accordance with Policy 14 of the Surrey Waste Local Plan 2020 and Policy DM1 of the Waverley Borough Local Plan Part 2 2023.

2. A copy of this permission including all documents hereby approved and any documents subsequently approved in accordance with this permission, shall be available to the site manager, and shall be made available to any person(s) given the responsibility for the management or control of the development.

#### Reason

To ensure that site operatives are conversant with the terms of the planning permission in the interests of the local environment and amenity in accordance with Policy 14 of the Surrey Waste Local Plan 2020.

#### Time Limits

3. The developer shall notify the County Planning Authority in writing within seven (7) working days of the completion of the development hereby permitted.

#### Reason

To enable the County Planning Authority to exercise planning control over the development so as to minimise the impact on local amenity to comply with Policy 14 of the Surrey Waste Local Plan 2020.

### Hours of Operation

4. With the exception of the carrying out of emergency operations for safety and security purposes which must be notified to the County Planning Authority in writing within five (5) working days of those emergency operations taking place, no operations or activities authorised or required by this permission shall take place other than during the hours of:

0800 to 1800 hours Monday to Friday  
0800 to 1300 hours on Saturday

No operations or activities shall take place at any time on Sundays, Bank Holidays, Public or National Holidays.

### Reason

To enable the County Planning Authority to exercise planning control over the development so as to minimise the impact on local amenity to comply with Policy 14 of the Surrey Waste Local Plan 2020.

### Highways, Traffic and Access

5. The development hereby permitted shall not be first brought into use unless and until the existing vehicular access to Chiddingfold Road has been provided with the maximum achievable visibility splays in accordance with Drawing ref: 160305-01 Rev C Existing Access Visibility Splay dated 14 September 2023 (Appendix A of the Transport Statement ref V2 dated 14 September 2023). Thereafter the visibility splays shall be kept permanently clear of any obstruction over one (1) metre in height.

### Reason

In the interests of ensuring that the development should not prejudice highway safety or cause inconvenience to other highway users in accordance with paragraph 114 of the National Planning Policy Framework 2023, Policy 15 of the Surrey Waste Local Plan 2020, Policy ST1 of the Waverley Borough Local Plan Part 1 2018 and Policy DM9 of the Waverley Borough Local Plan Part 2 2023.

6. The development hereby permitted shall not be first brought into use unless and until space has been laid out within the site in accordance with Drawing ref: 0801-SK-006 Rev E Proposed Block Plan dated September 2023 for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purpose.

### Reason

In the interests of ensuring that the development should not prejudice highway safety or cause inconvenience to other highway users in accordance with paragraph 114 of the National Planning Policy Framework 2023, Policy 15 of the Surrey Waste Local Plan 2020, Policy ST1 of the Waverley Borough Local Plan Part 1 2018 and Policy DM9 of the Waverley Borough Local Plan Part 2 2023.

7. The development hereby permitted shall not be first brought into use unless and until secure, covered cycle parking, including a power supply for the charging of e-bikes, has been provided in accordance with Drawing ref: 0801-SK-006 Rev E Proposed Block Plan dated September 2023. Thereafter the secure, covered cycle parking shall be retained and maintained for its designated purpose.

### **Reason**

In the interests of ensuring that the development should not prejudice highway safety or cause inconvenience to other highway users in accordance with paragraph 114 of the National Planning Policy Framework 2023, Policy 15 of the Surrey Waste Local Plan 2020, Policy ST1 of the Waverley Borough Local Plan Part 1 2018 and Policy DM9 of the Waverley Borough Local Plan Part 2 2023.

8. The development hereby permitted shall not be first brought into use unless and until two (2) of the available parking spaces have been provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) and a further two (2) of the available spaces have been provided with power supply for future additional fast charge sockets, in accordance with a scheme to be submitted to and approved in writing by the County Planning Authority.

### **Reason**

In the interests of ensuring that the development should not prejudice highway safety or cause inconvenience to other highway users in accordance with paragraph 114 of the National Planning Policy Framework 2023, Policy 15 of the Surrey Waste Local Plan 2020, Policy ST1 of the Waverley Borough Local Plan Part 1 2018 and Policy DM9 of the Waverley Borough Local Plan Part 2 2023.

### **Ecology and Biodiversity**

9. Prior to the construction of the two-storey extension hereby permitted, a detailed Construction Ecological Mitigation Plan (CEMP) shall be submitted to and approved in writing by the County Planning Authority. The Plan shall be submitted within three (3) months of the date of this decision and shall include the following protection and mitigation measures for habitats and species:
  - a) Details of how the priority woodland habitat will be retained and protected in accordance with the measures contained in Section 7.1 of the Preliminary Ecological Appraisal and Preliminary Roost Assessment, aLyne Ecology, dated 6 April 2023;
  - b) Details of the root protection zones of any other retained trees and how they will be protected during construction;
  - c) Details of mitigation measures for breeding birds during active works in accordance with Section 7.3 of the Preliminary Ecological Appraisal and Preliminary Roost Assessment, aLyne Ecology dated 6 April 2023;
  - d) Details of the buffer zones to be created adjacent to the woodland borders on site where construction activities, storage of materials and other activities that may cause deterioration of the habitat should be avoided in accordance with Section 7.1 of the Preliminary Ecological Appraisal and Preliminary Roost Assessment, aLyne Ecology, dated 6 April 2023;
  - e) Details of a sensitive lighting strategy for the proposals in accordance with Section 7.4 of the Preliminary Ecological Appraisal and Preliminary Roost Assessment, aLyne Ecology, dated 6 April 2023.

The Construction Ecological Mitigation Plan shall be implemented in accordance with the approved details.

### **Reason**

To protect valued landscapes, maintain the benefits of trees and woodland to the natural and local environment, and ensure the impact on the appearance quality and character of the landscape is acceptable in accordance with paragraph 180 of the

National Planning Policy Framework 2023, Policy 14 of the Surrey Waste Local Plan 2020, Policy RE1 of the Waverley Borough Local Plan Part 1 2018 and Policy DM1 of the Waverley Borough Local Plan Part 2 2023.

10. Prior to the construction of the two-storey extension hereby permitted, a detailed Biodiversity Enhancement and Management Plan (BEMP) shall be submitted to and approved in writing by the County Planning Authority. The Plan shall be submitted within three (3) months of the date of this decision and shall include the following biodiversity enhancement measures:
  - a) A detailed Landscape Plan with detailed planting schedules for the enhancement of woodland habitat within the site in accordance with Section 9 of the Preliminary Ecological Appraisal and Preliminary Roost Assessment, aLyne Ecology, dated 6 April 2023;
  - b) Specification and locations of bird, bat and invertebrate features, and other ecological enhancement features, in accordance with Section 9 of the Preliminary Ecological Appraisal and Preliminary Roost Assessment, aLyne Ecology, dated 6 April 2023;
  - c) Details of the management and monitoring arrangements for habitats and biodiversity features.

The Biodiversity Enhancement and Management Plan shall be implemented in accordance with the approved details.

**Reason**

To contribute to and enhance the natural and local environment, enhance sites of biodiversity value, provide net-gains for biodiversity and ensure the impact on the natural environment including biodiversity and protective species is acceptable in accordance with paragraph 180 of the National Planning Policy Framework 2023, Policies 13 and 14 of the Surrey Waste Local Plan 2020 and Policy NE1 of the Waverley Borough Local Plan Part 1 2018.

**Water Environment**

11. The surface water drainage system shall be installed in accordance with the Flood Risk Assessment and Surface Water Management Strategy, Herrington Consulting Limited, dated August 2023 and the development hereby permitted shall be carried out in accordance with this strategy and maintained thereafter. Prior to the first occupation of the two extensions to Building A, the provision of flood resistance and resilience measures in both extensions shall be fully implemented based on the advice contained in Section 5.2 of this strategy.

**Reason**

To ensure the development does not increase flood risk on- or off-site and is maintained for the lifetime of the development in accordance with Policy 14 of the Surrey Waste Local Plan 2020, Policy CC4 of the Waverley Borough Local Plan Part 1 2018 and Policy DM1 of the Waverley Borough Local Plan Part 2 2023.

***Informatives:***

1. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses



incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders (Highways Act 1980 Sections 131, 148, 149).

2. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
3. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the [Vehicle, Cycle and Electric Vehicle Parking Guidance for New Developments - Surrey County Council \(surreycc.gov.uk\), February 2023](https://www.surreycc.gov.uk/transport/vehicle-cycle-and-electric-vehicle-parking-guidance-for-new-developments). If an active connection costs on average more than £3,600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
4. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance, obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, ([www.ccscheme.org.uk](http://www.ccscheme.org.uk)) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.
5. The applicant's attention is drawn to Section 5.1 of the submitted Flood Risk Assessment and Surface Water Management Strategy, Herrington Consulting Limited, dated August 2023 which, during times of heightened flood risk, advises the owners/manager of the site to keep updated by watching local TV stations or listening to local radio for flood warning updates. This is to ensure that users of the site are aware of extreme conditions which may result in flooding on site if the existing surface water drainage system has insufficient capacity and becomes surcharged. The information can be found on local and regional forecasts, media (e.g. radio/television/online) and from Met Office 'Weather Warnings' at: [Warnings and advice - Met Office](#)
6. The applicant's attention is drawn to the advice, guidance and safety information provided by SGN and UK Power Networks in relation to gas and electricity infrastructure in the vicinity of the application site, copies of which have been provided to the applicant or can be obtained from the County Planning Authority on request.
7. The procurement, planting, establishment and aftercare of all new trees with a distinct crown shall be in general accordance with British Standard BS 8545:2014 Trees: From nursery to independence in the landscape - Recommendations.
8. Growing media used for the soft landscaping should not contain peat.
9. Procurement of planting stock is recommended from a supplier who is a member of the Plant Healthy Certification Scheme (or equivalent).
10. Biosecurity is very important to minimise the risks of pests and diseases being imported into the UK and introduced into the environment. It is recommended that all trees grown abroad, but purchased for transplanting, shall spend at least one full

growing season on a UK nursery and be subjected to a pest and disease control programme. Evidence of this control programme, together with an audit trail of when imported trees entered the UK, their origin and the length of time they have been in the nursery should be requested before the commencement of any tree planting. If this information is not available, alternative tree sources should be used. The applicant is advised to consult the relevant UK Government agencies such as the Animal and Plant Health Agency (APHA) and the Forestry Commission for current guidance, Plant Passport requirements and plant movement restrictions. Quality Assurance Schemes followed by nurseries (such as the Plant Healthy Certification Scheme) should also be investigated when researching suppliers. For larger planting schemes, the applicant may wish to consider engaging a suitably qualified professional to oversee tree / plant specification and planting.

11. The applicant is reminded that, under the Wildlife and Countryside Act 1981, as amended (Section 1), it is an offence to remove, damage or destroy the nest of any wild bird while that nest is in use or is being built. Planning consent for a development does not provide a defence against prosecution under this Act. Trees and scrub are likely to contain nesting birds between 1 March and 31 August inclusive. Trees and scrub are present on the application site and are assumed to contain nesting birds between the above dates, unless a recent survey has been undertaken by a competent ecologist to assess the nesting bird activity during this period and shown it is absolutely certain that nesting birds are not present.
12. Attention is drawn to the requirements of Sections 7 and 8A of the Chronically Sick and Disabled Persons Act 1970 and to the Code of Practice for Access of the Disabled to Buildings (British Standards Institution Code of Practice BS 8300:2009) or any prescribed document replacing that code.
13. In determining this application, the County Planning Authority has worked positively and proactively with the applicant by: assessing the proposal against relevant Development Plan policies and the National Planning Policy Framework including its associated planning practice guidance and European Regulations and providing feedback to the applicant where appropriate. Further, the County Planning Authority has: identified all material considerations; forwarded consultation responses to the applicant; considered representations from interested parties; liaised with consultees and the applicant to resolve identified issues and determined the application within the timeframe agreed with the applicant. Issues of concern have been raised with the applicant including impacts on ecology and biodiversity and noise and addressed through negotiation and acceptable amendments to the proposals. The applicant has also been given advance sight of the draft planning conditions. This approach has been in accordance with the requirements of paragraph 38 of the National Planning Policy Framework 2023.

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Contact David Maxwell

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## **Background papers**

The deposited application documents and plans, including those amending or clarifying the proposal, and responses to consultations and representations received, as referred to in the report and included in the application file.

For this application, the deposited application documents and plans, are available to view on our [online register](#). The representations received are publicly available to view on the district/borough planning register.

The Waverley Borough Council planning register entry for this application can be found under application reference WA/2023/02564.

## **Other documents**

The following were also referred to in the preparation of this report:

### **Government Guidance**

[National Planning Policy Framework](#)  
[National Planning Policy for Waste](#)  
[Planning Practice Guidance](#)

### **The Development Plan**

[Surrey Waste Local Plan 2020](#)  
[Waverley Borough Local Plan Part 1: Strategic Policies and Sites 2018](#)  
[Waverley Borough Local Plan Part 2: Site Allocations and Development Management Policies 2023](#)

### **Other Documents**

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended)  
 The Waste Framework Directive 2008 (as amended)  
 Waste Management Plan for England, Defra, January 2021  
 Surrey Landscape Character Assessment 2015  
 Environment Act 2021  
 Wildlife and Countryside Act 1981 (as amended)  
 The Conservation of Habitats and Species Regulations 2017 (as amended)  
 BS 5837:2012 Trees in Relation to Design, Demolition and Construction Recommendations  
 British Standards Institution, 30 April 2012  
 Email from Agent entitled, "RE: Application Ref: WA/2023/02564 - Land at Chiddingfold Storage Depot" dated 30 April 2024  
 Email to Applicant entitled, "Site Visit: Chiddingfold Storage Depot" dated 04 June 2024  
 Email from Applicant entitled, "Re Site Visit: Chiddingfold Storage Depot" dated 04 June 2024  
 Image from Applicant of Single Storey Extension dated 04 June 2024

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