

Response by Surrey County Council as Highway Authority to WA/15/2395

Background to Assessment of Application

Context of Development Assessment

The most recent iteration of the Transport Assessment (TA) is dated August 2016. SCC has previously responded in detail to the Trip Generation and Distribution Technical Note (April 2015), Transport Assessment (December 2015) and Forecasting Technical Note (March 2016). Separate work streams have also been undertaken in terms of Traffic Modelling (base, forecasting and individual junction models), discussions regarding a suitable Public Transport Strategy and Site Wide Travel Planning including Rights of Way and Cycling.

SCC has consistently stated that, should this site be developed for housing, a mixed use scheme is desirable but assumptions regarding the ability and desire of residents and employees to meet many of their needs within the site should be realistic and evidenced. In our response regarding trip generation and distribution dated 8 June 2015, some items were agreed but a headline concern was reiterated regarding estimated levels of internalisation (particularly residential to employment). It is notable that this view was supported by Motion, Mott MacDonald and Vision independent transport consultants. It is acknowledged that the most recent submission has reduced the level of internalisation but SCC remains concerned that the external trip generation from this proposal remains low. The site selection for residential trip generation has also been updated but it remains that some of these have travel plans and therefore some these impacts will already be built into the trip rates. They are also all in much more sustainable locations, none are free standing, remotely located developments. It is therefore felt that they represent an overly optimistic estimation of lower than would be expected trip generation at Dunsfold. In addition HGV/OGV trip rates have not been presented for residential uses and these impacts remain unknown, such impacts for employment and retail have been assessed within the TA.

Highway Safety and Capacity:

It is established that a safe and suitable main access into the site is achievable from the A281 by means of a roundabout junction, just south of Fastbridge, and this has been agreed in principle. Further work will be required in terms of Stage 2 and 3 safety audits, detailed design and speed reduction measures, which can be determined at the "Details Pursuant" planning application stage.

In addition to the proposed site access road and roundabout, the following measures are offered as highway mitigation within the revised TA:

- A281/Nanhurst Crossroads – junction widening and capacity improvements
- A281/Barrihurst Lane – improvements to right turn facility
- A281/Station Road - signalisation of the existing mini-roundabout (Bramley)
- A281/Kings Road – widening of existing roundabout (Shalford)
- A281/Broadford Road – conversion from priority junction to roundabout (Shalford)

Initial Safety Audit work has been undertaken by SCC in respect of the proposed junction mitigation schemes and developer responses have been provided in terms of the safety

issues raised. SCC is satisfied that the proposed junction alterations are acceptable in principle and deliverable subject to detailed design and legal agreements.

A suite of Traffic Regulation Orders and restrictions for both construction and development traffic will need to be agreed should permission be granted in order to minimise the impact of the development upon unsuitable local routes but also to provide safe and permeable bus, cycle and emergency access. This could be delivered via a “monitor and manage” fund, the legalities and scale of which are yet to be established and agreed.

The extent of the area of assessment in terms of junction and accident analysis has been extended at SCC’s request and has enabled a comprehensive analysis of the A281 corridor, together with some assessment of the wider area.

A Paramics Model has been used to assess the operation and impacts on A281 in the vicinity of the site from Alfold Crossways in the south to Shalford Roundabout in the north. There has been much iterative work in terms of developing the modelling, but SCC are now satisfied that the totality of mitigation on this corridor provides an adequate improvement to the whole corridor performance, so that the additional traffic likely to be generated by the development of the site will not lead to the overall worsening of performance of this corridor. In addition, there are also 20 separate junction models on the wider network, some of which are showing that there may be a need for mitigation in future. Allowance has been made for this to the satisfaction of SCC in our requirements of the developer through the Section 106.

The impact upon Guildford Gyrotory has not been modelled in detail, and this has been accepted due to the unknowns in respect of its future. It is however clear from the modelling that has been done on the A281 within the Borough of Guildford, that there will be a material impact on the network into and out of the town, primarily on the A281, and it’s parallel route, the A3100. As a result of this, a sum of money would be required of the developer, also through the Section 106 process, to mitigate those adverse impacts.

Parking:

In terms of the site wide parking strategy, SCC remains unclear about the management and enforcement of the proposed car barns and the nature of the envisaged parking controls within the “controlled access zone”. Although it is recognised that this is a details pursuant matter, in respect of assessing the resultant likely trip generation, the approach is relevant at this stage. SCC is aware that Waverley’s Parking Guidance does not support parking restraint at this location and the overwhelming feedback from Members at the presentation on 23/2/16 was that they would be seeking demand led parking. The development proposals however remain below the minimum standard and additional analysis work has been undertaken which shows that the proposed provision is higher than parking levels within adjacent wards (Census). SCC is of the view that the approach taken it is unlikely to affect the safe operation of the highway network and do therefore not raise further concerns. SCC would however highlight to the LPA that given the location, this is the wrong type of development for parking restraint and unless measures are applied within the development which are so draconian that they will materially affect car ownership and use, overspill parking may result within the development envelope and the design of the scheme may be compromised through injudicious parking. This conclusion also affects the trip generation and modal split assumptions made within the TA and SCC is of the view that external

vehicular trips may be higher than assumed within the TA and applied to the capacity modelling. This could be of concern, not only in terms of peak hour capacity but also the wider environmental and amenity impacts throughout the day, evening, weekend and in terms of overall mileage travelled.

Severity of Impact:

In terms of the safety implications of the proposed mitigation, the County Highway Authority are satisfied, that the Stage One Safety Audit issues can be satisfactorily addressed at the detailed design stage. The reduction in the speed limit on this stretch of A281 will also assist in safety mitigation of any potential additional accidents arising from the new access. The other junction improvements will be just that, in that they will create safer junctions on the A281 than those that currently exist, so the impact of the increased traffic through them will be offset by the safer layouts being proposed.

In terms of congestion and performance of the network, the auditing of the A281 model shows that in overall terms, the corridor will perform better in journey times than would be the case without the mitigation. The improvements at Shalford, Nanhurst and Barihurst provide significant benefits to overall travel on the corridor. The proposed improvements at Bramley deliver some benefits, especially to the northbound AM peak movements. Whilst to a degree, these are offset by slight increases in delay to the southbound PM movements, it is expected that there would be some overall benefit to the performance of this junction. There is also the opportunity in the recommended package, to seek financial contributions in lieu of the Bramley works in kind, in the event that a preferred solution is found before the need to implement the junction works arises.

Appropriateness of Mitigation Package:

The suggested measures contained at the end of this response are a reflection of the overall impact on the wider network, and the quantifiable impacts shown by the modelling. The combination of improvements in kind, financial payments towards a suite of potential junctions/network improvements, and as firm a commitment as we can secure in terms of providing a bus network for perpetuity, produces a package that in our view provides an acceptable approach to mitigation given the locational disadvantages of the site. SCC also acknowledges that whilst some of the measures proposed will have a wider benefit to existing congestion, and go beyond mitigating the development impact, this is to off-set other locations where the provision of appropriate mitigation cannot be demonstrated/is in doubt.

Sustainability of location:

There has been no counter-evidence to that presented at the 2009 appeal on these issues, where it was demonstrated to the Secretary of State that housing at Dunsfold would have considerably fewer destinations accessible for non car modes, than would be the case with a sustainably designed urban extension. Requests for more research into this concern over the intervening years has not been produced by the developers in an attempt at demonstrating that travel is as sustainable as that generated by extensions to urban areas. Furthermore the study undertaken by Waverley on the local plan scenarios shows the provision of a significant quantum of housing at Dunsfold to be the least sustainable option in transport terms.

The unknowns are the populations who will be occupying the housing at Dunsfold. It is, highly likely that many of the houses will be occupied by overspill from the outer London Metropolitan area seeking less expensive housing, whilst trying to continue their working lives in current locations elsewhere in the South East. Even if the mitigation being proposed delivers that which it intends for perpetuity, it does not follow that the travel opportunities provided will be actively taken up. Even if they are, they will barely dent the overall volume of per capita car mileage which inevitably will result from locating 1800 new households in the remotest corner of the County of Surrey. Given that the development will plainly be overwhelmingly car-reliant, it is disingenuous to accept that there are real opportunities for minimising reliance upon the private car.

The suite of initiatives proposed by the developer, with the exception of the undertaking at this stage of a bus service in perpetuity is nothing new, radical, or forward thinking. This is of no fault of the developer, as there is little that can reasonably be introduced in this location, which is cost effective, as well as environmentally sustainable. No evidence has been produced that the proposed bus services will deliver these two fundamental credentials, and the present undertaking to fund them for perpetuity, is likely to be the subject of a serious challenge if over time, as suspected, little use is made of them.

There have therefore been insufficient changes to the previous proposals in 2009, or evidence demonstrating that in fact the development is sustainable in transport terms, to remove this element of objection, and the County Council will therefore express an objection on these grounds.

It is, however, recognised that the Developer has “explored” new territories in terms of striving to provide a method of delivering a bus network for the life of the development. It is for this reason that examples of this successfully operating elsewhere cannot be found, so this element of the mitigation, will by definition be a “leap of faith”. If Members are minded to grant permission that should not be a reason not to try it, particularly if the final head of term in the County’s recommended Section 106 Heads of Terms is included. This requires a detailed post opening travel assessment, prior to any further housing beyond the 1800 units, subject of this application, being granted further permission.

CONCLUSIONS

Overall there remain issues with the development’s transport assessment. However, the agreed transport package provides sufficient mitigation to deliver overall benefits to the A281 corridor, which when combined with the other elements contained within the proposed Section 106, should go some way towards reducing the total travel impact. A significant element of the package is the undertaking of the developer to fund the provision of bus services in perpetuity (with the caveat that they can be reviewed by the Transport Review Group). Members are asked to recognise this, and include consideration of this in their overall decision on whether or not to grant planning permission. It is for this reason, combined with the undertaking to fund other required mitigation measures in the vicinity, and to provide in kind specific highway improvements, that the highway authority are not objecting on capacity or road safety grounds. It is crucial that the need for a “watertight”

method of securing the perpetual provision of bus services at the level proposed (or similar) is integral to any decision that Members might make on this application.

As explained above, there does still remain the objection on the locational challenge of the site, and the fact that the creation of a new settlement in this relatively remote part of the Borough will lead to greater distances being travelled, and less sustainable travel choices than would be the case if the quantum of housing were located either within, or adjacent to the existing urban areas which are creating the demand for the additional 1800 homes. Members are asked to consider this objection in the overall balance of appraising this application.

FORMAL RESPONSE: SURREY COUNTY COUNCIL AS HIGHWAY AUTHORITY:

Response to Dunsfold Aerodrome Planning Application WA/15/2395 Airfield dated 2nd December 2016.

The proposed development has been considered by Surrey County Council (SCC) as County Highway Authority who Object to the proposal for the following reason:

“The development is not in a location where the need to travel and distance of travel can be minimised, and where the use of sustainable modes can be maximised, and would therefore be contrary to Core Planning Principle 17, bullet point 11, and paragraph 34 of the NPPF, and Waverley’s saved Policy M1 from its current Local Plan”

Note to Planning Officer:

In the event that planning permission is granted either by the Borough or Planning Inspectorate/Secretary of State, SCC reserves the right to recommended conditions and legal obligations to secure a package of transportation measures to assist with mitigation of the impacts of this proposal. Whilst this package would go some way toward mitigating the impacts of the development, it would do little to overcome the fundamental concern relating to location and proclivity to travel by car. In the immediate term SCC will continue to work to establish the Heads of Terms for any future Section 106 Agreement if these are required.

INFORMATIVE NOTE

This objection is made despite the considerable work that the applicant has undertaken to try and demonstrate that the development can be made to be sustainable in transport terms. As was demonstrated at the 2009 Public Inquiry, and as confirmed by Waverley’s Local Plan Evidence Stage Four Transport Assessment report by Mott MacDonald June 2016, the site performs poorly in terms of transport sustainability. It is likely that within the site, transport provision will be as sustainable as can reasonably be expected, but the degree to which sustainable travel can be maximised off site is very limited. It is also fair to say that the package of mitigation that is recommended in the event that planning permission is granted, is probably the most pragmatic solution given all these limitations.

In recognition that planning permission may be granted, either by the Local Planning Authority, or through the appeal process, the following conditions, and requirements for Section 106 / 278 Agreements are recommended. They represent the culmination of partnership working between the applicant and the Highway Authority to jointly ensure a

reasonable level of mitigation which meets the CIL compliancy tests of being necessary, directly related, and fairly and reasonably related in scale. Whilst not overcoming the locational objections, they do provide an appropriate package of mitigation against the other identified impacts.

Therefore, lest permission is granted either by the Local Planning Authority, or by the Planning Inspectorate/Secretary of State, Surrey County Council, as Highway Authority recommends the following:

A: Prior to planning permission being granted, a Section 106 Agreement, including Surrey County Council as Highway Authority, be entered into with the Applicant to include, inter alia, provision for:

1. Setting up of Community Trust to deliver, inter alia, the full procurement, running in perpetuity, management and review of the Bus Services, as set out below under 2)
 - a. Within 12 months of grant of planning permission, and prior to any development commencing, the Dunsfold Airfield Community Trust (DACT) shall be established, with all governance and funding sources agreed. Governance of the buses shall be undertaken by the Transport Review Group (TRG), a "sub-committee" of the Trust. SCC to be a core member of the TRG.
 - b. Prior to the cessation of interest by Dunsfold Airfield Limited (DAL), or direct funding of the bus services by DAL, whichever is the sooner, the DACT will have acquired sufficient endowment capital and income generated from it to provide for all elements of the Bus Services (as set out in 2), for perpetuity.

2. To provide for high quality bus services serving the Development on an ongoing basis in perpetuity to assist in achieving the objectives of the travel plan and to maximise travel to and from the site by bus. The services to be run as follows, unless otherwise modified by the DACT/TRG:

Route 1: Site to Guildford

Route 2: Godalming to site to Cranleigh

Route 3: Cranleigh to site to Horsham

From the first occupation of the 50th residential unit;

- A flexible service designed around the needs of new residents and existing employees on site

From the first occupation of the 100th residential unit;

- An hourly service to be provided between the Development and each of Guildford and Godalming in both directions. A half hourly service provided between the Development and Cranleigh in both directions. The half hourly services to be made available between the hours of 07.00 and 19.00 Monday to Saturday, with an hourly service to run between 06.00 – 07.00, 19.00 – 23.00 Monday to Saturday, and 08.00 to 20.00 on Sundays/appropriate public holidays.

From the first occupation of the 400th residential unit;

- A half hourly service on each of the routes serving Guildford and Godalming in both directions. A half hourly service between the development site and Cranleigh in both directions. These half hourly services to be made available between the hours of 06.00 to 19.00 Monday to Saturday, with the hourly services operating between 19.00 – 23.00 Monday to Saturday, and 08.00 – 20.00 on Sundays/appropriate Public Holidays.

From the first occupation of 1,100th residential unit;

- A half hourly service on each of the routes serving Guildford, Godalming and Horsham in both directions. A 15 minute service between the development site and Cranleigh in both directions. The services to be made available between the hours of 07.00 to 19.00 Monday to Saturday. An hourly service to be provided during the hours of 06.00 – 07.00, 19.00 to 23.00 Mondays to Saturdays, and 08.00 to 20.00 on Sundays/appropriate Public Holidays on the Guildford, Godalming and Horsham Routes, and a 30 minute service between the site and Cranleigh.
 - When the site is fully built out, this will lead to peak hour frequencies of: 15 minute to/from Cranleigh; 30 minute to/from Guildford; 30 minutes to/from Godalming and Horsham.
 - The vehicles used will be of high quality and energy efficient, with the potential for hybrid buses to be used.
 - The new services will need to blend with whatever commercial/ supported network there is in the area.
3. The provision of appropriate bus stop infrastructure within the site, to provide high quality shelters, stops, under-cover cycle parking, RTPI, smart ticketing, and bus priority measures where appropriate.

4. Prior to the occupation of the 1st residential unit constructed pursuant to the planning permission, to pay to the County Council a contribution of £50,000 towards the funding of a study, public consultation, committee consideration of TRO's, and any implementation of any resultant measures to traffic manage and/or close roads to prevent through traffic using Alfold Road and Wildwood Lane, other than cyclists and buses.

 5. (a) Prior to occupation of the 500th residential unit constructed pursuant to the planning permission to pay to the County Council a contribution of £2,600,000 towards the following transport mitigation measures
 - Junction / link improvements on the local highway network as covered by the Transport Assessment (including the Downs Link), additional to those required in kind.
 - Traffic calming on A281 in Bramley Village High Street
 - HGV management measures in lanes in the vicinity of the development

 - (b) To pay a contribution of £5,000,000 to the County Council towards transport mitigation in the Borough of Guildford, for edge of/out of town centre parking measures and road capacity headroom production measures on the southern approach corridors to the town, in the following instalments;
 - Prior to the completion of the 450th residential unit constructed pursuant to the planning permission to pay £1,250,000
 - Prior to the completion of the 900th residential unit constructed pursuant to the planning permission to pay £1,250,000
 - Prior to the completion of the 1350th residential unit constructed pursuant to the planning permission to pay £1,250,000
 - Prior to the completion of the 1500th residential unit constructed pursuant to the planning permission to pay £1,250,000
- Repayment provisions to apply if money is not spent within a fixed period of time or if the identified mitigation is delivered at a lower cost.
6. Prior to completion of the 500th residential unit constructed pursuant to the planning permission to pay a contribution of £200,000 to the County Council towards the rights of way improvements, identified in items 4, item 5 and item 8 of Surrey County Council's letter dated 22nd February 2016.

 7. Prior to the completion of the 501st residential unit (house or flat), the construction of the roundabout junction of Broadford Road/A281 to include provision for pedestrians, cyclists and buses, the improvement of the existing roundabout at the junction of A281/Kings Road, to include provision for pedestrians, cyclists and buses, and the improvement of the road link between the two junctions, very generally as shown on drawing number VD15289-SK055 RevA

 8. Payment of £60,000 for the Unforeseen Transport Impacts Fund, the Monitor and Manage Fund and the Travel Plan Contingency Fund.

9. In the event that the junction improvement required in Condition 11 cannot be delivered, the payment of a sum of money equal to the value of the full cost of delivering that junction at the trigger time, in lieu of its provision in kind, to deliver alternative mitigation in Bramley.
10. Prior to commencement of development, providing for governance of the funds in 8 above and the establishment and administration of the Transport Review Group (that determines the usage of the Funds).
11. Prior to commencement of development, to provide the funding of a Travel Plan Manager through the implementation of the Travel Plan
12. To fully implement, review, and update the site wide and individual landuse/occupier travel plans, in accordance with timescales to be agreed with the Local Planning Authority, to include:
 - bespoke personalised travel planning for every residential unit constructed as part of the planning permission upon first occupation. To provide personalised travel planning for each employee of the new commercial units constructed as part of the development on the site on an on-going perpetual basis. To be funded by DAL and commercial occupiers where relevant.
 - the provision and on-going maintenance of Bicycle Hire facilities and the promotion of discount vouchers for the purchase price of new bikes, to be funded by DAL through the Travel Plan.
 - The provision and maintenance of Electric vehicle charging points in accordance with SCC's Parking Guidance throughout the site.
 - Car club provision, for all occupiers of the site (residential, commercial, educational and leisure)
 - The provision of welcome packs to include funded bus vouchers for the first occupier of a residential unit constructed pursuant to the planning permission.
 - the provision and maintenance of web site and related technology¹.
 - The establishment and maintenance of a site wide car sharing scheme for perpetuity.
 - the agreement and establishment of a regular monitoring, reporting and modifying programme to feed into 14 below, and inform the decisions of the Transport Review Group.

¹ The nature of the requirements will change over time eg. smart phone technology is replacing equivalent technology in houses. These should be considered in the travel plan.

13. All financial contributions/ payments to be index linked to values at 14th December 2016 or the relevant trigger date as appropriate where funding in lieu of works might be required.
14. No further traffic generating development beyond the total numbers of residential units and authorised commercial floor area, shall be permitted under any future planning application until the travel characteristics in terms of multi-modal trip generations by land use/journey purpose within and external to the site, distances travelled off site, and destination/sources of all traffic associated with the site, of the development, subject of the current application, are known.

And B: the following Conditions on any planning permission granted either by the Waverley Borough Council, or the Secretary of State:

1. With the exception of the construction of the new spine road access from the end of the runway to the A281 and junction with the A281 no other development, apart from enabling or mitigation works in accordance with a phasing plan secured under Condition X, shall take place until the new spine road access from the eastern end of the runway to the A281 and a roundabout junction with the A281, to include cycle, and pedestrian priority, in general accordance with either drawing numbered VD15289-SK-057A or VD15289-SK-061 has been constructed to the satisfaction of the Local Planning Authority

Reason: HR1, Informative HInf3, HInf 9b, HInf 11, HInf 18, HInf 20 Policy: NPPF, Local Plan Movement Policy M2

2. With the exception of the construction of the new spine road access from the end of the runway to the A281 and junction with the A281, no development shall take place until a scheme to deliver the following works:
 - The closure of the existing vehicular access at Stovolds Hill to vehicular traffic, with the exception of buses and emergency vehicles
 - The restriction of the existing vehicular access at Compass Gate to allow access to all vehicles other than heavy goods vehicles
 - The closure of the existing vehicular access at High Loxley Road to vehicular traffic, whilst being kept open for pedestrian, footway and cycleway and Bridleway traffic.
 - The closure of the existing vehicular access at Benbow Lane to vehicular traffic, whilst being kept open for pedestrian, and Bridleway footway and cycleway traffic.
 - The restriction of the existing vehicular access at Tickners Heath so as to allow only bus and emergency access.

have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried in accordance with the approved detail.

Reason: HR1, Policy NPPF, Local Plan Movement Policy M2

3. Within 12 weeks of the opening of the new road access and junction to the A281 to traffic:

- The existing vehicular access at Stovolds Hill, will be closed to vehicular traffic, with the exception of buses and emergency vehicles
- The existing vehicular access at Compass Gate, will be restricted so as to allow access to all vehicles other than heavy goods vehicles
- The existing vehicular access at High Loxley Road, will be closed to vehicular traffic, but kept open for pedestrian, footway and cycleway and Bridleway traffic. The existing vehicular access at Benbow Lane, will be closed to vehicular traffic, but kept open for pedestrian, and Bridleway footway and cycleway traffic.
- The existing vehicular access at Tickner's Heath, will be restricted so as to allow only pedestrian, cycle, horse, bus and emergency access
All in accordance with the requirements of the Highway Authority and to the satisfaction of the Local Planning Authority.

Reason:

HR1, Informative HInf10, Policy: NPPF, Local Plan Movement Policy M2

4. Restriction on location of access:

With the exception of the main spine road and access roundabout, and existing/diverted public rights of way, there shall be no other means of vehicular/pedestrian/cycle access from the development hereby approved to Guildford/Horsham Road, A281 unless permitted by a further planning permission.

Reason: HR1, HR2, Policy NPPF, Local Plan Movement Policy M2

5. No construction works forming part of the development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of construction site personnel, construction site operatives and construction site visitors
- (b) loading and unloading of plant and materials for the construction of the development
- (c) storage of plant and materials for the construction of the development
- (d) programme of construction works (including measures for construction traffic management)
- (e) HGV deliveries for construction and hours of construction operation
- (f) construction vehicle routing

(g) measures to prevent the deposit of materials on the highway

(h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused by construction traffic

(i) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. The construction of the development shall be carried out in accordance with the approved Construction Transport Management Plan.

Reason: HR1, Informative: HInf 4, HInf 20 Policy NPPF, Local Plan Movement Policy M2

6. Prior to commencement of any phase or sub phase of a reserved matters application for residential development, full details of the vehicular and secure/undercover cycle parking provision for each dwelling within that phase or sub phase must have been submitted to, and approved in writing, by the Local Planning Authority. The development of that phase or sub phase shall thereafter be carried out in accordance with the approved details.

Reason:

In the interests of visual and residential amenity and to ensure that an appropriate level of parking provision is provided for future residents, in accordance with Policies D1 and D4 of the Waverley Borough Local Plan, the NPPF and Waverley Borough Council's Parking Guidelines 2013. This is a pre-commencement condition as this matter goes to the heart of the permission.

7. Prior to commencement of development, a scheme detailing the network of footpaths, bridleways, pedestrian paths, cycle paths, footways and cycle ways linking all external accesses / desire lines within and across the site, shall be submitted to, and approved in writing by the Local Planning Authority. Once constructed in accordance with the scheme, they shall thereafter be permanently maintained to the satisfaction of the local Planning Authority for their designated purpose to provide uninterrupted public rights of way and usage.

Reason: HR1, HR2, Policy NPPF, Local Plan Movement Policy M2

8. Before occupation of 100 residential units constructed pursuant to the planning permission, improvements to the signalised junction of A281/B2130 Elmbridge Road, to include provision for cyclists and buses in general accordance with drawing number 110047/A/23 shall be carried out

Reason: HR1, HR2, Policy NPPF, Local Plan Movement Policy M2

9. Before occupation of 100 residential units constructed pursuant to the planning permission, the provision of a right turn lane at the junction of A281/Barrhurst Lane, in general accordance with drawing number 110047/A/2RevA shall be carried out

Reason: HR1, HR2, Policy NPPF, Local Plan Movement Policy M2

10. Before occupation of 100 residential units constructed pursuant to the planning permission, the provision of Rights of Way route improvements to construct a Dunsfold Park to Cranleigh Cycleway and a Dunsfold Park to Dunsfold Village Cycleway in general accordance with Drawing VD15289-SK60 and Drawing 110047/A/24 shall be carried out

Reason: HR1, HR2, Policy NPPF, Local Plan Movement Policy M2

11. Before occupation of 500 residential units constructed pursuant to the planning permission, the provision of traffic signals at the junction of Station Road/Snowdenham Lane/ A281 Bramley, to include provision for cyclists and bus priority, in general accordance with drawing number 11047/A/22 shall be carried out.

Reason: HR1, HR2, Policy NPPF, Local Plan Movement Policy M2

[note: drawing numbers to be double-checked before insertion into Committee Report]

Note to Planning Officer: It is requested that a condition be imposed to ensure that there can be no implementation of the Detailed Permission (C of U) of existing buildings (ie regularisation of current employment uses) without a significant element (that is 501 units) of any of the remainder of the mixed use element – ie housing, retail, education, community, leisure etc. This would be to ensure that the detailed permission were not implemented, in isolation, without a significant element of the total new community infrastructure being in place.

Informative: Conditions 1, , 8, 9, 10, and 11, and Section 106 Heads of Terms item 7 shall be delivered through the completion of Section 278 Agreements with the County Council

Other Highway Informatives: Hinf2, Hinf3, Hinf4, Hinf5, Hinf6, Hinf 9b, Hinf11, Hinf13 – Bridleway 400: Hinf16, Hinf18, Hinf19, Hinf20.