

B1 WA/2018/0544  
Crest Nicholson Regeneration Ltd & Sainsbury's Supermarkets  
27/03/2018

Provision of a dual-lane temporary construction access to the A31, comprising a bridge across the River Wey, pedestrian underpass, temporary vehicular access from South Street and other associated temporary works to enable the bridge construction, other supporting infrastructure and re-instatement works, including the erection of a permanent pedestrian footbridge across the River Wey (as amended and amplified by plans and additional information received 01/06/2018) at Site B, East Street Regeneration, East Street, Farnham

Committee: Joint Planning Committee  
Meeting Date: 27/06/2018

Public Notice: Was Public Notice required and posted: N/A  
Grid Reference: E: 484358 N: 146775

Town: Farnham  
Ward: Farnham Castle Farnham Moor Park  
Case Officer: Ruth Dovey  
Expiry Date: 21/05/2018  
Time Extended Date: 29/06/2018  
Neighbour Notification Expiry Date: 04/05/2018  
Neighbour Notification  
Amended/Additional Expiry Date: 25/06/2018

RECOMMENDATION

That, subject to the consideration of any further representations and consultee responses received and subject to conditions, permission be GRANTED.

#### Introduction/Background

The application has been brought before the Joint Planning Committee at the request of the Head of Planning due to the application's strategic importance in the Borough.

The bridge is required to enable the construction of the East Street (Brightwells) redevelopment scheme. Over the course of various planning applications for the East Street redevelopment, the need for a bridge from the A31 directly into the site to construct the development has been required by condition, on the basis that routing construction traffic through Farnham itself

would result in unacceptable levels of traffic congestion and have a harmful impact on air quality resulting in a loss of amenity to local residents.

The need for a bridge was reinforced in June 2010 when an application (WA/2010/0372) to remove Condition 37 on the original redevelopment permission (WA/2008/0279), which required the applicants to submit details of the temporary access from the A31 Farnham By-Pass, was refused. This application was refused because an alternative means of access to the site for construction purposes, i.e. use of the existing accesses to the site, would cause material harm to amenity by way of loss of air quality, excessive traffic congestion and related inconvenience to highway users, visitors and businesses and material loss of amenity to local residents. The refusal of this application re-affirms the need for a bridge to be provided.

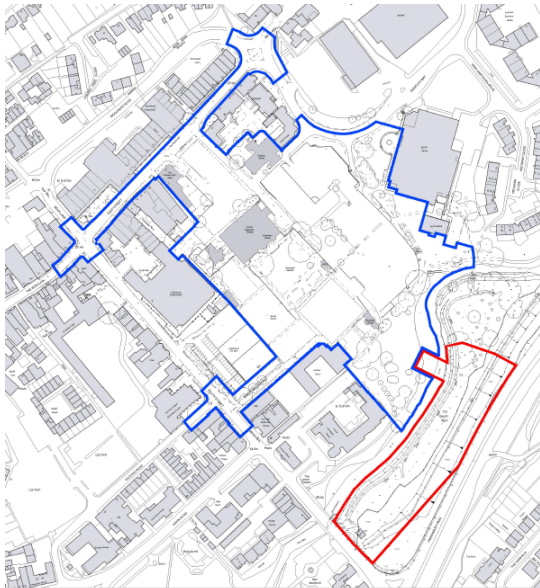
Following this refusal, permission was granted in March 2011 for the provision of a single lane temporary construction access bridge from the A31 (WA/2010/1650). This permission was later renewed under application ref. no. WA/2012/0911. This permission has been implemented through the digging of a trench to make way for the foundations of the bridge. On this basis, this single lane bridge permission is extant in perpetuity and the single lane bridge can be constructed at any time.

This current application seeks to widen the bridge to provide two lanes (one for vehicles entering the site and one for vehicles leaving) rather than one. The decision to seek to widen the temporary bridge was made by the applicant in order to improve the overall efficiency of the main construction site and to enhance its operational safety for users of the bridge and traffic along the adjacent A31 corridor. The dual lane bridge allows construction vehicles to enter and exit the site simultaneously where the single lane bridge would not.

The proposal also includes details relating to works required in order to construct the bridge which includes a temporary access from South Street, a vehicle track along the southern side of the River Wey and a site compound. Whilst these details did not fall to be considered under application WA/2012/0911, the track and site compound were subject to conditions attached to that permission. These details were subsequently approved. The principle of a site compound and construction access along Borelli Walk has, therefore, already been agreed and approved via the discharge of various conditions and the principle of its acceptability established.

This report is concerned solely with the provision of the bridge and its associated construction facilities. Matters relating to the redevelopment scheme as a whole do not fall to be considered under this application.

## Location or Layout Plan



## Aerial Photograph of Site



## Site Description

This application site, which measures 0.97 hectares, is located to the eastern side of Farnham Town Centre and to the southeast of the main East Street development site. It forms part of the East Street redevelopment scheme.

The wooded course of the River Wey crosses the centre of the application site. The site provides a green space containing Borelli Walk, a footpath which runs along the south side of the river.

An embankment is located to the southeast of the river, approximately 4 metres in height, which rises up to meet the A31. Much of the bank is treed and provides a green backcloth to this part of the town. However, 39 trees that line the A31 have recently been removed to make way for the construction bridge. This tree removal was agreed under the implemented single lane bridge permission (ref. no. WA/2012/0911).

To the northwest of the river, the bank rises more gradually. The bank has sparse vegetation on it and leads to a grassed parkland area.

### Proposal

The proposal is for the provision of a temporary construction access from the A31, comprising a bridge across the River Wey, pedestrian underpass, other supporting infrastructure and re-instatement works including the provision of a permanent footbridge across the River Wey once the temporary construction traffic bridge has been removed. The bridge is required to provide direct access into the East Street redevelopment site for construction vehicles so that they do not have to be routed through the town. It is anticipated that construction of the East Street redevelopment project will take 4.5 years and the bridge would therefore be in place for this period.

To facilitate the construction of the bridge, it is proposed to provide a temporary access from South Street, running parallel to the southern bank of the River Wey for construction vehicles. This would also provide access to a compound with accommodation that would be in place for the duration of the bridge construction period (this is a maximum of 40 weeks including setting up the track, site compound etc. and removing it once the bridge is constructed).

The construction bridge would be removed on completion of the East Street redevelopment scheme and replaced with a permanent pedestrian footbridge in the same location.

Each element of the proposal is described in detail (a) to (d) below:

#### (a) Construction Traffic Bridge

The construction access bridge would lie across the River Wey. It would be accessed directly from the A31 and would provide direct access into the East Street redevelopment site for construction vehicles with the aim that it will relieve Farnham Town Centre of the construction traffic impacts associated with the development. The bridge would provide two traffic lanes to enable the free flow of traffic vehicles entering and exiting the site at the same time.

The bridge itself would be constructed from pre-fabricated steel panels. The overall length of the bridge would be 27.5m. Its width (including a footpath to ensure the safety of pedestrians) would be 12m wide. The actual road width of the bridge would be 7.4m. The height of the structure from its base to top would be 2.3m. The bridge would sit upon reinforced concrete piled foundations on both sides of the river. Due to the need to build up the land around the bridge and for adequate foundations for it, the height of the bridge would be 3.2m when measured from existing ground level on the edge of the southern river bank.

Safety lighting would be situated along the inside edge of the sides of the bridge. The deck and side struts of the bridge would be of a solid steel finish to ensure that there will be no light spillage from the bridge onto the river corridor below.

To account for the change in levels between the A31 and the bridge, it is proposed to build an embankment in the lead up to the bridge. The embankment would be a maximum of 66m wide at the mouth of the access from the A31. It would project back from the access for a distance of approximately 35m. The embankment would result in a maximum increase in ground height of 3.6m, where it runs over an existing ditch, but a more typical height increase is between 1.8 and 2m.

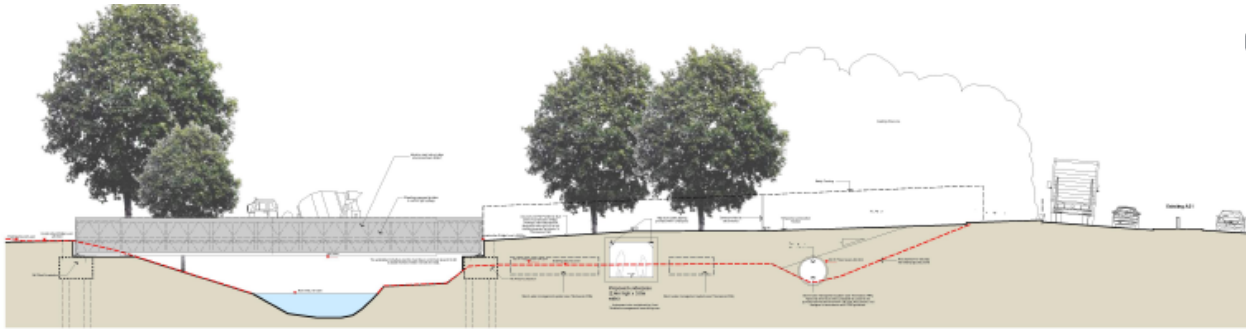
There would be a diverge-taper (widening of the carriageway leading up to the site access point to provide a deceleration lane allowing vehicles to slow down and turn into the access way from the main carriageway), approx. 50m in length, leading from the northern side of the A31 into the site access. In addition, there would be a vehicular exit back onto the A31.

As with the implemented single lane bridge proposal, the proposed bridge construction would include a storm water management system beneath the embankment to mitigate the impact of the proposed embankment on the flood plain. A series of tunnels would be installed in rows parallel to each other across the footprint of the embankment to create a conduit for any flood waters.

Plan view of bridge

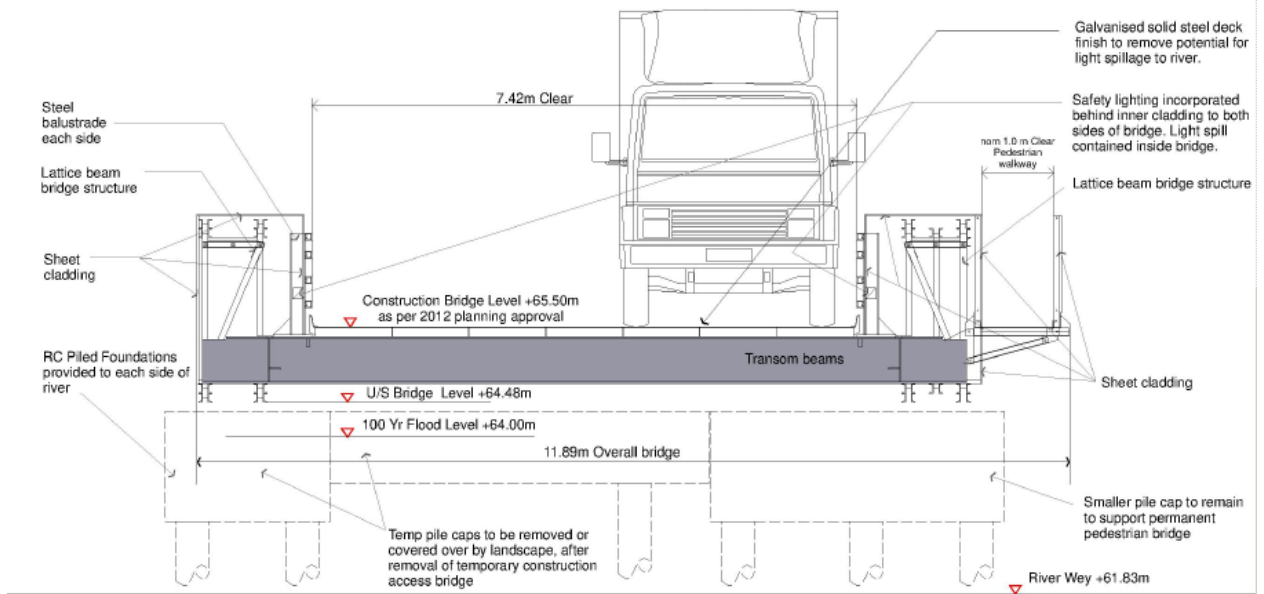


Side elevation of bridge

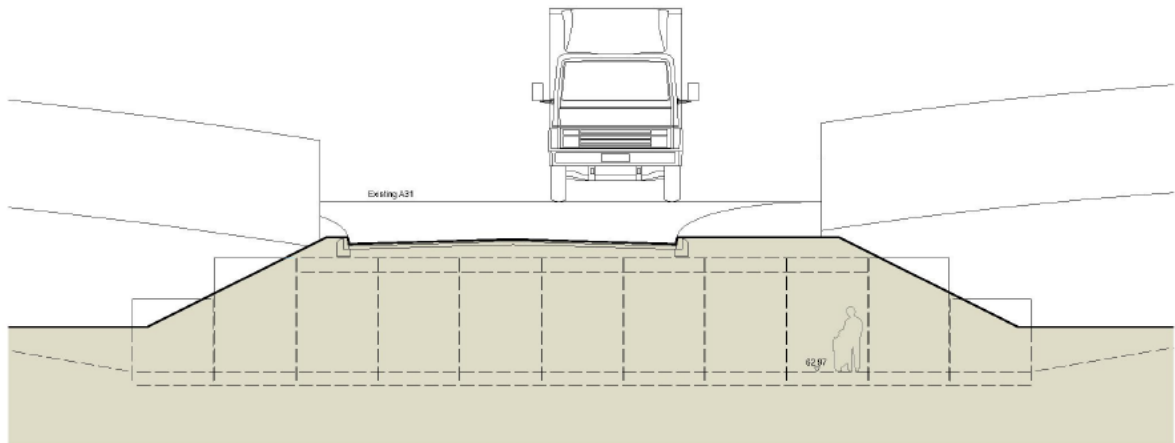


Section through centre of bridge





End elevation of bridge from A31



### (b) Pedestrian Underpass

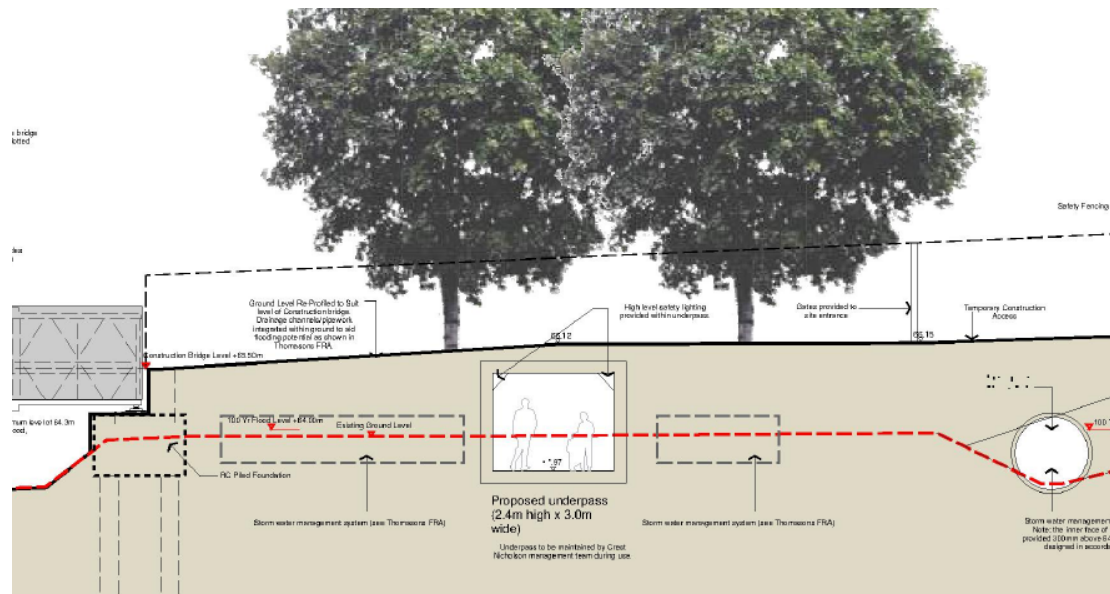
It is proposed to maintain the pedestrian access along Borelli Walk, which crosses the application site from the north east to the south west, during the course of the construction period for the main East Street redevelopment scheme (WA/2012/0912 and WA/2016/0268).

It is proposed to divert the existing Borelli Walk footway eastwards through a temporary underpass under the embankment. The underpass would be 2.4m high, 21m in length and 3m wide. The underpass would contain safety

lighting. The underpass would have splayed entry and exit points to enhance pedestrian visibility.

The underpass would be maintained by Crest Nicholson's management team during its use and would be removed when the footbridge is installed, and pedestrian access would revert to the existing footpath.

### Section showing pedestrian underpass

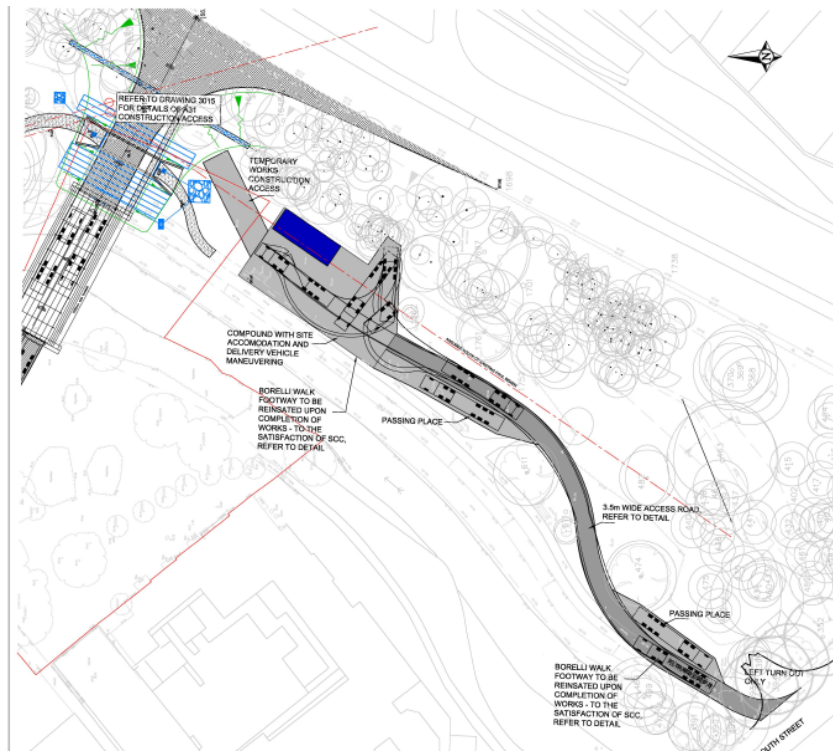


### (c) Proposed temporary access and associated compound and site office

To enable the construction of the bridge, it is proposed to create a new temporary construction vehicle access from South Street and vehicle track running parallel to the river along its southern bank. A site compound is also proposed along with a designated area to allow for the turning of construction vehicles is proposed adjacent to the proposed construction bridge, to the south west. It is anticipated that this element of the proposal will be in place for a maximum of 40 weeks (including 6 weeks set up and 10 weeks dismantle) whilst the dual lane bridge is constructed. Access along Borelli Walk will be restricted during this time. The temporary access will be re-opened and the track and site compound will be re-installed once the dual lane bridge is ready for removal and to enable the removal of the dual lane bridge and the construction of the pedestrian bridge.

### Plan of South Street temporary access, track and site compound

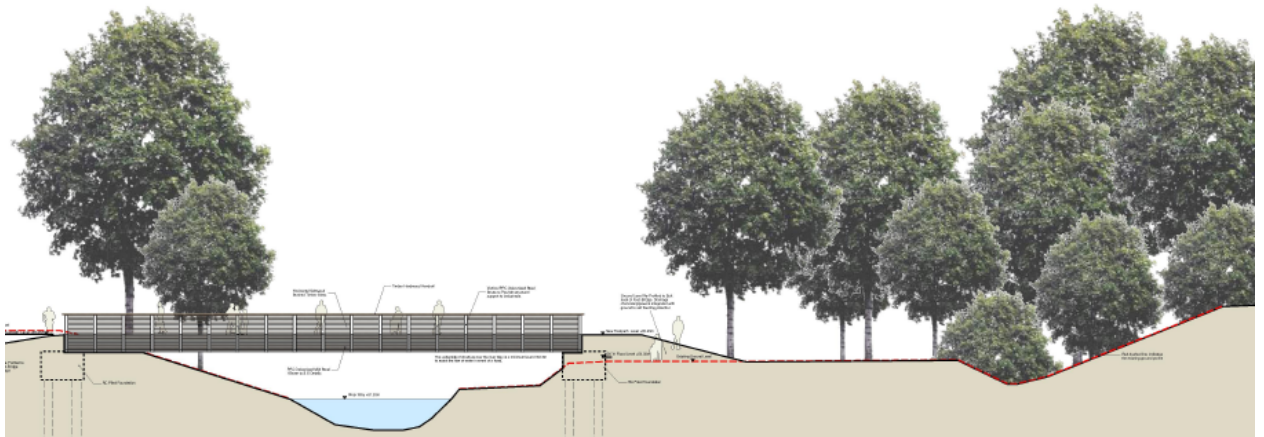




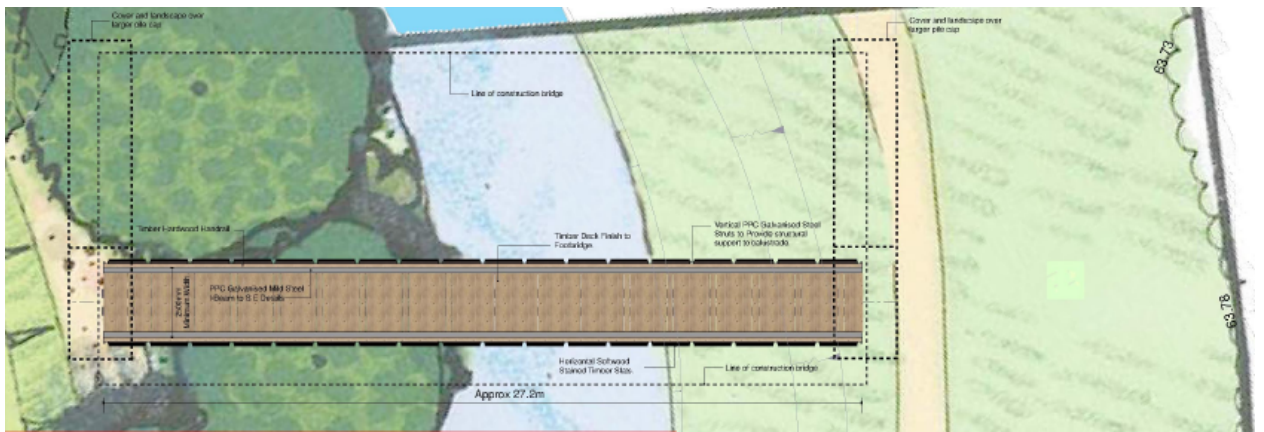
(d) Permanent pedestrian footbridge

The temporary construction access bridge from the A31 will be removed once the East Street redevelopment scheme is completed and will be replaced with a permanent footbridge. The base of the construction would be galvanised steel beams and struts. The structure would be clad in stained timber slates with a timber deck finish. The pedestrian bridge would be approximately 27m long. The overall width of the bridge would be 3.1m with an internal walkway width of 2.5m.

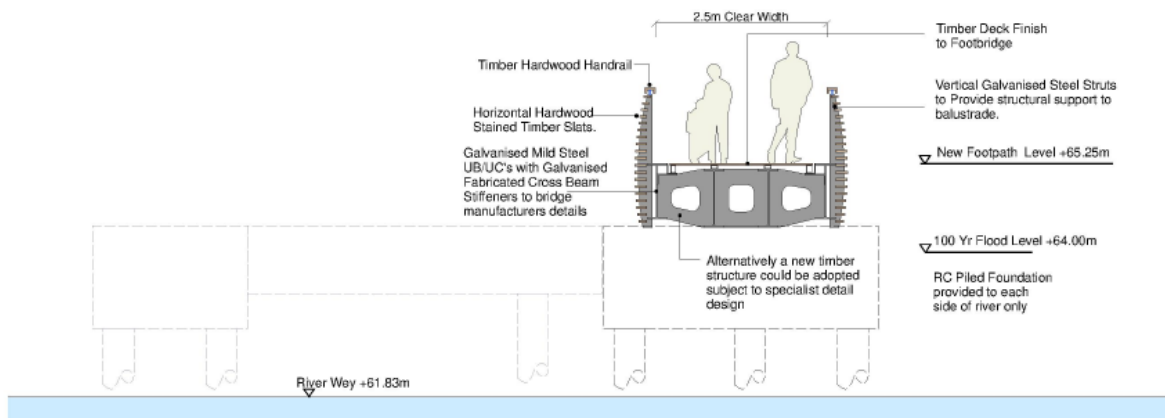
Proposed side elevation of footbridge



Plan of footbridge



Section through footbridge



Relevant Planning History

Reference	Proposal	Decision
WA/2018/0308	Provision of 3 bat poles	Pending decision.
WA/2017/2028	Listed Building Consent for demolition of Redgrave Theatre and works to Brightwell House.	Consent granted 23.01.2018 (not implemented – extant)
WA/2016/0456	Application under Section 19 (Listed Building Consent) to vary Condition 6 of WA/2014/1926 (approved plan numbers) to allow a variation to the extensions and alterations hereby permitted.	Consent granted 04/07/2016. (Not implemented - extant)
WA/2016/0268	Application under S73 for the variation of Condition 3 (Plans) and removal of Condition 61 (Sustainability Statement) and Condition 60 (Combined Heat and Power Scheme) of WA/2012/0912 (East St Redevelopment) to allow 106 sq m increase in size of extension to Brightwell House, realignment of rear of Building D21, removal of Gostrey Centre community use from Building D20 resulting in space to be occupied by Use Classes A1/A3 Retail/Food and Drink, internal alterations and amendment to landscaping scheme; revision to heating strategy, omitting energy centre and changes to comply with current Building Regulations and other regulation requirements with subsequent revisions to Sustainability Statement; amendment to affordable housing provision to provide 100% shared ownership flats. This application is accompanied by an Addendum to the Environmental Statement (as amplified by emails and plans received 21/03/2016 and 01/06/2016 in relation to flood risk and as amended by email and viability information received 06/05/2016 in relation to the proposed	Full permission 09/09/2017 (Implemented – extant)

	affordable housing mix).	
WA/2014/2420	Erection of building to provide a bat roost	Full permission 20/02/2015 (Not implemented - expired)
WA/2014/1926	Listed Building Consent for the demolition of the attached Redgrave Theatre, conversion of Brightwell House to form 2 no. restaurant units. Works to include 2 single/two storey extensions to the north and west (containing additional ground floor restaurant space, kitchen areas, stores, toilets, staircase and plant room and first floor kitchen, stores, staff WC and plant room). Works to existing house to include reinstatement of 3 no. original hipped roofs over the existing bay windows and reinstatement of the glazed canopy in the southern elevation. Reinstatement of original chimneys, internal fireplaces and staircase. Partial unblocking of a first floor window on the west elevation. Removal of later partition walls and ground floor toilet; new openings through to first floor extension, installation of servery. Some blocking of boundary walls, toilet block and cottage at Brightwell House.	Consent granted 28/01/2015 (Not implemented - expired)
WA/2012/0912	Application for a new planning permission to replace extant permission WA/2008/0279 (time extension). Mixed-use redevelopment comprising: 9,814 sq m of retail, restaurant and cafe-bar accommodation (Use Classes A1, A3 & A4, including the change of use of Brightwell House and Marlborough Head); 239 residential units (Class C3); a multi-screen cinema (Class D2); multi-storey, surface and	Full permission - subject to Section 106 Agreement - 07/08/2012 (Implemented - extant)

	basement car parks providing a total of 426 spaces; associated highway and access works; provision of infrastructure and landscaping; replacement facility for the existing 'Gostrey Centre'; demolition and clearance of the site. This application is accompanied by a supplementary Environmental Statement (as amplified by letter dated 04/07/2012).	
WA/2012/0911	Provision of temporary construction access to the A31 comprising bridge across the River Wey, pedestrian underpass, and other supporting infrastructure and re-instatement works including re-siting of the proposed footbridge across the River Wey from that approved under WA/2008/0279	Full permission 07/08/2012 (Implemented – extant)
WA/2012/0553	Certificate of Lawfulness under Section 192 for the proposed development of Unit D20-R-01 in accordance with planning permission WA/2008/0279 and the use of Unit D20-R-01 for Use Class A1 (retail), with an in-store café of up to 223 sq m for use by visiting members of the public and use of an external area shown on drawing 13512-D20-001_B for seating associated with the cafe.	Certificate of Lawfulness granted 17/05/2012 (Not implemented)
WA/2012/0052	Construction of new shopfronts	Full permission 09/03/2012 (Not implemented - expired)
WA/2011/1215	Listed Building Consent for demolition of the attached Redgrave Theatre, conversion of Brightwell House to form 2 no. restaurant units. Works to include single/two storey extensions to the north and west (containing additional ground floor restaurant space, kitchen areas, stores, toilets, staircase and plant room and first	Listed Building Consent Granted 13/09/2011 (Not implemented - expired)

	<p>floor kitchens, stores, staff wc and plant room). Works to existing house to include reinstatement of 3no. original hipped roofs and rooflight to the north elevation and hipped roofs over the existing bay windows and reinstatement of the glazed canopy in the southern elevation. Reinstatement of original chimneys, internal fireplaces and staircase. Partial unblocking of a first floor window on the west elevation. Removal of later partition walls and ground floor toilet; new openings through to first floor extension, installation of server. Some blocking in of existing internal openings. Demolition of boundary walls, toilet block and cottage (as amplified by email dated 13/09/2011).</p>	
WA/2010/1650	<p>Provision of temporary construction access to the A31, comprising bridge across the River Wey, pedestrian underpass, other supporting infrastructure and re-instatement works including re-siting of the proposed footbridge across the River Wey from that approved under WA/2008/0279.</p>	<p>Full permission 23/03/2012 (Not implemented)</p>
WA/2010/0372	<p>Variation of Condition 37 of planning permission WA/2008/0279 to omit the requirement for and provision of a temporary construction access from A31, but alternatively to require temporary construction access details and provision from alternative route.</p>	<p>Refused 08/06/2010</p>
WA/2008/0280	<p>Application for Listed Building Consent for the demolition of the attached Redgrave Theatre. Conversion of Brightwell House to form 2 no. restaurant units. Works to include single/two storey extensions to the north and west (containing</p>	<p>Listed Building Consent Granted 09/10/2008 (Not Implemented – expired)</p>



	additional ground floor restaurant space, kitchen areas, stores, toilets, staircase and plant room and first floor kitchens, stores, staff wc and plant room). Works to existing house to include reinstatement of 3 no. original hipped roofs and rooflight to the north elevation and hipped roofs over the existing bay windows and reinstatement of glazed canopy in the southern elevation. Reinstatement of original chimneys and other internal works. Demolition of boundary walls, toilet block, bowling pavilion and cottage. (As amended by plans and documents received 15/08/2008).	
WA/2008/0279	Mixed-use redevelopment comprising: 9,814 sq m of retail, restaurant and cafe-bar accommodation (Use Classes A1, A3 & A4, including the change of use of Brightwell House and Marlborough Head); 239 residential units (Class C3); a multi-screen cinema (Class D2); multi-storey, surface and basement car parks providing a total of 426 spaces; associated highway and access works; provision of infrastructure and landscaping; replacement facility for the existing 'Gostrey Centre'; demolition and clearance of the site. (as amended by plans and documents received 20/8/08).	Full Permission 06/08/2009 (Not Implemented – expired)

### Planning Policy Constraints

Developed/Built-up Area of Farnham - north of River Wey only

Town Centre Area – area north of River Wey only

Countryside Beyond the Green Belt – area south of River Wey only

Area Strategic Visual Importance (ASVI) – River Wey and its south bank only

Green Infrastructure: Amenity Greenspace (Farnham Neighbourhood Plan)

Green Infrastructure: Green Corridor Land (Farnham Neighbourhood Plan)

Green Infrastructure: Biodiversity Opportunity Area (Farnham Neighbourhood Plan)

Thames Basin Heath 5km Buffer Zone

Wealden Heaths I SPA 5km Buffer Zone

Ancient Woodland 500m Buffer Zone

Within 8m of Riverbank

Shared Pedestrian and Cycle Routes (Borelli Walk)

Air Quality Management Area (AQMA) Buffer Zone

Site of Nature Conservation Importance (SNCI) – River Wey and north bank

Flood Zone 2

Flood Zone 3

Special Area of Advertisement Control (SPAD) – south of River Wey

Grade II Listed Building (Brightwell House) and Building of Local Merit (Brightwell Cottage) to the northwest of the site, outside the application site red line

### Development Plan Policies and Proposals

The Development Plan includes:

- Waverley Borough Local Plan, Part 1, Strategic Policies and Sites (adopted February 2018)
- Waverley Borough Local Plan 2002 (retained policies February 2018)
- South East Plan (saved Policy NMR6)
- Farnham Neighbourhood Plan (made May 2017)

In accordance with paragraph 215 of the National Planning Policy Framework (NPPF) due weight has been given to relevant retained policies in the Waverley Borough Local Plan 2002.

Other guidance:

- National Planning Policy Framework (2012)
- National Planning Practice Guidance (2014)
- Farnham Design Statement (2010)

The relevant policies to this application are:

Local Plan, Part 1, Strategic Policies and Sites: SP1, SP2, ST1, ICS1, TCS1, LRC1, RE1, TD1, HA1, NE1, NE2, NE3, CC2 and CC4.

Farnham Neighbourhood Plan (made May 2017): FNP1, FNP10, FNP11, FNP12, FNP13, FNP21, FNP27 and FNP30.

Local Plan 2002: D1, D4, D6, D7, D8, D9, C5, C10, C12, BE1, HE3, TC3, TC8, M3 and M7.

South East Plan: Policy NMR6.

### Consultations and Town Council Comments

This report has been prepared prior to the expiry of the consultation period of additional consultation due to the receipt of additional/amended information. Any further correspondence from consultees will be reported in an update to the Committee meeting. In certain circumstances, if new issues are raised it may be necessary to defer the consideration of the application.

County Highway Authority	No objection, subject to conditions. Further details provided in main body of report.
Town Council	No objection and welcomes the ongoing dialogue with adjacent Berkeley development to potentially utilise the bridge.
Environment Agency	No objection, subject to conditions. Further details provided in main body of report.
Environmental Health - Noise	No objection, subject to conditions.
Environmental Health – Contaminated land	No objection subject to conditions
Surrey Wildlife Trust	No objection, subject to conditions. Further details provided in main body of report.

### Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2014” neighbour notification letters were sent on 5<sup>th</sup> April 2018 and a further letter sent on 4<sup>th</sup> June 2018 as a result of amendments submitted requiring neighbours to be re-consulted.

One letter of representation has been received in response to the application, objecting on the following grounds:

- The proposal would result in noise and disturbance and unacceptable levels of dust to the occupants of Homepark House.
- The proposal would result in the loss of habitat.

This report has been prepared prior to the expiry of the representation period of an additional consultation due to the receipt of additional/amended information. Any further representations will be reported in an update to the Committee. In certain circumstances, if new issues are raised it may be necessary to defer the consideration of the application.

### Submissions in support

In support of the application the applicant has made the following points:

- The development is almost identical to a single-lane temporary construction bridge approved in 2010 and 2012 in terms of overall design and length, although it is wider to accommodate more construction traffic at any one time.
- The bridge represents a fundamental element to the delivery of the East Street regeneration scheme, and by widening the proposed bridge, the construction traffic will be able to move freely instead of waiting for another vehicle to pass before it can cross.
- The bridge results in key planning benefits:
  - Reduced strain on the local highway network in Farnham Town Centre during construction;
  - A more efficient way of delivering the East Street regeneration scheme;
  - A design that has carefully considered and mitigated against the potential impacts of the bridge against any local wildlife and ecology;
  - Sustainable design and construction methods;
  - Provision of a new pedestrian bridge over the River Wey.

### Determining Issues

Planning history and differences with previous proposal

Traffic and highway matters

Impact on visual amenity and the ASVI

Impact on Green Infrastructure

Impact on setting of heritage asset

Impact on residential amenity

Convenience and safety of footpath users

Air quality

Contaminated land

Flood risk

Ecology and water quality

Effect on the SPAs

Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights Implications

Environmental Impact Regulations 2017

Pre Commencement Conditions

Working in a positive/proactive manner

### Planning Considerations

#### Planning history and principle of development

The principle of a single lane temporary construction traffic bridge in this location has already been established under planning permission WA/2010/1650 and more recently, WA/2012/0911. This latter permission has been implemented and is, therefore, extant and can be constructed at any time. Although the current proposal differs from this extant permission in that a dual lane rather than single lane bridge is now proposed, it is a highly material consideration that there is an existing planning permission for a temporary construction access bridge that has been implemented on site. Members are, therefore, advised that it would be inappropriate to revisit the principle of the bridge or its appropriateness as a means of construction access for the wider development.

It should also be noted that the bridge is effectively required by condition in association with the main East Street redevelopment permission. An application which sought to remove Condition 37 of the original redevelopment permission (WA/2008/0278, which required the access bridge to be constructed prior to the implementation of the main scheme) was refused due to the harm resulting from traffic congestion, reduced air quality and the impact on the general amenity of residents from construction vehicles being routed through the town. This further reinforces the need for a temporary construction bridge to enable the East Street redevelopment scheme to be built out.

The test for Members is whether, having regard to the differences between the implemented single bridge permission and the current dual lane proposal, the current proposal would result in materially greater harm than the implemented permission and is acceptable in its own right.

A further test for Members is whether, having regard to any changes in policy or site circumstances, the current proposal remains acceptable.

- Policy

Since the approval of the access/single lane bridge permission, the Local Plan (Part 1) 2018 has been adopted along with the Farnham Neighbourhood Plan 2017. The relevant policies pertinent this application in both documents reflect the objectives that were contained in the relevant policies in the Local Plan 2002 and the NPPF, against which the access/single lane bridge application was assessed. There are, therefore, no significant changes in policy approach in relation to the consideration of this specific application since the approval of WA/2012/0911.

- Site circumstances

Since the approval of the single lane permission WA/2012/0911, the site and immediate surroundings have largely remained unaltered. The most significant change relates to the removal of 39 trees along the wooded belt running parallel to the A31, the removal of which were agreed under the terms of WA/2012/0911 to make way for the bridge. In addition to this, the single lane bridge permission has been implemented through the digging of a trench and are, therefore, extant.

Given that there have not been any fundamental changes in policy approach or site circumstances since the granting of WA/2012/0911, the key test is whether the widening of the bridge results in any greater material harm than the implemented single lane bridge permission.

Although the current proposal is for a dual lane bridge, it is remarkably similar to the single lane bridge.

In order to assist in this matter, the similarities and differences between the extant bridge permission (WA/2012/0911) and the current proposal are set out below.

	Single lane bridge	Dual lane bridge
Width of bridge	5m	12m
Provision of pedestrian walkway	No	Yes
Height of bridge from existing ground level (S. side of river)	2.1m	2.7m
Embankment gradient	18 degrees	27 degrees
Type of construction	All undertaken on site	Pre-fabricated sections made off-site



There is also a minor change in the position of the permanent pedestrian bridge as can be seen in the plans later in this section.

The applications are the same in the following respects:

- Location of temporary construction bridge and access onto it;
- Area and height of embankment leading to bridge;
- Provision and design of temporary underpass;
- Provision and design of storm water management system
- Design of pedestrian bridge (albeit slightly amended position)
- Length of bridge – 27.5m

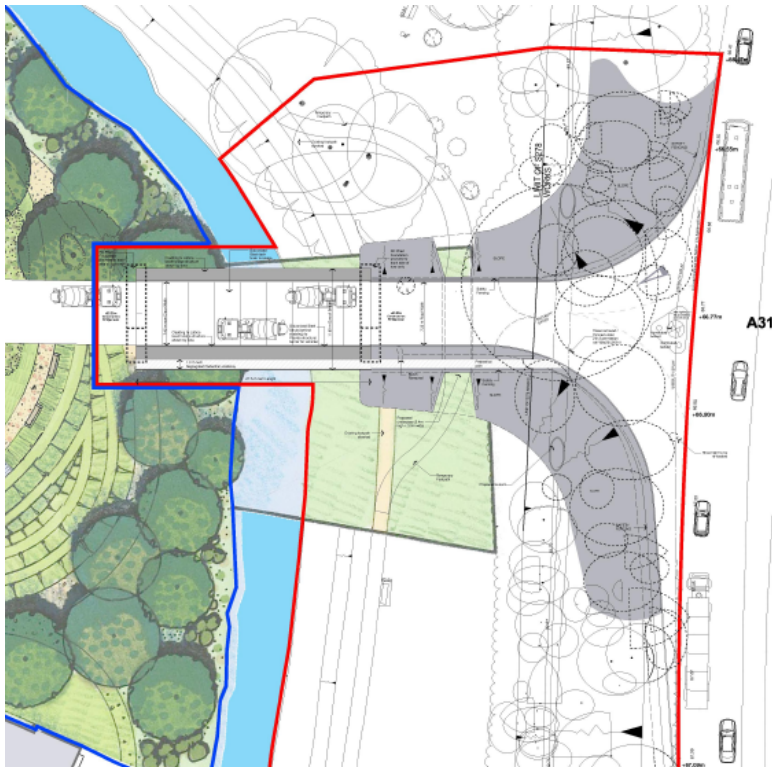
The current application also includes details in relation to the construction of the bridge including the creation of a new temporary access from South Street, a vehicle access track along the southern bank of the River Wey and the provision of a site office compound. Although these details did not form part of the planning application for the single lane bridge (WA/2012/0911), they were submitted under Condition 15 of this permission which required details of the method of Construction of the temporary bridge/access development to be approved by the Local Planning Authority. These details were duly approved and condition 15 was subsequently discharged. Therefore, these details have already been agreed in accordance with the agreed construction method statement.

## Comparative Drawings

Implemented single lane bridge – site plan

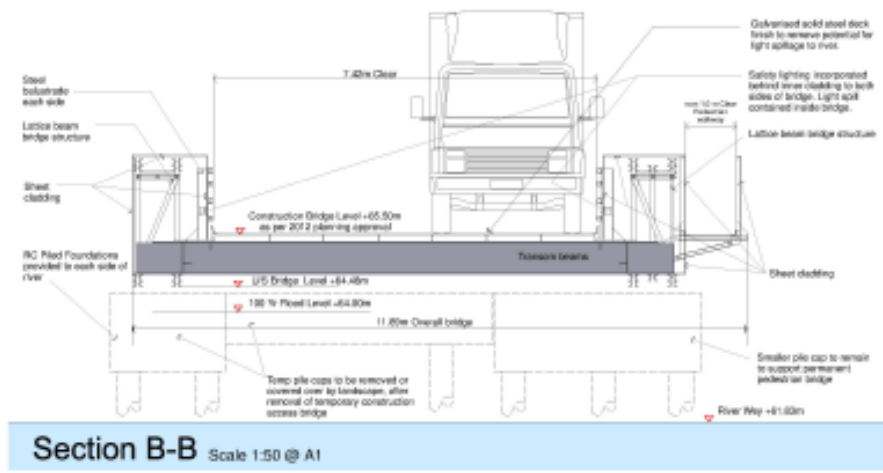


Dual lane bridge proposed – site plan

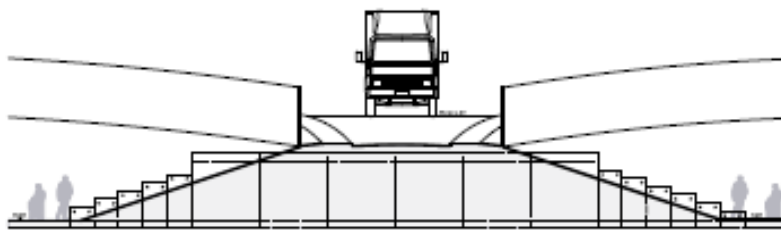




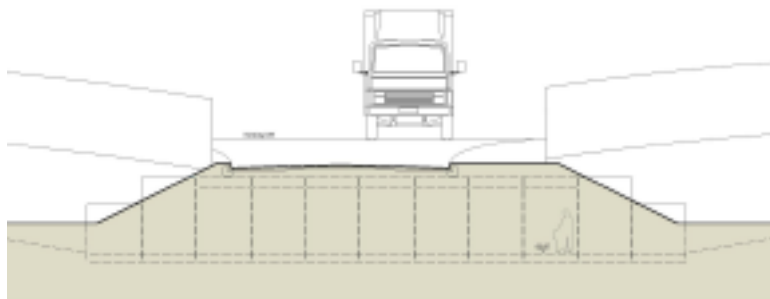
## Proposed dual lane bridge – cross section



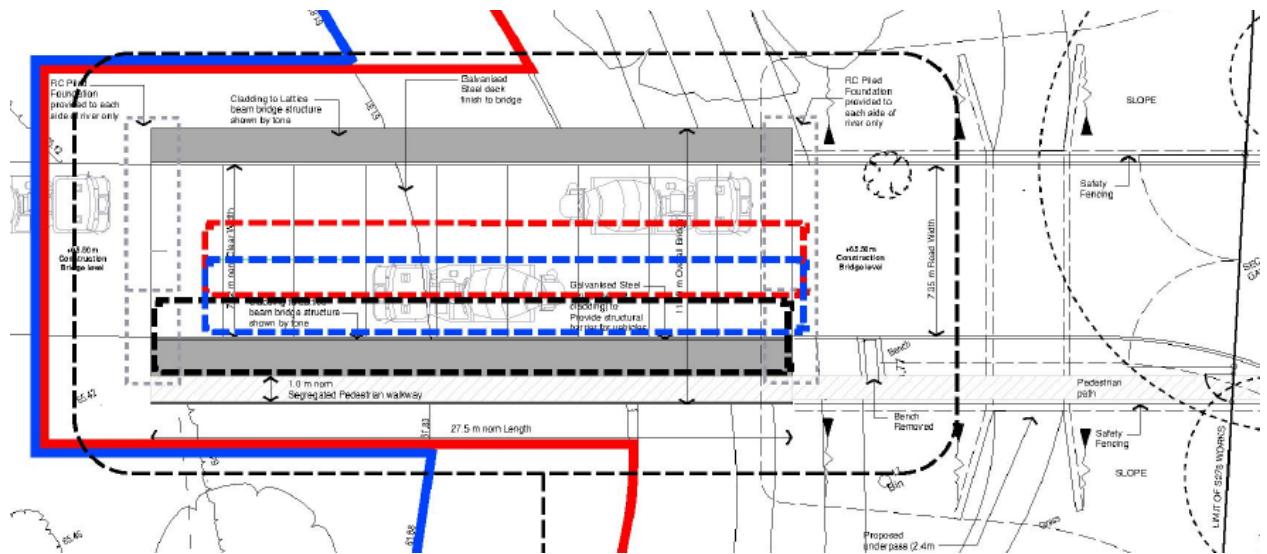
## Implemented single lane bridge - end elevation



## Dual lane bridge – end elevation



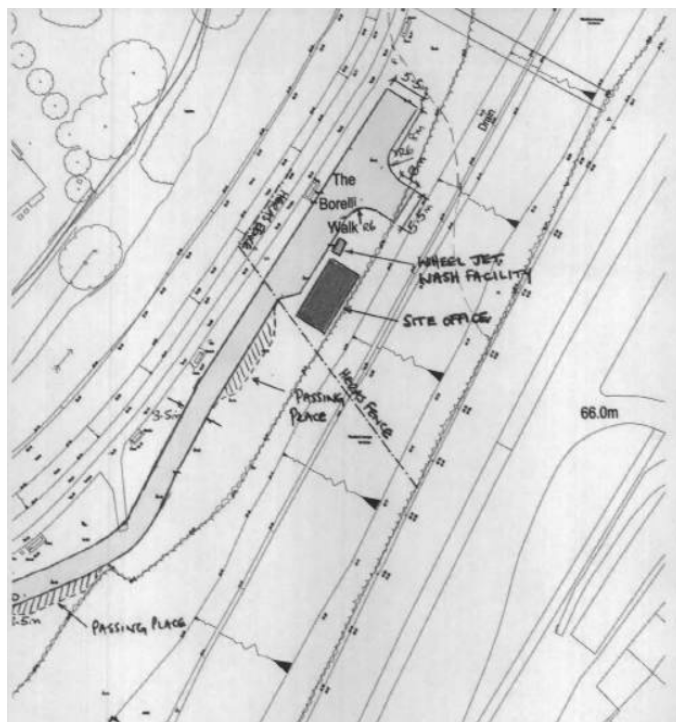
## Comparison drawing of approved and proposed pedestrian bridge position



- - - - - Pedestrian bridge location - 2012
- - - - - Revised pedestrian bridge location
- - - - - Currently proposed pedestrian bridge location - March 2018

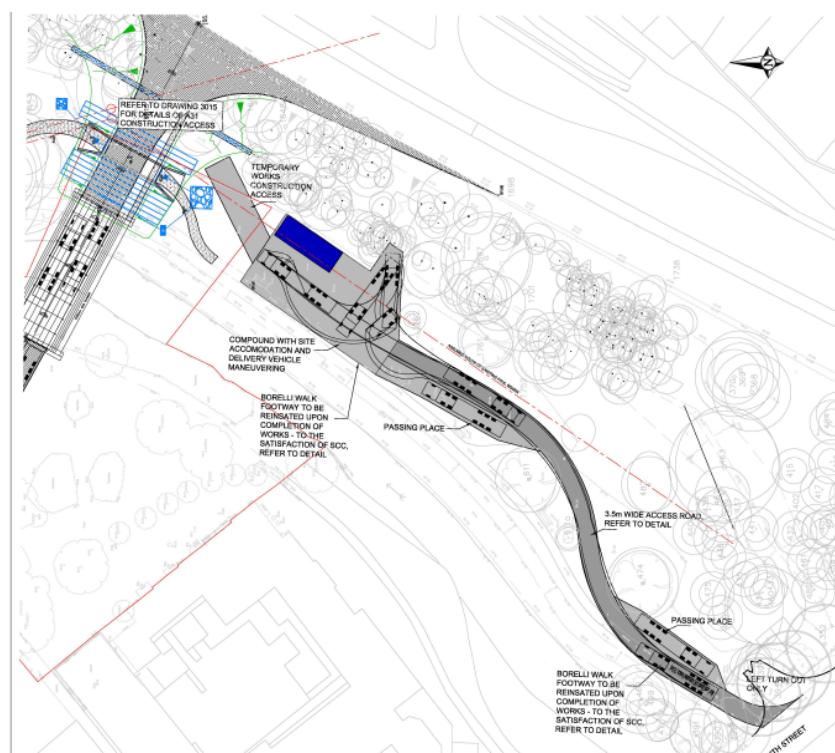
## Temporary access, track and site compound

As approved under discharge of Condition 15 of permission WA/2012/0911





## Current Proposal



## Traffic and highways matters

Policy ST1 of the Local Plan (Part 1) 2018 states that development schemes should be 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.

Policy FNP30 of the Farnham Neighbourhood Plan considers the transport impact of development and seeks to ensure that development proposals do not significantly add to traffic congestion in the town and that safely located vehicular and pedestrian access is provided.

The main East Street redevelopment scheme has been considered against the various criteria of Policy ST1 which are based on the requirements set out in the NPPF. As already discussed, permission for a single lane construction bridge has been granted and the permission implemented. It was considered at the time that the bridge was acceptable in highway terms and comprised an appropriate solution to relieving congestion in Farnham from construction vehicles during the build-out of the East Street redevelopment scheme. This acceptability of the principle of the bridge in highway terms is, therefore, not in question under this application.



Key to the highway considerations is the impact of the proposed dual lane bridge in comparison to the single lane bridge with regard to traffic congestion and highway safety.

The applicants have submitted a Transport Statement with the application prepared by Albey Letchford Partnership. This report has undertaken a recent traffic appraisal, using the most up to date traffic data, in order to assess the impacts of the dual lane bridge.

The report advises that the decision to seek to widen the temporary bridge was made by the applicant in order to improve the overall efficiency of the main construction site and to enhance its operational safety for users of the bridge and traffic along the adjacent A31 corridor. The dual lane bridge allows construction vehicles to enter and exit the site simultaneously where the single lane bridge would not. Since planning permission for the single lane bridge was granted in May 2012, further work has been undertaken based on more detailed considerations of the pattern of construction movements to and from the site. The analysis has been informed using up to date traffic data for the A31 corridor and the Hickley's Corner signal junction based on 2017 traffic surveys.

The report advises that it has become evident, on the basis of updated traffic data, that the single lane bridge would not deliver sufficient capacity to accommodate peak demand for movements to and from the site. The safety implications of vehicles backing up onto the A31 corridor would prove difficult to overcome without excessive marshalling procedures. The approved arrangement would also impose significant operational constraints which would have a substantial adverse impact on the timings of the construction programme.

The two way working bridge has the benefit of enabling vehicles to enter and leave the site unopposed at all times. This eliminates the possibility of queuing vehicles needing to circle the road network until a suitable access opportunity presents itself. Furthermore, vehicles within the site would not be subject to any egress controls. This would eliminate the need for any vehicles to be held unnecessarily on site, thereby enabling the construction programme to be achieved in an optimal manner.

With regard to traffic flows, the Transport Statement includes a comparison of traffic survey data at the Hickley's Corner junction in December 2017 with the data on design flows used in the transport analysis with the single lane bridge application. This concludes that the actual traffic flows that have materialised on the highway network are lower than the forecasts used in the previous transport work.

Therefore, the allowances that were made for future traffic growth were higher than have actually occurred. On this basis, the original traffic flows continue to represent a robust assessment of the impact of the bridge in highways terms.

On the basis of the above, the report concludes that the proposed temporary construction bridge will not trigger any traffic related impacts beyond those that have already been considered for the approved and implemented single lane bridge and that, for the reasons outlined above, it would reduce the risk of adverse impacts on the road network, a betterment when compared with the single lane scheme.

As well as the construction bridge, the report also considers the new temporary construction access proposed on South Street. It confirms that the principle of the use of Borelli Walk as an access track for construction vehicles was agreed along with the site compound under the discharge of condition 15 on the single lane bridge permission.

It is confirmed in the report that the temporary access from South Street, track and site compound will be in place for 40 weeks maximum (including site set-up and deconstruction) to enable the construction of the bridge. Furthermore, although the widening of the bridge is likely to result in additional piling works, the use of a prefabricated structure will likely reduce the number of construction vehicles and movements via Borelli Walk in comparison to the single lane scheme which was a bespoke bridge to be constructed on site. Control measures at the construction site access, such as the use of banksmen and giving priority to oncoming vehicles, will help to mitigate the impact. No detail has been provided regarding the re-instatement of the bridge construction facilities which will be required for the removal of the bridge and the provision of the pedestrian bridge. Officers are satisfied that these details could be covered by an appropriately worded condition.

Surrey County Highway Authority has assessed the application in relation to highway safety, capacity and policy grounds. They raise no objection to the application, subject to various conditions. These include that the bridge shall be completed prior to the implementation of the East Street redevelopment scheme and the provision and approval of a Borelli Walk Management Plan to include details of the installation of CCTV monitoring, management of details of treatment of flood water and removal of graffiti and details of decommissioning the temporary bridge upon its closure.

Subject to the provision of appropriate conditions, the proposed development is considered acceptable in highways terms. Moreover, it would bring benefits over the single lane permission in terms of reduced impact on the road network and efficiencies with regard to the construction timescales for the

main East Street scheme. As such, the proposed development is in accordance with Policy ST2 of the Local Plan (Part 1) 2018, Policy FNP30 of the Farnham Neighbourhood Plan 2017 and paragraph 32 of the NPPF 2012.

#### Convenience and safety of footpath users

Policy ST1 seeks to encourage the provision of new and improved footpaths, bridleways and cycleways, provided that there would be no significant effect on SPAs and other areas of importance of nature conservation.

Policy ICS1 of the Local Plan (Part 1) 2018 seeks to ensure that infrastructure necessary to support new development is provided. This is relevant as the dual bridge provides temporary infrastructure in order to deliver the East Street development and the permanent pedestrian footbridge is necessary infrastructure to support the East Street development.

Policy TCS1 of the Local Plan (Part 1) 2018 relates to Town Centres and , amongst other things, states that measures to improve Town Centres in Waverley, including appropriate development, will be encouraged provided that this helps them to adapt and reinforce their role.

Policy LRC1 of the Local Plan (Part 1) 2018 relates to leisure and recreational facilities and states that Council will seek to retain, enhance and increases the quantity and quality of open space, leisure, and recreational facilities and improve access to them.

Policy M7 of the Local Plan 2002 seeks, amongst other things, the extension and enhancement of the riverside walk along the River Wey to the east of South Street.

Policy FNP30 of the Farnham Neighbourhood Plan seeks a safely located pedestrian access.

The bridge has been designed to ensure that pedestrian access through Borelli Walk is maintained throughout the course of the East Street development construction period, although, as with the single lane bridge permission, access will not be available when the temporary construction access/bridge is being constructed and dismantled. This would be for a period of 40 weeks during bridge construction. Timescales have not yet been provided in relation to the dismantling of the temporary bridge and the provision of the permanent pedestrian bridge. However, this could be secured by condition.

In response to safety concerns raised by residents on previous bridge applications, the underpass provides splayed entrances to offer users a wider line of site into the underpass prior to entry.

The provision of a pedestrian access during the redevelopment is achieved by diverting the existing path under the proposed construction access embankment via a temporary underpass that will remain in place for the life of the bridge. At the conclusion of the construction works for the main development, a new Borelli Walk path will be provided and dedicated as a public footpath. These measures are exactly the same as those proposed under the extant single lane bridge permission and that were found to be acceptable.

Officers are of the view that the proposed footpath diversion is appropriate, subject to the imposition of conditions to secure details in relation to lighting and CCTV to be provided to ensure the safety of users. Surrey County Highway Authority has raised no objection to the proposal, subject to inclusion of and compliance with of the Borelli Walk Management Plan referred to in the previous section.

The dual lane bridge includes a pedestrian footpath as part of the bridge but separate to the vehicle lanes. The single lane bridge did not include pedestrian access into the site. In the event that a construction worker needs to access the site on foot, this is considered to provide them with a greater level of safety than with the single lane bridge scheme and is a further benefit of this proposal.

The proposal includes the provision of a permanent pedestrian bridge on completion of the East Street redevelopment. This provides direct access from the south of the River Wey into the site and, hence, improved pedestrian links into Farnham Town Centre itself. This improved connectivity is considered to be an enhancement to the Town Centre.

As was the cast in respect of the extant permission for the single lane bridge, the proposed dual lane bridge scheme is acceptable with regard to the convenience and safety of footpath users and is therefore in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and Policy FNP30 of the Farnham Neighbourhood Plan 2017. Furthermore, the benefits of improved pedestrian links within the Town Centre would be in accordance with the intentions of Policies ICS1, TCS1, LRC1 of the Local Plan (Part 1) 2018 and Policy M7 of the Local Plan 2002.

## Impact on Countryside Beyond the Green Belt, the ASVI and visual amenity

The southern part of the site, to the south of the River Wey, is located within the Countryside beyond the Green Belt outside any defined settlement area. Policy RE1 of the Local Plan (Part 1) 2018 states that in this area the intrinsic character and beauty of the countryside will be recognised and safeguarded in accordance with the NPPF.

Policy FNP10 of the Farnham Neighbourhood Plan seeks to protect and enhance the countryside and includes, amongst other things, a requirement for development to enhance the landscape value of the countryside and, where new planting is involved, is appropriate native species.

Policy FNP11 states that applications outside of the built up area boundary will be assessed for their potential impact on the visual setting and landscape features of the site and its surroundings, and the potential impact on the biodiversity of the area.

The site is also located in an Area of Strategic Visual Importance. Policy C5 of the Local Plan 2002 seeks to ensure that these areas are maintained and enhanced. Development that is not consistent with this objective will not be permitted.

With regard to visual amenity, Policy TD1 of the Local Plan (Part 1) 2018 requires development to be of high quality design and to be well related in size, scale and character to its surroundings. Retained Policies D1 and D4 of the Local Plan 2002 are attributed substantial and full weight respectively due to their level of consistency with the NPPF 2012.

Policy FNP1 of the Farnham Neighbourhood Plan relates to the design of new development and reflects the design objectives of the policies set out above.

As with the single lane bridge, the dual lane bridge would primarily be seen from the A31, Borelli Walk, Homepark House, Falkner Court, Farnham Sports Centre, the Fairfield and from the properties to the south of Weybank Close.

The single lane bridge was found to be acceptable with regard to its visual impact, impact on the Countryside Beyond the Green Belt and the ASVI. The key test is whether a larger structure would result in material visual harm to the point that the application should be refused.

It has been acknowledged in previous reports for the single lane construction bridge, that it would be utilitarian in appearance.

The same is true of the current proposal which comprises a modular steel lattice bridge with metal sheeting attached to the sides. It is acknowledged that the bridge under this current proposal is larger than the approved single lane bridge, and as such, will have a greater visual impact. However, this increased visual impact is relatively limited. Most views of the bridge would be at an angle where the increase in width would not be readily apparent. The increase in width would only be clearly apparent in end on views. However, the western end of the bridge would be within the development site which would effectively be a construction site for the duration of the bridge. At the eastern end, end on views are not readily possible given that the A31 runs perpendicular to it. Furthermore, the access opening onto the A31 would be of the same width as the approved single lane bridge and therefore no additional trees along this tree belt are proposed for removal.

A further consideration is the temporary nature of the bridge, which would only be in place for the duration of the construction of the East Street redevelopment scheme. Following the removal of the construction access bridge, the land would be re-instated, tree planting carried out and a pedestrian access bridge provided.

Given the temporary period of the construction access and the making good which will occur once the bridge is decommissioned, there is not considered to be any harm to the character of the area in the long-term.

The proposal includes the creation of a temporary access from South Street, a vehicular track and turning area running parallel to the south bank of the River Wey and a site office. This work is required to enable the construction of the bridge. The total period of time for these temporary works is a maximum of 40 weeks (this includes site set-up and removal which will take approximately 16 weeks in total). Once the bridge has been constructed, the access and construction facilities will be removed. The principle of this aspect of the scheme has already been agreed under the discharge of Condition 15 on the single lane bridge scheme (application ref. no. WA/2012/0911).

Officers acknowledge that this element of the development would have a temporary harmful visual impact on the site and surroundings. However, the harm would be no greater than that associated with the details approved by Condition 15 as part of the single lane bridge scheme. Furthermore, the harm caused would only be temporary, to allow the construction of the bridge, and the site would be made good afterwards. Given that there would be no long-term visual impact and that the facilities are required in order to construct the bridge, which in turn, is required to enable the building out of the East Street redevelopment scheme, this element of the proposal is considered to be acceptable.

On the completion of the East Street redevelopment scheme, the construction bridge will be removed and replaced with a permanent pedestrian bridge. This bridge is of identical design to the previously approved pedestrian bridge (albeit in a slightly different position), permission for which has been implemented.

The bridge is of understated design and is modest in terms of its scale (just 3.2m wide). The shell would be constructed of galvanised steel. However, this would be clad in timber on the external elevations and on the deck, itself, to soften its appearance and blend in with the verdant surroundings. The design of the bridge is considered appropriate to the riparian environment and acceptable in visual terms.

Once all works have been completed all areas of the site will be made good and tree planting and landscaping works undertaken, the details of which will be agreed at a later date and would be subject to Condition. In the long-term, therefore, the landscape will be restored and potentially enhanced through sympathetic planting, in accordance with Policy FNP10 of the Farnham Neighbourhood Plan.

Overall, given the temporary nature of the works of the dual lane bridge, South Street access, track and site compound, there would be no long-term visual harm resulting from the development and the proposal is therefore acceptable in this respect. With regard to the pedestrian bridge, this is of an appropriate scale and design to the environment in which it is located. In any event, this bridge can be constructed at any time as part of the implemented single lane bridge permission, albeit in a slightly different position.

For the reasons set out above, the development is considered to accord with Policies TD1 and RE1 of the Local Plan Part 1 2018, Policy FNP1, FNP10 and FNP11 of the Farnham Neighbourhood Plan 2017 and Policies D1, D4 and C5 of the Local Plan 2002.

#### Impact on Green Infrastructure

Various parts of the site, both to the north and south of the river and the river itself, are identified as different types of Green Infrastructure in the Farnham Neighbourhood Plan covering Amenity Greenspace, Green Corridor Land and Biodiversity Opportunity Area.

Policy FNP27 seeks to ensure that these areas will be retained and, where appropriate, will be enhanced. There will be no loss of designated Green Infrastructure in the long term, although Officers acknowledge that the construction of the bridge and associated facilities will encroach into the area

of Green Infrastructure to the north and south of the River Wey, in the short term. However, this is a temporary situation and the access, track and site compound are required to construct the bridge which, in turn, is required to deliver the East Street redevelopment scheme.

The provision of a permanent footbridge over the River Wey would provide a link between the Green Infrastructure on the north and south of the River Wey. This improvement in accessibility to these Green Infrastructure Areas is considered to be an overall long-term enhancement enabling greater enjoyment of these public areas of open space. This is in accordance with the spirit of FNP27.

#### Impact on the setting of the heritage asset

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 states that in considering applications which affect Listed Buildings, Local Planning Authorities must have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

The Barwell Judgement requires “considerable importance and weight” to be given to the desirability of preserving the setting of Listed Buildings.

Policy HA1 of the Local Plan (Part 1) 2018 outlines that the Council will ensure that the significance of heritage assets are conserved or enhanced to ensure the continued protection and enjoyment of the historic environment. Retained Policies HE3 and HE5 of the Local Plan 2002 are afforded significant weight owing to their consistency with the NPPF 2012.

Brightwell House is located on the northern side of the River Wey and approximately 140m from the bridge. Brightwell House is a Grade II listed building. Structures associated with this listed building are the remains of the former bridge garden wall to Brightwell House and a single storey building, Brightwell Cottage, located to the south. Neither the garden walls nor the cottage are specifically listed but as they are located within the curtilage of the Listed Building and pre-date 1948, they are covered by the Brightwell House listing.

The significance of Brightwell House is that it is a locally important example of a substantial 19<sup>th</sup> century house built in a semi-rural location. It gives historic context to the development of the eastern side of Farnham. The historic qualities of the house and garden have been compromised by the construction of the Redgrave Theatre and surrounding development.



It was concluded at the time of the single lane bridge proposal that the development was acceptable with regard to its impact on the setting of the heritage asset on the basis that the development is temporary. Officers remain of this view with reference to the dual bridge proposal.

The temporary bridge would result in less than substantial harm to the heritage asset. As such, there is a presumption against granting planning permission. However, the NPPF requires that the public benefits are weighed against the harm. In this instance, the temporary harm would be outweighed by the public benefits associated with the delivery of the East Street redevelopment scheme as a whole. The relationship between the access/bridge proposal and the Heritage Asset is established the extant permission WA/2012/0911.

On the matter of the footbridge, this would be modest in scale and would be located approximately 140m from Brightwell House. The size of the bridge and its distance from the listed building means that it would not have a harmful impact on its setting or its significance. As no harm has been identified from this element of the proposal, it is not necessary to weigh up the public benefits against any identified harm.

The proposal would there be acceptable with regard its impact on the setting of the nearby listed building and would be in accordance with Section 66 of the Planning (Listed Buildings and Conservation Areas Act 1990, Policy HA1 of the Local Plan (Part 1) 2018 and retained Policies HE3 and HE5 of the Local Plan 2002.

#### Impact on residential amenity

Policy TD1 of the Local Plan (Part 1) 2018 seeks to ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development. Retained Policies D1 and D4 of the Local Plan 2002 are given substantial and full weight respectively due to their consistency with the NPPF 2012.

The closest residential occupiers to the proposed development are those at Falkner Court, Homepark House and those that live towards the south of Weybank Close. Views of the site would also be possible from various properties along Fairfield, a road that runs parallel to the A31 to the south. It was concluded at the time of the previous application that although the proposal would be visible to these neighbouring occupiers, it would not be materially harmful to their amenity in terms of loss of daylight or sunlight, loss of outlook, increased sense of enclosure or loss of privacy due to the distance of the bridge from these properties.

Although the construction bridge would be wider, it would remain a sufficient distance from neighbouring residents to ensure no material harm would arise in these respects.

No elevations of the site office have been provided as yet (this will be subject to a condition on any permission). However, given the 44m gap between the compound and the nearest dwellings (Homepark House), officers consider that no loss of light, outlook or privacy would result.

Officers acknowledge that the view from these properties will be affected as they will look out over the construction access track which leads from South Street. However, harm to/loss of a view is not a planning consideration. Furthermore, this construction access and its associated site facilities will only be in place (including construction and de-construction of these facilities) for a maximum period of 40 weeks. The temporary nature of the proposal and the fact that the site will be made good afterwards means that the proposal would not be harmful with regard to neighbouring residential amenity in the long term. The facilities would be re-instated for the dual lane bridge removal and installation of the pedestrian bridge, details of which will be secured by condition.

With regard to noise, paragraph 123 of the NPPF states that planning policies and decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of the new development and mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from the new development, including through the use of conditions.

Policy FNP1 of the Farnham Neighbourhood Plan seeks to ensure that development does not result unacceptable levels of noise pollution.

Policy D1 of the Local Plan 2002 will not permit development where it would result in material detriment to the environment by virtue of loss of general amenity which includes noise emissions.

The closest noise sensitive premises to the development are residential dwellings at Homepark House, approximately 33m at its closest point.

The applicant has submitted a noise and vibration report in association with the application.

Noise from construction works is considered significant if the total noise (pre-existing ambient levels plus airborne construction noise) exceeds the pre-existing ambient noise by 5dB or more, for 10 or more days out of 15

consecutive days, or for a total period of days exceeding 40, in any 6 months period. The report concludes that predictions from the access road and bridge in use show that the noise from construction traffic is not expected to exceed the existing ambient sound pressure levels by more than 5dB during peak use.

The fact that a single lane bridge has been approved and the permission implemented is a material consideration in the assessment of this application. Under the single lane bridge permission, the proposal was not considered to result in noise disturbance. The Noise Report predicts that the dual lane construction access will result in a negligible ( $\ll 1$ dB) increase in noise compared to the single lane construction access. Furthermore, a dual lane construction access removes the need for construction traffic to wait at a signal control junction, which is likely to further reduce construction noise levels at the nearest noise sensitive premises.

The noise from construction traffic using Borelli Walk during the construction of the temporary access bridge is not expected to exceed the existing ambient sound pressure levels by more than 5dB during peak use.

On the basis of the above, the noise report concludes that the noise from construction traffic accessing the site either from the temporary access on South Street or via the dual lane bridge, is not expected to have a significant adverse impact.

With regard to vibration, the report concludes that the presence of HGVs on the bridge is not likely to give rise to significant levels of vibration outside the site boundary and that there is unlikely to be significant vibration impact at the nearest road sensitive premises due to road traffic movements. A map has been provided by the applicant that indicates the vibration impact zone. This map shows that no properties lie within this zone.

The Council's Environmental Health Section has considered the proposals and raises no objection subject to conditions, including one to secure a Construction Environmental Management Plan prior to commencement of development. Officers are of the view that the proposed development, subject to appropriate conditions, would not result in a harmful level of noise pollution, in accordance with Policy FNP1 of the Farnham Neighbourhood Plan.

Light emissions also form an important consideration in the assessment of this application. No details have been submitted regarding external lighting with the application. However, it is confirmed on the submitted plans that safety lighting would be situated along the inside edge of the sides of the temporary construction bridge.

The deck and side struts of the bridge would be of a solid steel finish to ensure that there will be no light spillage from the bridge onto the river corridor below.

In the absence of any further details regarding external lighting, which includes the area with the temporary access track from South Street and on the permanent footbridge, a condition would be attached to any permission requiring details of any external lighting to be submitted to and approved in writing by the LPA prior to its installation. Subject to an appropriate condition, the development is considered to be acceptable in this respect.

Overall, on the basis of the above, the proposed development is not considered to cause harm to neighbouring residential amenity, in accordance with Policy TD1 of the Local Plan (Part 1) 2018, Policy FNP1 of the Farnham Neighbourhood Plan 2017 and Policy D1 and D4 of the Local Plan 2002.

#### Impact on trees and landscape

Policy NE2 of the Local Plan (Part 1) 2018 states that the Council will seek, where appropriate, to maintain and enhance existing trees, woodland and hedgerows within the Borough. Retained Policies D6 and D7 of the Local Plan 2002 are attributed full and significant weight respectively due to their level of consistency with the NPPF 2012.

Under the implemented single lane bridge permission, it was agreed that 39 trees that line the A31 could be removed in order to make way for the new access from the A31. This work was undertaken in February 2018 and means that there is now a gap in the tree belt along the northern side of the A31. This application seeks permission for a wider bridge and the implications of this with regard to existing trees on the site needs to be assessed.

An up to date tree report prepared by Keen Consultants has been submitted with the application. This report advises that although the dual lane bridge now proposed is wider than the single lane bridge, it has been designed to ensure that the access way width from the A31 remains the same. This means that no additional trees within this belt need to be removed to enable the provision of the dual lane bridge. Re-planting of this gap is due to take place once the bridge has been removed under the terms of the single lane bridge permission and this would remain the case under the current application. The new tree planting would be required to include a mix of heavy standard and transplant sized trees that are most likely to establish quickly and fill the gap (secured by condition).

Under the terms of this dual lane bridge application the requirement for re-planting and landscaping would remain and, therefore, the effects of this permission with regard to this particular part of the site are the same as previously granted.

Elsewhere on the site, it is necessary to prune a white willow to provide overhead clearance for the bridge and the diverted footpath lies within the root protection area of two further white willows. A no-dig construction technique is proposed to achieve the footpath without harming the trees. This would be secured by condition.

With regard to the temporary access from South Street, vehicle track and site compound, these have been designed to minimise the impact on trees. The proposal would require some minor pruning of two lime trees on the South Street frontage to improve height clearance over the proposed temporary access and to clear site lines along South Street.

The access track along Borelli Walk has been located to avoid the root protection area of nearby trees. Where the access track does fall within the RPA of retained trees, the track would be formed using a trackway laid on the existing ground surface. The report advises that trackways such as steel roadplates, road tracks and bog mats are all suitable.

The route of the trackway would require the minor pruning of trees and the proposed compound will require the removal of a small cedar and the coppicing of two hawthorns.

Temporary barriers would be erected along the route to ensure vehicles do not stray on to areas of protected ground. In addition, the trunks of the two lime trees fronting South Street would be protected with timber boxing or other material around each trunk to protect the bark.

With regard to hard surfaces in general, including the diverted footpath, these can be built using the 'no-dig' construction principles which means that no excavation would be required. This would ensure that there will be no loss of roots.

The Council's Arboricultural Officer has reviewed the proposals and raises no objections subject to inclusion of conditions to ensure the protection of the trees during the construction of the bridge.

The difference in effect of the proposed dual lane bridge in comparison to the implemented single lane bridge with respect to trees is minimal. The additional proposed tree works are minor in nature and are considered acceptable, both in comparison to the implemented bridge permission and also in their own right. On this basis, the proposed development is considered to accord with Policy NE2 of the Local Plan (Part 1) 2018.

### Air Quality

The site is partially located within an Air Quality Management Area (AQMA).

Policy D1 of the Local Plan 2002 seeks to ensure that developments do not result in material detriment to the environment by virtue of potential pollution of air.

An air quality statement was submitted with the original single lane permission (WA/2010/1650). The assessment was updated for the subsequent single lane bridge permission (WA/2012/0911) and the proposal was found to be acceptable in this respect.

A key consideration of this application is whether the proposed dual lane bridge would result in any materially greater harm to air quality than the approved single lane bridge.

In order to address this matter, a further air quality report accompanies this current application. This report provides an evaluation of the air quality impacts on Farnham Town Centre for a temporary dual lane, rather than single lane, construction bridge. The report models two scenarios:

- Baseline – without the proposed development in 2019
- With development – baseline with temporary construction access bridge and east-bound lane closure on A31, 2019.

The report considers the impact on air quality in relation to levels of Nitrogen Dioxide (NO<sub>2</sub>) present and assesses the impact on 26 nearby receptors. For all but one receptor (flat above Barclays Bank on The Borough) there is a negligible impact as a result of the development. There is a substantial impact for the flat above Barclays Bank on the Borough. Given that a substantial impact is only predicted at a single receptor and that this will be for a temporary period only, the overall impact on the surrounding area from NO<sub>2</sub> is considered to be 'slight adverse'.

The impact of Particulate Matter (PM10) and Fine Particulate Matter is also considered in the report which concludes that the impact on all receptors would be negligible in these respects as a result of the development.

Taking into account the geographical extent of the impacts predicted in the study and their temporary nature, the overall impact of the development on the surrounding area as a whole is considered to be 'slight adverse'. In the round, this impact is not considered to be significant and, therefore, no mitigation measures are proposed.

The Council's Environmental Health Section has reviewed the application and raises no objection, subject to the provision of a Construction Environmental Management Plan for the LPA's approval prior to commencement of development.

Subject to appropriate conditions, the proposed development is not considered to have a materially greater impact on air quality than the approved scheme and is acceptable in its own right, in any event. The development is therefore considered to accord with Policy D1 of the Local Plan 2002.

#### Contaminated land

Policy D1 of the Local Plan 2002 seeks to ensure that development does not result in material detriment to the environment by way of pollution of land.

Over the lengthy history to this site, the applicants have not identified any evidence of sources of contamination upon the site, either in isolation or in combination with other adjacent sources. It is not considered that there has been any change in circumstance that would indicate any recent potential land contamination. A document submitted with the application produced by Wilson Bailey Geotechnical and Environmental confirms that ground investigation works and soil contamination testing have been undertaken under the terms of the conditions on the single plan planning permission (WA/2012/0912) and that no indications of gross contamination were noted within the made ground encountered as part of these works.

The Council's Pollution Control Officer has reviewed the application detail and raises no objection to the application on the basis of potential contamination. The proposed development is therefore considered to accord with Policy D1 of the Local Plan 2002 in this respect.

## Flood Risk

The site is located within Flood Zones 2 and 3. It is also located within 8m of a river bank.

Policy CC4 of the Local Plan (Part 1) 2018 relates to flood risk management and requires development to be located, designed and laid out to ensure that it is safe, that the risk of flooding is minimised whilst not increasing the risk of flooding elsewhere and that residual risks are safely managed.

In locations identified as being at risk of flooding, planning permission will only be granted where it can be demonstrated that sequential and exception tests have been undertaken and passed.

A Flood Risk Assessment (FRA) was submitted with the single lane bridge application. It was concluded that the principle of a bridge was acceptable in this location given that there is no alternative site in a sequentially preferable location. Moreover, it was considered that the bridge and access works together constitute a form of water compatible development in terms of the NPPF vulnerability classification as they comprise essential infrastructure. It is considered that there has been no change to these assumptions since the approval of the single lane permission and that the principle of a bridge in this location is acceptable from a flood risk perspective.

The single lane construction bridge incorporated the following design measures in order to reduce flood risk:

1. The underside of the bridge to be 300mm above the 100 year flood level of 64.000m.
2. The provision of Stormtech surface water management system (comprising a series of tunnels installed in rows parallel to each other across the footprint of the embankment) to ensure continuity of the flood plain together with the underpass and culverted ditch.
3. The provision of a box culvert forming the diverted Borelli Walk to ensure continuity of the floor plain and flood flow conveyance. This would also provide further flood plain volume compensation.
4. The culverting of the ditch that runs parallel to the A31 to allow the construction access to be built. This culvert would have a soffit level 300mm above 64.000m AOD flood level.



An updated Flood Risk Assessment has been submitted with the current application. This advises that the proposed dual lane bridge would include the same mitigation measures as the single lane bridge and that, the increase in size is not so significant as to warrant further measures to be put in place. No issues are raised regarding the bridge construction facilities.

With regard to surface water drainage, the impermeable area of the site would increase as a result of the temporary bridge. At the detailed design phase, proposals to ensure that the rate of discharge from the access road would not have a detrimental effect on the surrounding area will be put in place. Measures to prevent any pollution entering the gardens and the River Wey would also be implemented.

The Environment Agency has reviewed the development proposals and the Flood Risk Assessment. The Agency considers that the design of the bridge to ensure that its underside is 300mm above the 1 in 100 year flood level would sufficiently allow for the impact of climate change on river levels.

Additionally, the Environment Agency is satisfied that the installation of stormtech chambers and box culverts within the structure as well as culverting the ditch that runs parallel to the A31 would sufficiently limit the impacts of the embankments.

Given that the Environment Agency has advised that the development is acceptable with regard to flood risk, Officers are of the view that the proposed development would not result in any greater risk of flooding than the approved single lane scheme and, in any event, is acceptable in its own right. The proposed development is, therefore, in accordance with Policy CC4 of the Local Plan (Part 1) 2018.

### Ecology and Water Quality

Policy NE1 of the Local Plan (Part 1) 2018 states that the Council will seek to conserve and enhance biodiversity. Development will be permitted provided it retains, protects and enhances biodiversity and ensures any negative impacts are avoided or, if unavoidable, mitigated.

Policy NE2 relates to Green and Blue Infrastructure and states that the Council will seek to protect and enhance benefits to the existing river corridor and canal network, including landscaping, water quality or habitat creation. Development will not be permitted where it will have a detrimental impact on visual quality, water quality or ecological value of existing river corridors or canals.

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

Policy FNP12 of the Farnham Neighbourhood Plan seeks to protect and enhance biodiversity.

Policy D1 of the Local Plan 2002 seeks to ensure that development does not result in material detriment to the potential pollution of water.

An Ecological Assessment was submitted at the time of the single lane bridge application. This assessed the ecology of the site, the impact of the development on ecology and the mitigation measures proposed in order to reduce these impacts. The development was found to be acceptable in relation to ecological matters.

A further ecological report prepared by Aspect Ecology relating to this specific bridge proposal has been submitted with the application which has assessed any changes in the ecological interest of the site since 2012. A walkover of the site was undertaken in July and September 2017 during which no significant changes in habitat distribution or composition were recorded. The only notable change within the site was evidence confirming closure of badger setts, consented under the single lane bridge scheme, which took place between October and November 2017. The area has also been re-proofed to prevent the re-establishment of the setts. Therefore, the presence of badger setts within the wooded belt is no longer a constraint to the permitted or proposed bridge.

A further change to the site is the removal of 39 trees from the wooded belt adjacent to the A31, as agreed under planning permission for the single lane bridge (WA/2012/0911). No active bird nests or bat roosts were found to be present.

Although the base line of the site remains largely the same as in 2012, it is recognised in the ecological report that the increased width of the bridge may have potential additional impacts and these are considered within the Ecological Report.

The report advises that the bridge would result in more overshadowing of the river and riverbank, as well as the additional loss of vegetation where the abutments will be located. The enlarged bridge would likely hinder vegetation growth and result in the loss of some further vegetation to make way for the larger abutments within the additional 7m strip of bank side vegetation, which given the limited diversity of the riverbank and presence of Himalayan Balsam

(an invasive species) is considered to be of minor ecological significance. There would also be overshadowing of a small area of marginal vegetation along the northern bank of the River Wey, which would likely result in its loss, but could be compensated for.

With regard to the function of the river as a wildlife corridor, the 27.5m clear span road bridge would maintain a buffer adjacent to the river which would enable the free movement of wildlife along the water's edge. Multiple secondary avenues for the movement of wildlife would be provided by the storm water culverts and Borelli Walk underpass, such that wildlife is unlikely to be pushed up onto the temporary construction road bridge through the site. Therefore, the function of the river as a wildlife corridor is unlikely to be significantly affected by the proposals and the impact would not be materially greater in this respect than the single lane bridge permission.

It was acknowledged at the time of the single lane application that there is potential for lighting associated with the temporary bridge to compromise the functional viability of the watercourse and wooded belt as wildlife corridors. However, the applicant's ecologist advises that the lighting for the dual lane bridge would follow that approved for the single lane bridge in terms of lighting levels, direction etc. Therefore, no significant impact from lighting is anticipated. A condition requiring details of any external lighting would be attached to any permission.

With regard to the impact of creating an access from the A31, there would not be any further encroachment within the wooded belt as the width of the access and the area of the embankment would be the same (this would be achieved by accommodating a steeper 1 in 2 gradient rather than 1 in 3). This means that there would be no additional tree loss or loss of understorey or ground flora.

The ecology report also considers the temporary access that would be created along South Street along with the vehicular access track and site compound that has previously been agreed under the discharge of conditions relating to the single lane bridge application (WA/2012/0911). The track has been designed to pass between trees and utilise parts of the route of the existing Borelli Walk. Whilst it would result in the loss of amenity grassland and parts of the hardsurfaced walkway, it would not result in the loss of any trees.

It is acknowledged in the report that the track has the potential to result in adverse impacts on the River Wey, through pollution during construction and decommissioning.

However, the implementation of pollution prevention measures and standard construction safeguards would reduce this potential to nil and this would be secured by condition.

Illumination of the river corridor from headlights of vehicles using the access track would be momentary such that it would not cause significant disturbance to any nocturnal fauna. Any lighting for the turning circle and storage area would be directional so as not to illuminate the River Wey. The grassland and walkway would be reinstated once no longer required.

Overall, the report concludes that any adverse effects resulting from the proposal are not considered to be significantly greater than the consented scheme. Therefore, the approved mitigation measures set out within the 2012 Ecological Assessment are still considered appropriate.

These are as follows:

- Best management practice will be followed in accordance with Pollution Prevention Guidelines during construction and de-construction works;
- Road bridge not to be illuminated at night;
- Low level of directional lighting to illuminate selected areas of the bridge decking and panelling of the sides of the bridge with aim of minimising spill onto surrounding habitats;
- Retention of habitat between the water's edge and abutments to maintain the function of the River as a wildlife corridor;
- 3m length of pre-planted coir roll will be installed on the north bank each side of the road bridge to compensate for the temporary loss of marginal vegetation from overshadowing;
- Construction safeguards employed to protect badgers;
- Appropriate strategy to be undertaken to control/eradicate Schedule 9 invasive species that have potential to be disturbed/dispersed during the proposed works.
- Section of wooded belt cleared to facilitate the bridge will be re-instated once the bridge has been de-commissioned.

At the time of preparation of the report, the Environment Agency raises no objection to the proposal in relation to its impact on water quality. Surrey Wildlife Trust has reviewed the proposals and provided its comments. It raises no objection to the proposal subject to the implementation of the mitigation measures set out within the report. Further requirements, to be secured by condition, include a Landscape and Ecological Management Plan and details of external lighting. These conditions replicate those applied to the single lane bridge permission.

On the basis of the up to date assessment of the site in terms of its biodiversity value, an assessment of the implications of a dual lane bridge in comparison to a single lane bridge, Officers are satisfied that no greater harm to ecology would result from the wider bridge, subject to the mitigation measures proposed. On this basis, the proposed development is considered to be in accordance with Policies NE1 and NE2 of the Local Plan (Part 1) 2018 and Policy D1 of the Local Plan 2002.

#### Effect on the SPAs

As the proposed development is for the construction of a bridge and associated works, it is not likely to result in a significant increase in the number of people permanently residing on the site and therefore would not have a likely significant effect on the integrity of the SPAs in accordance with Policy NE1 of the Local Plan 2018 (Part 1). An appropriate assessment is not therefore required.

#### Accessibility and Equalities Act 2010, Crime and Disorder and Human Rights Implications

The proposed permanent pedestrian bridge would provide level access and would therefore be acceptable with regards to accessibility.

With regards to crime, the underpass would be well lit and provide good visibility at the entrance.

There are no human rights considerations.

#### Environmental Impact Regulations 2017

The proposed development is considered to be a Schedule 2 development as it comprises a change to an existing Schedule 2 development that has been authorised and is in the process of being executed. In this circumstance, the Council is required to consider whether the change would have significant environmental effects, taking account of any mitigation measures proposed, and if so, an Environmental Statement is required.

The main East Street redevelopment scheme was accompanied by an Environmental Statement and an addendum to this Environmental Statement was submitted for the subsequent bridge permissions (WA/2010/1650 and WA/2012/0911).

The proposal is for the provision of a temporary construction access bridge. Officers are satisfied that as a stand alone development, it would not result in significant environmental impacts such that it would be EIA development. It is important, however, that the cumulative effect of the proposed development and any other committed developments (i.e. schemes with planning permission, taking into consideration impacts at both the construction and operational phases), in the area are considered.

The addendum EIA for the previous bridge permission (WA/2012/0911) covered matters in relation to transport and highways, flood risk, noise and vibration, air quality and ecology. The current application is accompanied by updated reports in these areas.

Cumulative effects comprise the combined effects of reasonably foreseeable changes arising from the development and other development within a specific geographical area and over a certain period of time. The significance of cumulative impacts needs to be assessed in the context of characteristics of the existing development. The characteristics of the proposal, in combination with the East Street redevelopment scheme, are not likely to result in significant adverse effects on the environment. The reports submitted with the application demonstrate that, subject to various mitigation measures, the proposed development would not have any significantly greater environmental impact than the approved and implemented single lane bridge permission. Officers are satisfied that, when considering any cumulative effect with the main East Street redevelopment scheme (WA/2012/0912 and WA/2016/0268), the proposal would not be a form of EIA development and therefore, an Environmental Statement is not required for the proposal.

The proposal has also been considered in combination with the extant outline planning permission at the Woolmead Site (WA/2015/2387). The proposal is not considered to result in a significant environmental effects in combination with this development such as to warrant an EIA.

For the reasons outlined above, whilst the proposal, in combination with the main East Street redevelopment scheme, falls under Schedule 2 of the of the EIA Regulations 2017, this project as a whole is not considered to have significant environmental effects either on its own or in combination with any other developments.

#### Pre Commencement Conditions

“Pre commencement condition” means a condition imposed on the grant of permission which must be complied with: before any building/ other operation/ or use of the land comprised in the development is begun.

Article 35 of the DMPO 2015 requires that for any application for planning permission, the Notice must state clearly and precisely the full reasons, in the case of each pre-commencement condition, for the condition being a pre-commencement condition.

Where pre commencement conditions are justified, these are provided with an appropriate reason for the condition.

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

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

Provided or made available pre application advice to seek to resolve problems before the application was submitted and to foster the delivery of sustainable development.

Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered;

Have proactively communicated with the applicant through the process to advise progress, timescales or recommendation.

#### Conclusion

The requirement for the temporary construction access bridge in this location was stipulated in Condition 37 of the original planning permission (WA/2008/0279), in order to safeguard Farnham from congestion and resultant poor air quality from construction vehicles being routed through the town. This is carried forward when the application was renewed (WA/2012/0912) and amended (WA/2016/0268).

The need for the bridge was further reinforced when an application to vary this condition was refused in 2010 on the grounds of the harm that routing traffic through the town would cause.

Subsequently, planning application WA/2010/1650 saw the approval of a single lane temporary construction bridge and this permission was then renewed under application ref. no. WA/2012/0911.

As discussed in the main body of the report, this permission has been implemented (a trench has been dug for the foundations for the bridge), the permission is therefore extant and the bridge could be constructed at any time.

The principle of the bridge has, therefore, been firmly established during the course of the planning progression for this site. The fact that a single lane bridge can be constructed at any time is a highly material consideration in the determination of this application. There are no material changes in policy or circumstances since the granting of the single lane bridge proposal and, therefore, re-visiting the principle of the bridge would not be appropriate of the consideration of this application.

Key to the determination of this application is an assessment of whether the increased size of the bridge has materially greater impacts than the single lane bridge to warrant refusal of the application.

From a highways perspective, the single lane bridge would not have sufficient capacity to accommodate the peak demand for movements. This means that the dual lane bridge would ease potential congestion on the A31 resulting from construction vehicles waiting to access the site (as would occur with a single lane bridge). The fact that vehicles would not need to wait to enter and leave the site also means that the scheme could be constructed more efficiently, with the effect that the timescale for construction would be reduced.

An air quality assessment has been submitted with the application which indicates that there would not be a significant effect as a result of the provision of a dual lane bridge.

The impact of the proposal has also been assessed in relation to visual impact, flood risk, ecology, and various other environmental effects. These are considered to be acceptable.

At the time of the single lane bridge application, the officer noted in their report that “the most notable impacts of the proposal would be the opening up of the mature tree belt along the A31 and the effect upon traffic flows and air quality”. With regard to these three aspects, the trees lining the A31 have since been removed and no further felling in this location is proposed as part of this application. With regards to highway matters, it is set out above that the dual lane permission would bring highway improvements. It is demonstrated in the main body of the report that the development would be acceptable from an air quality perspective.



With reference to other matters such as impact on neighbouring occupiers and ecology, no material harm has been identified in comparison to the single lane bridge permission to warrant refusal of the application.

Officers consider that the development is acceptable and that the identified effects upon trees, landscape, air quality, traffic flows and neighbour amenity could be controlled and mitigated through planning conditions, if permission is granted.

Officers consider that there are no adverse impacts over and above the single lane bridge permission that would outweigh the benefits of the proposed development in terms of easing congestion during the construction of the East Street redevelopment and improving the efficiency of the construction process. As such, the planning application is recommended for approval.

### **Recommendation**

That permission be GRANTED subject to the following conditions:

1. Condition

The plan numbers to which this permission relates are Drawing No. TPN-TCA-001B, TPN-TCA-003E, TPN-TCA-005D, TPN-TCA-006A, TPN-TCA-007A, 100002/3017. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policy TD1 of the Local Plan Part 1 2018, Policies D1 and D4 of the Waverley Borough Local Plan 2002 and FNP1 of the Farnham Neighbourhood Plan 2017.

2. Condition

The temporary construction bridge, hereby permitted, shall be removed within 4.5 years of the commencement of the development hereby permitted or within an alternative timescale to otherwise be agreed in writing by the Local Planning Authority.

Reason

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan (Part 1) 2018, Policy FNP1 of the

Farnham Neighbourhood Plan 2017, and Policies D1, D4 and C5 of the Waverley Borough Local Plan 2002.

3. Condition

On completion of the development permitted under WA/2012/0912 or WA/2016/0268 the temporary construction access/bridge shall be removed and replaced with the permanent footbridge in accordance with details to be submitted to and approved in writing by the Local Planning Authority. Such details shall include reinstatement of the land to a condition that is first agreed in writing by the Local Planning Authority. The development shall be carried out in strict accordance with the approved details.

Reason

In the interest of the character and amenity of the area and pedestrian convenience in accordance with Policy TD1 and ST1 of the Local Plan (Part 1) 2018, Policy FNP1 of the Farnham Neighbourhood Plan 2017 and Policies D1, D4 and C5 of the Waverley Borough Local Plan 2002.

4. Condition

Prior to the commencement of development, a detailed landscaping scheme including a Landscape and Ecological Management Plan for the site (with a list of which trees and shrubs are to be planted and how other habitats are to be created and maintained post development) shall be submitted to and approved in writing by the Local Planning Authority. The landscaping scheme and Landscape and Ecological Management Plan shall be carried out in strict accordance with the agreed details and the planting shall be carried out in the first planting season following the decommissioning of the bridge. The landscaping shall be maintained for the satisfaction of the Local Planning Authority for a period of 5 years after planting, such maintenance to include the replacement of any trees and shrubs that die or have otherwise become, in the opinion of the Local Planning Authority, seriously damaged or defective. Such replacements shall be of same species and size as those originally planted.

Reason

In order to ensure no harm to the ecology of the site, in accordance with Policies NE1 and NE2 of the Local Plan (Part 1) 2018 and Policy FNP13 of the Farnham Neighbourhood Plan 2017. This is a pre-commencement condition to ensure no harm to ecology during the construction phase.

5. Condition

The proposed road and vehicular access to the A31 Farnham Bypass and South Street, including the temporary vehicular bridge over Borelli Walk and the River Wey, shall be designed and constructed prior to the implementation of WA/2012/09912 or WA/2016/0268. No development shall begin before the South Street and A31 accesses, the bridge, access road and site compound have been completed in accordance with the application drawings and the requirements of the County Highway Authority. Once constructed, the accesses and bridge shall be retained free of any obstruction to its use in accordance with a duration to be agreed with the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

6. Condition

The proposed access road including its junction with the A31 Farnham by-pass shall be closed and all kerbing, verges, replacement trees, landscaping and highway margins shall be fully reinstated by the applicant, in a manner to be agreed in writing by the Local Planning Authority, upon completion of the development and prior to occupation of the development approved by WA/2012/0912 or WA/2016/0268.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

7. Condition

The proposed South Street (Borelli Walk) access shall be closed and fully reinstated and all kerbing, verges, replacement trees, landscaping and highway margins shall be fully reinstated by the applicant in a manner to be agreed in writing by the Local Planning Authority, prior to occupation of the development approved by WA/2012/0912 or WA/2016/0268.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy

ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

8. Condition

The proposed gates across the access road from the A31 leading to the bridge shall be kept open at all times during construction unless otherwise agreed by the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

9. Condition

Prior to the commencement of development the applicant shall submit details of a 'Borelli Walk Management Plan', which shall identify and include the following:

- a) Installation of CCTV monitoring and 24 hour recording;
- b) Inclusion of appropriate drainage measures to prevent rainfall ponding in the subway;
- c) Management details for the treatment of flood water and removal of graffiti;
- d) Details for the decommissioning of the temporary bridge access upon its closure;
- e) Details for the provision of the proposed footbridge following the decommissioning of the temporary construction access with the reinstatement of a footpath along the approximate route of the existing Borelli Walk.

Once agreed the plan shall be fully implemented by the applicants all at their own expense, including any necessary costs associated with making, securing and implementing any traffic orders or legal processes.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

10. Condition  
The development hereby approved shall be carried out in full accordance with the approved Method of Construction Statement dated 17th May 2018.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

11. Condition  
Any traffic management requiring lane closures on the A31 Farnham by-pass shall not be implemented or take place before the hours of 9am or after 5pm Monday to Friday.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and FNP30 of the Farnham Neighbourhood Plan 2017.

12. Condition  
The construction access from South Street and temporary bridge hereby approved shall not be used other than for the purposes of facilitating access to the main East Street site by construction traffic. They shall not be used for any other purpose unless otherwise first agreed in writing by the Local Planning Authority.

Reason

Having regard to the fact that the development hereby permitted is to serve the development under permission WA/2012/0912 or WA/2016/0268 and is not suitable or appropriate for a permanent site access in accordance with Policy TD1 and ST1 of the Local Plan (Part 1) 2018, Policy FNP1 and FNP30 of the Farnham Neighbourhood Plan and Policies D1, D4, and ST1 of the Waverley Borough Local Plan 2002.

13. Condition  
The development hereby permitted shall be carried out in accordance with the Flood Risk Assessment (FRA) entitled Farnham Bridge - Flood Risk Assessment dated March 2018 undertaken by Thomasons and the following mitigation measures detailed within the FRA:

Works to reduce the impact of the works on floodplain storage in the area as detailed in section 3.3 of the FRA and drawing reference: Proposed Construction Access Bridge - 13512-TPN-TCA-004J dated 09 March 2018.

The mitigation measures shall be fully implemented prior to the use of the bridge and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may be subsequently agreed, in writing by the Local Planning Authority.

#### Reason

To prevent flooding elsewhere by ensuring that the flow of flood water is not impeded and the proposed development does not cause a loss of flood plain storage, in accordance with Policy CC4 of the Local Plan (Part 1) 2018.

#### 14. Condition

No development shall take place until a method statement/construction environmental management plan has been submitted to and approved in writing by the local planning authority. This shall deal with the treatment of any environmentally sensitive areas, their aftercare and maintenance as well as a plan detailing the works to be carried out showing how the environment will be protected during the works. Such a scheme shall include details of the following:

- a) An indicative programme for carrying out the works;
- b) Construction and restoration methods;
- c) The measures to be used during the development in order to minimise environmental impact of the works, considering both potential disturbance and pollution protection methods;
- d) Details of how the watercourse will be protected from surface run-off during the operation of the temporary bridge;
- e) A map or plan showing how habitat areas (i.e. the River Wey and retained trees/vegetation) will be specifically protected during the works (e.g. using temporary fencing, silt curtains, etc.);
- f) Any necessary mitigation for protected species, particularly bats, birds and fish. - The recommended mitigation and ecological enhancements outlined in Aspect Ecology's Ecological Assessment (2010), the 2012 Ecological Assessment and Aspect Ecology's Ecological Assessment (2018).
- g) Measures to prevent the spread of Himalayan balsam during any operations such as mowing, strimming or soil movement.

- h) A lighting strategy that considers and mitigates for the impact of light pollution on the river corridor and aquatic species. The applicant must demonstrate that any lighting proposed for the temporary road bridge will not illuminate the river or bankside vegetation. The works shall be carried out in accordance with the approved method statement.
- i) Measures to minimise the noise (including vibration) generated by the construction process to include hours of work, proposed method of piling for foundations, the careful selection of plant and machinery and use of noise mitigation barrier(s)
- j) the parking of vehicles of site operatives and visitors
- k) loading and unloading of plant and materials
- l) storage of plant and materials used in constructing the development
- m) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- n) wheel washing facilities;
- o) measures to control the emission of dust and dirt during construction;
- p) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- q) confirmation that all plant, machinery and equipment installed or operated in connection with the carrying out of this permission shall be so enclosed and/or attenuated so that the rating level of noise emitted does not exceed the background sound level, when measured according to British Standard BS4142: 2014 at any adjoining or nearby noise sensitive premises.
- r) Confirmation that all vehicles, plant and machinery used on site and those under the applicant's control moving to and from the site that are required to emit reversing warning noise, shall use white noise alarm as opposed to tone beeping alarms throughout the operation of the development hereby permitted.

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

#### Reason

In order to ensure the protection of wildlife and supporting habitat, and secure opportunities for the enhancement of the nature conservation value of the site, and to ensure that the environmental impact arising from the development does not give rise to unacceptable intrusion on the amenities of nearby residential property, in accordance with Policy TD1, NE1 and NE2 of the Local Plan (Part 1) 2018, Policies FNP1 and FNP13 of the Farnham Neighbourhood Plan 2017 and Policy D1 of the

Waverley Borough Local Plan 2002. This is a pre-commencement condition to ensure no harm to the environment during the course of construction.

15. Condition

No development shall take place until a scheme for the provision and management of compensatory habitat creation has been submitted to and agreed in writing by the local planning authority and implemented as approved. Thereafter the development shall be implemented in accordance with the approved scheme. This scheme should include the mitigation and ecological enhancements outlined in Aspect Ecology's Ecological Assessment (2010), the 2012 Ecological Assessment and Aspect Ecology's Ecological Assessment (2018). In addition, the design of the permanent footbridge should incorporate bat/bird boxes within the structure.

Reason

In order to protect the ecological value of the site, in accordance with Policy NE1 and NE2 of the Local Plan (Part 1) 2018 and Policy FNP13 of the Farnham Neighbourhood Plan 2017. This is a pre-commencement condition as it goes to the heart of the permission.

16. Condition

No development shall commence, including any demolition or groundwork preparation, until the specification and location of braced exclusion fencing, timber stem boxing and road plate or box matting ground protection measures shown/described on the submitted Tree Protection Plan (Rev D) and in the related Arboricultural Impact Assessment (Rev C) have been implemented and subsequently agreed in situ by the Local Planning Authority Tree and Landscape Officer at a pre-commencement meeting. The fencing and temporary track ground protection shall remain in place throughout the duration of the development to the satisfaction of the Local Planning Authority.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Policy NE2 of the Local Plan (Part 1) 2018 and Policies D6 and D7 of the Local Plan 2002. This is a pre-commencement condition to ensure no harm to trees during the course of construction.



17. Condition  
The Local Planning Authority Tree and Landscape Officer shall be informed of the proposed date of commencement, at least two working weeks in advance, to allow inspection of protection measures and discuss requirements for access facilitation pruning.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter, in accordance with Policy NE2 of the Local Plan (Part 1) 2018.

18. Condition  
The proposed development shall not commence until full details of a Borelli Walk Management Plan for the closure of Borelli Walk, details of the route's reinstatement during the construction of the East Street development (WA/2012/0912 or WA/2016/0268) and details of the construction site facilities and programme for the removal of the bridge and the construction of the pedestrian bridge have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in complete accordance with this approved details.

Reason

In order to ensure sufficient pedestrian links within Farnham, in accordance with Policy TCS1 of the Local Plan (Part 1) 2018. This is a pre-commence condition as it goes to the heart of the permission.

Informatives

- 1) This development may require an Environmental Permit from the Environment Agency under the terms of the Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2016 for any proposed works or structures, in, under, over or within 8 metres of the top of the bank of designated 'main rivers'. This was formerly called a Flood Defence Consent. Some activities are also now excluded or exempt. An environmental permit is in addition to and a separate process from obtaining planning permission. Further details and guidance are available on the GOV.UK website: <https://www.gov.uk/guidance/flood-risk-activities-environmental-permits>.