

APPLICATION NUMBER	WA 18	1239
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Ashill Land Limited

Location: Land between New Way and Aarons Hill, Godalming, Surrey

Development: Erection of 262 dwellings (use class c3) including 78 affordable dwellings together with a 131sqm building for community use (use class d1) and associated works

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who recommends an appropriate agreement should be secured before the grant of permission to include the following:

S106 Payments

1. Travel Plan Auditing Fee	£6,150
2. Eashing Lane Highway Safety Improvements	£30,000
3. Traffic Regulation Orders (TROs)	£20,000
4. Lower Eashing Highway Safety Improvements	£18,000
5. Surfacing Improvements to Public Bridleway No. 6	£9,600
6. Westbrook Road Safety Improvements	£2,500
7. Godalming Sustainable Transport Improvements	£318,881
8. A3100 Corridor Improvements	£517,105
TOTAL	£922,236

1. Prior to first occupation of the development to pay to the county council the Travel Plan Auditing fee.
2. Prior to first occupation of the development to pay to the county council the Eashing Lane Highway Safety Improvements Contribution. The contribution shall be used to implement the schemes shown indicatively on the following drawings (or other such similar scheme that the county council wishes to implement):
 - ITB12206-GA-006;
 - ITB12206-GA-008;
 - ITB12206-GA-009 Revision A; and

- ITB12206-GA-010.
3. Prior to first occupation of the development to pay to the county council the Traffic Regulation Orders (TROs) Contribution, to be used by the county council to seek the following TROs:
 - Amend/implement a Traffic Regulation Order (TRO) on the service road adjacent to the site access to prohibit use by vehicles, except for access. The proposed scheme is shown on drawing number ITB12206-GA-013 Revision D.
 - A TRO on Eashing Lane to reduce the speed limit from 60mph to 40mph as shown indicatively on drawing ITB12206-GA-006.
 - A TRO on Eashing Lane to provide the proposed parking controls shown indicatively on drawing ITB12206-GA-010.
 - A TRO in Lower Eashing to make the route between Eashing Lane and the A3 slip road 'Access Only' as shown indicatively on drawing number ITB12206-GA-034 Revision A.
 4. Prior to first occupation of the development to pay to the county council the Lower Eashing Highway Safety Improvements Contribution, to be used the county council to implement gateway features and/or measures to seek to dissuade rat running through Lower Eashing, as shown indicatively on drawing number ITB12206-GA-034 Revision A.
 5. Prior to first occupation of the development to pay to the county council the contribution for Surfacing Improvements to Public Bridleway No. 6 contribution, to be used by the county council to provide surfacing improvements to the bridleway as show on drawing number ITB12206-GA-024 Revision B, on the land outside of the 'red' and 'blue' boundaries.
 6. Prior to first occupation of the development to pay to the county council the Westbrook Road Safety Improvements contribution, to be used by the county council to implement the improvement works shown indicatively on drawing number ITB12206-GA-031, or some other such similar scheme that the county council may wish to provide.
 7. The Godalming Sustainable Transport Improvements Contribution will be paid to the county council in the following installments:
 - 25% prior to first occupation
 - 25% prior to occupation of the 50th dwelling
 - 25% prior to occupation of the 100th dwelling
 - 25% prior to occupation of the 150th dwelling

The contribution will be used by the county council to implement some or all of the following:

- Godalming bus network improvements including (Upgrading bus stop facilities to include real time passenger information; Bus priority on approach roads where required; Bus service and frequency enhancements).
- Cycle route improvements between Godalming and Guildford (Guildford-Godalming Greenway).
- Cycle route improvements between Milford and Farncombe via Godalming town centre.
- Pedestrian crossing facilities on Station Road.
- Catteshall Lane pedestrian and cycling safety improvements.
- Provision of car club vehicles and parking within Godalming

8. The A3100 Corridor Improvements contribution will be paid to the county council in the following installments:

- 25% prior to first occupation
- 25% prior to occupation of the 50th dwelling
- 25% prior to occupation of the 100th dwelling
- 25% prior to occupation of the 150th dwelling

The contribution will be used by the county council to implement some or all of the following:

- Signalisation of A3100 Meadow junction with Catteshall Road to improve junction capacity and safety.
- Enhancements to UTC system and associated upgrades to signalised junctions on Ockford Road and Flambard Way to improve junction and link capacity.
- Enhancements to Bridge Road to improve links between Godalming and Farncombe for pedestrians and cyclists.

9. All financial contributions due to the Highway Authority shall be:

- index linked from the payment date to the date of any resolution to grant planning consent;
- spent or contractually committed within a period of 7 years from the date of receipt by the county council.

S106 Obligations

1. Prior to first occupation of the development to submit a full Travel Plan, in accordance with the approved Framework Travel Plan (dated July 2018), for the written approval of the Local Planning Authority, in consultation with the Highway Authority. The approved full Travel Plan shall then be implemented and thereafter maintained to the satisfaction of the Local Planning Authority.
2.
 - (a) Prior to first occupation of the development, the details of a car club scheme will be submitted to and agreed with the Local Planning Authority, in consultation with the highway authority. The scheme will be:
 - Either the provision of on-site car club spaces; or
 - Provision of off-site car club spaces within an acceptable walking distance of the site.
 - (b) In the event of on-site provision:
 - Prior to the occupation of the 50th dwelling, a car club vehicle will be provided on site; and
 - If viable, and prior to occupation of the 150th dwelling, a second car club vehicle will be provided. If not viable at the stage, the viability of a second car club vehicle will be reviewed annually up to the completion of the development, and provided at that stage if viable.
 - (c) In the event of off-site provision, this will be implemented by SCC using the Godalming Sustainable Transport Improvements Contribution.
 - (d) In either event:
 - Each first purchaser will be offered free membership of the Car Club for the first year; and
 - Each first purchaser will be offered drive time credit to enable the first 25 miles of usage to be free of charge.
3. Prior to occupation of each unit, the first purchaser unit will be offered a £100 sustainable travel voucher that will be used towards cycle and/or cycle equipment purchase and/or a purchase of bus/rail tickets. The uptake of vouchers will be reported to SCC as part of the travel plan monitoring exercise set out in the Framework Travel Plan.

The Highway Authority also recommends the following conditions and informatives are imposed on any permission granted.

1. Prior to commencement of the development, details of the construction access shall be submitted to and approved in writing by the Local Planning Authority, in consultation with the Highway Authority, and implemented in accordance with the approved details.
2. Prior to first occupation of the development the proposed vehicular access onto Aarons Hill shall be constructed and provided with 2.4m x 43m visibility splays in accordance with Drawing No. ITB12206-GA-013 Rev D. The visibility splays shall thereafter be permanently provided with no obstruction between 0.6m and 2.0m above ground level.
3. Prior to occupation of the 100th dwelling the proposed emergency access onto Halfway Lane (Public Bridleway No. 6) shall be constructed in accordance with the approved plans and thereafter permanently maintained for its designated purpose.
4. Prior to occupation of the 50th dwelling the improvements to Public Bridleway No. 6 and Public Footpath No. 577 shall be constructed in general accordance with Drawing No. ITB12206-GA-024 Rev B, and subject to the Highway Authority's technical and safety requirements. For the avoidance of doubt, the improvements to land outside of the 'red' and 'blue' boundaries will be implemented by SCC at the developer's expense via a S106 contribution.
5. Prior to occupation of the 100th dwelling the highway improvement scheme at the Eashing Lane priority junction with the A283 shall be constructed in general accordance with Drawing No. ITB12206-GA-005 Rev B, and subject to the Highway Authority's technical and safety requirements.
6. The development hereby approved shall not be first occupied unless and until a scheme for the provision of the following Electrical Vehicle Charging Points (EVP's) has been submitted to and approved in writing by the Local Planning Authority:
 - One trickle charging point per dwelling with a driveway or garage;
 - One trickle charging point per five flats with communal car parking; and
 - Two fast charging points for the visitor spaces next to the community hall.

The approved EVP scheme for the houses and flats shall be provided prior to first occupation of each dwelling and the approved EVP scheme for visitors shall be provided prior to the community hall being first brought into use.

7. No dwelling hereby approved shall be first occupied unless and until space for the parking of vehicles and space for vehicles to turn so that they may enter and leave the site in a forward gear has been provided for that dwelling in accordance with the approved plans.

8. No development shall commence until a Construction Transport Management Plan, to include detail of:
- (a) parking for vehicles of site personnel, operatives and visitors
 - (b) loading and unloading of plant and materials
 - (c) storage of plant and materials
 - (d) programme of works (including measures for traffic management)
 - (e) provision of boundary hoarding behind any visibility zones
 - (f) HGV deliveries and hours of operation
 - (g) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (i) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (j) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, on the public highway during these times
 - (k) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

9. The development hereby approved shall not be first occupied unless and until secure cycle parking for the flats and houses has been provided in accordance with the approved plans and shall thereafter be permanently provided for its designated purpose.

Reasons:

The above conditions are required:

- a) in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.
- b) in recognition of Section 4 “Promoting Sustainable Transport “in the National Planning Policy Framework 2018.

Policy:

Policy ST1 of Waverley Borough Council’s Local Plan 2018.

Highway Informatives:

1. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
2. The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Team at Surrey County Council.
3. Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
4. Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
5. The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
6. The permission hereby granted shall not be construed as authority to carry out any works on the highway or any works that may affect a drainage channel/culvert or water course. The applicant is advised that a Streetworks permit and a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works on the highway will require a Streetworks permit and an application will need to be submitted to the County Council's Streetworks Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see <http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/the-traffic-management-permit-scheme>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

7. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
8. When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
9. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
10. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture/equipment.
11. The permission hereby granted shall not be construed as authority to erect a structure including telecommunication masts and associated equipment without a detailed design assessment. The applicant is advised that a detailed design must be approved from Surrey County Council Structures Team before any works are carried out on any footway, footpath, carriageway, or verge. Please telephone 0300 200 1003 to arrange for the detailed design to be assessed by Surrey County Council Structures Team.
12. The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
13. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

14. The developer is advised that Public Footpath No. 577 and Public Bridleway No. 6 cross the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

INFORMATIVE NOTE FOR LPA CASE OFFICER:

1. Relevant Local and National Policy:

National Policy: The National Planning Policy Framework requires all developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

The Highway Authority is satisfied that the proposed package of transport mitigation measures does improve accessibility to the site by non-car modes of travel, therefore the planning application does meet the transport sustainability requirements of the National Planning Policy Framework.

- safe and suitable access to the site can be achieved for all users

The Highway Authority is satisfied that the proposed access and movement strategy for the development would enable safe and suitable access to the site for all users.

- any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

The Highway Authority is satisfied that the traffic impact assessment undertaken by the applicant provides a robust and realistic assessment of the likely impact of the development on the highway network, within the context of the likely future cumulative impact of development in Godalming. The applicant has agreed to provide an extensive package of mitigation measures that directly mitigates the impact of traffic generated by their development, and is also contributing to mitigation measures that address the wider infrastructure requirements in Godalming, resulting from the cumulative impact of development in the town.

Local Policy: The Highway Authority is satisfied that the proposed development is in accordance with policy ST1 of Waverley Borough Council's Local Plan 2018.

2. Overall Access Strategy:

The site has been designed to maximise accessibility by non-car modes of travel and includes pedestrian and cycle routes both within the development site and at its peripheries. The access strategy is as follows:

- 2.0 metre footways adjacent to the main 'spine' road through the site;
- A network of additional pedestrian routes across the site;
- Provision of seven points of access for pedestrians and three for cyclists; and
- Upgrading of the entire length of footpath 577 to provide a 2m wide sensitive year-round surface between Aarons Hill, following its existing alignment.

In addition to the year-round surfacing of footpath 577, the remaining 400m stretch of bridleway 6 that is unsurfaced will also be upgraded to provide a bridleway that is suitable for year-round access by walking and cycling. The majority of the bridleway is within land under the applicant's control. Within this land, a 2m wide year-round surface can be delivered via Section 278 works. The easternmost 30m of unmetalled bridleway is not within the applicant's control and has been identified as 'unregistered' land. A year-round surface of 1.5m in width (the identified definitive width of the bridleway in this area) is proposed to be implemented by SCC and secured via Section 106 contribution.

The Highway Authority consider that this access strategy, both within the site and between the site and the surrounding area, will provide safe and suitable access for all users

3. Proposed Traffic Generation:

The proposed trip generation assessments are based on trip rates obtained from the TRICS database. The Highway Authority has assessed the assumptions used by the applicant to calculate the trip rates and is satisfied that they are fit for purpose. It should be noted that, in line with good practice, the TA assesses the 'worst case' morning and evening peak hours. This worst case 'peak period' scenario provides a suitable basis to assess the development proposal.

The TA is based on a development of 275 homes, including 83 affordable homes. Applying the trip generation to this quantum of development yields the following trip generation:

Time	Morning Peak (08:00-09:00)			Evening Peak (17:00-18:00)		
	In	Out	Total	In	Out	Total
Private House (192 houses)	30	79	109	70	31	101
Rented House (83 houses)	13	24	37	24	18	42
Total	43	103	146	94	49	143

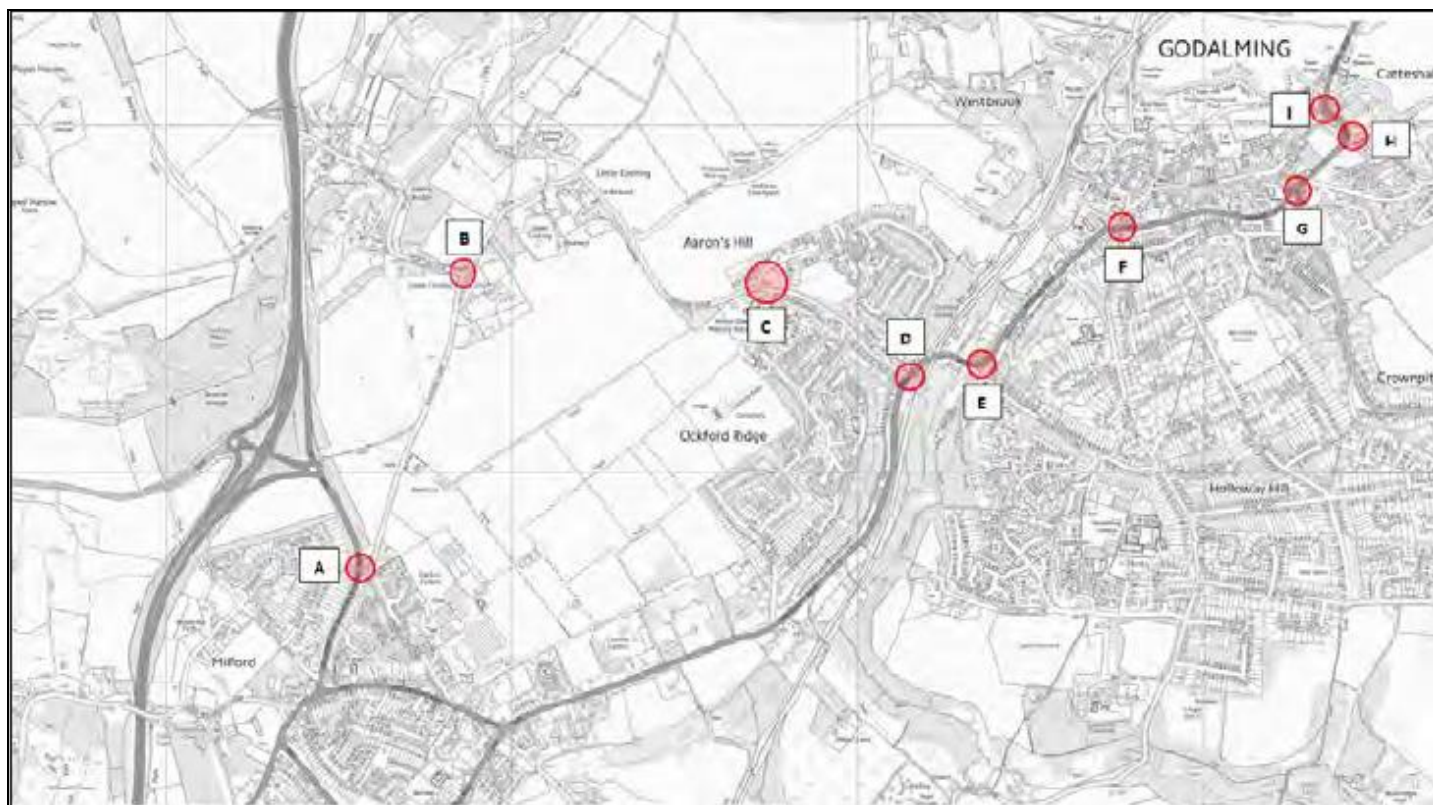
4. Development Traffic Distribution:

Traffic generated by the development has been distributed and assigned to the local network using 2011 census travel to work data for work trips, and a gravity model for non-work trips. The resulting traffic distribution shows 56% of development traffic turning right from Aaron's Hill onto Eashing Lane and 44% of development traffic turning left from Aaron's Hill onto Eashing Lane.

The Highway Authority has assessed the trip distribution methodology and is satisfied that it is robust, realistic and suitable for modelling the impact of the proposed development on the surrounding highway network.

5. Traffic Flow Data:

Manual Classified Turning Counts were undertaken at the junctions shown on the map below:



Assessment of this data confirms that the peak periods on the network are 0800-0900 and 1700-1800.

The Highway Authority has interrogated the applicant's traffic survey methodology and is satisfied that the data is representative of the AM and PM peak hours on the local highway network, and is therefore fit for the purpose of assessing the impact of development generated traffic on the local highway network.

6. Traffic Impact Assessment Scenarios:

Capacity assessments have been undertaken for the weekday morning and evening peak periods, at the junctions shown on the above map. The assessments have been carried out for the following scenarios:

- 2017 Baseline Assessment (i.e observed traffic movement);
- 2021 without development (i.e including committed development);
- 2021 with development (i.e. including committed development and proposed development).

The outputs from the modelling assessment are summarised below:

Aarons Hill Proposed Access Junction

The modelling outputs demonstrate that the proposed site access will operate well within capacity.

A - Eashing Lane/A283 Priority Junction

There will be an increase in delay at this junction as a result of development generated traffic taking the route between the site and the A3 via Eashing Lane and the A283. The developer has proposed improvements to this junction, as shown on drawing No. ITB12206-GA-005B. The traffic model shows that with these improvements, the junction will operate significantly better in terms of both capacity and safety, than would be the case if the mitigation scheme did not come forward.

B - Eashing Lane/The Hollow Priority Junction

The traffic model shows that with the addition of committed and development generated traffic, this junction will continue to operate within capacity with minimal queuing and delay during the AM and PM peak periods.

C- Aaron's Hill/Eashing Lane Priority Junctions

The traffic model shows that with the addition of committed and development generated traffic, both junctions will continue to operate within capacity with minimal queuing and delay during the AM and PM peak periods.

D - Eashing Lane/A3100 Portsmouth Road Priority Junction

The Eashing Lane arm of the junction currently experiences the highest level of delay during the AM peak period (average of 19 seconds). For the future year (2021), with the addition of committed and development generated, this delay increases to an average of 27 seconds. The Highway does not consider that the residual cumulative impacts at this junction would be severe. Site observations have shown that parking near this junction can restrict turning movements, thereby resulting in localised congestion at this junction. The mitigation package therefore includes a scheme to provide parking restrictions at the junction, to ensure it remains clear of parked vehicles at all times.

E - A3100 Portsmouth Road/Shackstead Lane Roundabout

This junction currently experiences delay during both the AM and PM peak periods, and the traffic model shows that in the future year (2021), the junction will operate close to capacity. During the busiest 15 minute period in the AM peak, development generated traffic results in average queue lengths increasing from 12 to 17 vehicles, and average delays increased from 32 seconds to 39 seconds. Whilst the Highway Authority does not consider that development generated traffic has a severe impact at this junction, the applicant is providing a significant financial contribution for capacity improvements on the A3100 corridor through Godalming.

F - A3100/High Street/Holloway Hill Signal-Controlled Junction

This junction currently experiences the highest level of delay during the AM peak period. In the worst 15 minute period during the AM peak, the A3100 (eastbound) experiences average queues of 23 vehicles and average delay of 55 seconds. In the future (2021), committed and development generated traffic results in average queue lengths of 30 vehicles and average delays of 72 seconds. Whilst the Highway Authority does not consider that development generated traffic has a severe impact at this junction, the applicant is providing a significant financial contribution for capacity improvements on the A3100 corridor through Godalming.

G - A3100/Brighton Road Signalised Junction

This junction currently experiences the highest level of delay during the AM peak period. In the worst 15 minute period during the AM peak, the A3100 (eastbound) experiences an average queue length of 15 vehicles and average delay of 28 seconds. In the future (2021), committed and development generated traffic results in an average queue length of 18 vehicles and average delay of 30 seconds. Whilst the Highway Authority does not consider that development generated traffic has a severe impact at this junction, the applicant is providing a significant financial contribution for capacity improvements on the A3100 corridor through Godalming.

H - A3100/Woolsack Way Signalised Junction

This junction currently experiences the highest level of delay during the PM peak period. In the worst 15 minute period during the PM peak, the A3100 (westbound) experiences an average queue length of 16 vehicles and average delay of 40 seconds. In the future (2021), committed and development generated traffic results in an average queue length of 22 vehicles and average delay of 53 seconds. Whilst the Highway Authority does not consider that development generated traffic has a severe impact at this junction,

the applicant is providing a significant financial contribution for capacity improvements on the A3100 corridor through Godalming.

I - A3100/The Burys Roundabout

This junction currently experiences similar levels of delay in the AM and PM peak periods, with Bridge Road and Flambard Way nearing capacity. In the future (2021), committed and development generated traffic has the greatest impact in the PM peak, resulting in average queue lengths on Bridge Road increasing by 5 vehicles and average delay increasing by 22 seconds. Whilst the Highway Authority does not consider that development generated traffic has a severe impact at this junction, the applicant is providing a significant financial contribution for capacity improvements on the A3100 corridor through Godalming.

7. Development Layout and Parking Provision:

The proposed vehicular and pedestrian access to the site onto Aaron's Hill has been subject to a Stage 1 Road Safety Audit which did not identify any safety problems with the design of the access arrangement. The construction of the access will be done under a S278 agreement with the Highway Authority.

The Highway Authority is satisfied that the internal layout can safely accommodate refuse collection vehicles, delivery vehicles and emergency vehicles.

Car parking provision is in accordance with Waverley Borough Council's Car Parking Standards and the Highway Authority is satisfied with the layout of the parking provision on safety grounds.

8. Road Safety:

The Transport Assessment has analysed Personal Injury Accident (PIA) for the latest five year period, for the highway network in the vicinity of the site. In total, seven collisions occurred within the study area of which all resulted in 'slight' injury. Five of these 'slight' injuries occurred at the Eashing Lane junction with the A283. The proposed improvements at this junction, to be delivered by the developer under a S278 agreement with the Highway Authority, will improve safety at this junction, and the Highway Authority is therefore satisfied that the proposed development would not have an unacceptable impact on highway safety at this junction.

9. Sustainable Transport

In accordance with the requirements of the NPPF and Waverley Borough Council's Local Plan (2018), the proposed development should demonstrate that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up.

The Highway Authority considers the proposed development is sustainable in transport terms, and the proposed mitigation package ensures the development maximises opportunities for travel to a range of local amenities by modes other than the car.

The improvements to Public Bridleway No. 6 will provide a convenient link between the site and Godalming Railway Station, in addition to the wide variety of services and amenities within the town centre.

The developer has agreed to provide a significant S106 contribution for improvements to sustainable transport, including bus network enhancements and measures to increase the safety of cycle routes through the town.

It should also be noted that a residential travel plan has been secured, with measures to facilitate and encourage future residents of the development to travel by non-car modes. The measures include provision of a car club (either within the site or within close proximity to the site), and provision of a £100 sustainable travel voucher to all first time occupiers, to be used towards cycle and/or cycle equipment purchase and/or a purchase of bus/rail tickets.

10. Highway/Transport Mitigation Package:

The proposed highway/transport mitigation package addresses both the need to mitigate the impact of the proposed development on the highway network and to ensure opportunities are taken up where reasonable to maximise the opportunities to access the site and the surrounding area by non-car modes of travel.

The mitigation package recognises the importance of addressing the cumulative impact of future development in Godalming, and thereby secures contributions from the applicant (in accordance with the tests for financial contributions as set out in the NPPF) towards future highway improvement schemes.

The financial contributions for the Eashing Lane and Lower Eashing highway safety improvements, will be used by the Highway Authority to implement works in general accordance with the submitted drawings. However, it should be noted that the final design/scope of the works will be subject to further public consultation with local residents, before any works commence on site.

The Highway Authority considers the package of financial contributions meets the relevant tests for financial contributions as follows:

(i) necessary to make the proposed development acceptable in planning terms; The proposed development will increase the travel demand on the local highway network. The required contributions seek to mitigate this impact and secure improvements to safety and capacity on the local highway network. Without a proportionate contribution from this development towards Godalming's Infrastructure Improvements, the schemes required to mitigate the cumulative impact of development in Godalming could not be delivered.

(ii) directly related to the proposed development; The contribution is required to provide improvements within the vicinity of the application site and on areas of the highway network that would be regularly used by occupants of the proposed development when accessing local facilities in the area.

(iii) fairly and reasonably related in scale and kind to the proposed development; The scale of contribution is considered to be reasonable given the nature of the development and that in combination with Infrastructure Contributions from other developments, will provide the necessary infrastructure to mitigate the cumulative impact of development and promote non-car accessibility between the site and the surrounding area.

11. Construction Management Strategy

The construction of the development will need to be carefully managed, and the Highway Authority has recommended that a construction management strategy is submitted prior to commencement of the development.

12. Summary

Overall, it is considered that the applicant's Transport Assessment provides a robust and realistic assessment of the impact of the proposed development on the local highway network. The assessment has addressed the transport requirements of the National Planning Policy Framework, specifically with regard to ensuring safe and suitable access for all people, maximising sustainable transport opportunities and demonstrating that the residual cumulative impact of the development would not be severe. The proposed development will preserve or enhance highway safety, help manage traffic capacity and encourage the use of public transport, walking and cycling.