

B1 WA/2019/1278 - Construction of a new access road including associated landscaping and infrastructure from the A281 (to serve existing commercial uses and new settlement permitted by WA/2015/2395) at Runway Extension, Dunsfold Park, Stovolds Hill, Cranleigh

Applicant: Dunsfold Airport Ltd (DAL) & Rutland (DAL) Ltd
Committee Meeting Date: Joint Planning Committee 30/10/2019

Ward: Alfold, Cranleigh Rural and Ellens Green
Case Officer: Rachel Kellas
Expiry Date: 06/11/2019

Neighbour Notification Expiry Date: 13/09/2019

RECOMMENDATION That, subject to conditions, permission be GRANTED

Summary

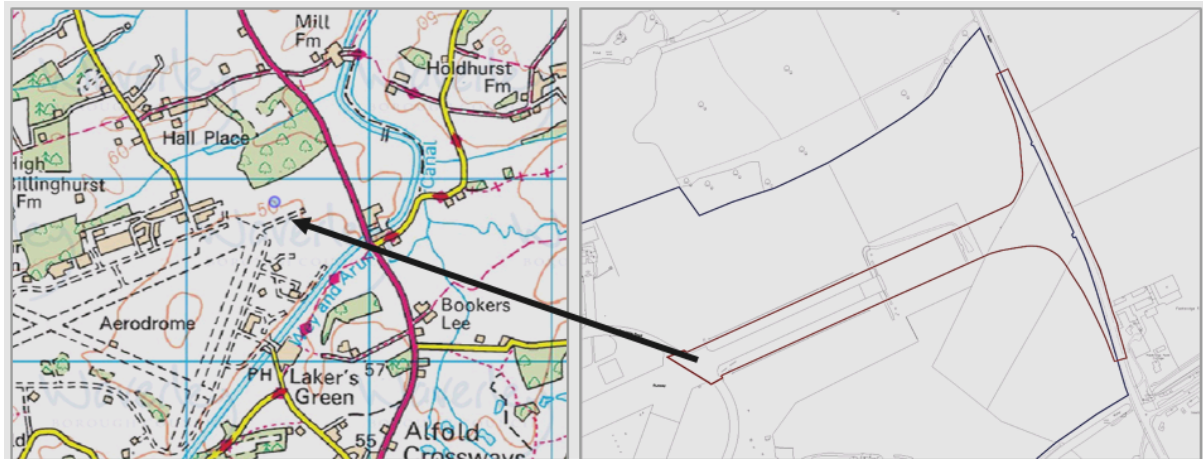
The application has been brought before the Area Committee because the proposal does not fall within the Council's Scheme of Delegation.

Permission is sought for the construction of a new access road including associated landscaping and infrastructure from the A281 to serve existing commercial uses and new settlement permitted by WA/2015/2395. The proposal would provide an alternative, improved access, to that shown to serve the new settlement previously.

There are design benefits to the scheme, through providing a clear legible entrance to the site (both as existing and as a future new settlement) and a landscape strategy which reflect the site's history of the aerodrome. The proposal would deliver significant benefits in highway safety and capacity terms for existing and future site users, improved connectivity for pedestrians and cyclists onto the A281, and better access for emergency vehicles. The proposal would benefit the delivery of a new mixed use settlement at Dunsfold Park (as allocated by Policy SS7) by providing a new access into the site which involves significantly less physical landscape impacts, and avoids areas of constraint associated with the previous access for WA/2015/2395.

These benefits would significantly outweigh the landscape impacts associated with the introduction of a formal piece of infrastructure and landscaping, within an informal farmland landscape. The proposal is therefore considered to be in accordance with the Development Plan, as such, planning permission is recommended for approval.

Location Plan



Site Description

The application site measures circa 4.5 ha and is located at the eastern part of Dunsfold Aerodrome, and also encompasses land outside of the aerodrome comprising an area of grassland and arable land which border the aerodrome and a section of the A281 Alfold Bypass.

Dunsfold Aerodrome, which extends to the west of the application site, contains an operational airfield, a private motor test track and includes a wide range of industrial, commercial, distribution and storage activities, as well as a solar farm, located to the north of the runway.

Existing access into Dunsfold Park is through either of two entrances - the main entrance at the north of the site via Stovolds Hill (giving access to the B2130 Godalming to Cranleigh Road and then to the A281 north) and a secondary entrance at the south of the site at Compasses Bridge (giving access to the A281 south at Alfold Crossways). There is a third access at Tickner's Heath, on Dunsfold Road, used for special events.

Proposal

Full permission is sought for the construction of a new access road including associated landscaping and infrastructure from the A281, details to include:

- New roundabout junction onto the A281 located circa 350m to the north of Alfold Road
- Road would be approximately 0.5km in length and would connect to existing aerodrome perimeter track

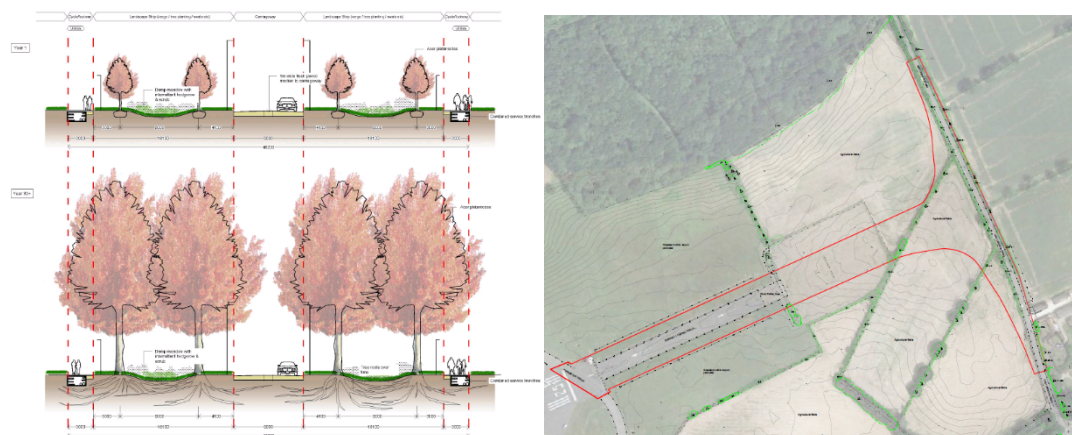
- Road would have 3.5m lane widths and a 3m wide shared footway/cycleway running parallel with the access road to both sides
- Double avenue of Acer Trees either side of road along with landscaped areas to function as swales
- Road would serve existing commercial (and other) uses on site
- Could in the future also serve the new settlement permitted by WA/2015/2395

Proposed plans

Proposed landscaping plan:



(L) Proposed sections of access road, (R) existing site plan



Relevant Planning History

WA/2018/0171	Application under Section 73A to vary Condition 1 & 6 of WA/2009/1891 (condition 1 states that the development is granted for a temporary period only expiring on 1st June 2018 and condition 6 restricts the number of traffic movements) to allow temporary use until 1st June 2021 and to increase the maximum number of traffic movements to 3348 as consented by WA/2015/0695.	Full Permission 25/05/2018
SO/2015/0008	Request for Scoping Opinion regarding proposed development for a sustainable, residential-led mixed use development (to include the expansion of the existing employment area).	Scoping Opinion Given 22/07/2015
WA/2015/2395	Hybrid Planning Application; Part Outline proposal with all matters reserved for a New Settlement with residential development comprising: 1,800 units, 7,500 sqm care accommodation; a local centre for retail, financial & professional, cafe/restaurant/takeaway and/or public house to total of 2,150 sqm; New business uses including offices, research and development industry (Use Class B1a and B1b) up to max of 3,700 sqm; light and general industry (Use Class B1c and B2) to max of 7,500 sqm; storage and distribution (Use Class B8) to max of 11,000 sqm; a	Referred to Secretary of State Approved 29/03/2018

	further 9,966 sqm of flexible commercial space (Use Classes B1(b), B1(c), B2 and/or B8); Non-residential institutions; Open space; public transport routes, footpaths & cycleways; landscaping; the removal of three runways; all related infrastructure; Part Full application for the demolition of 8,029 sqm of existing buildings and the retention of 36,692 sqm of existing buildings, for their future use; and the temporary use of Building 132 for a construction headquarters (abbreviated description).	
WA/2018/2032	Hybrid application consisting of a Full Application for the erection of Buildings C, D and Energy Centre to provide approximately 6,400 sq. m. of floor space for Design and Engineering use (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) together with car parking, landscaping and associated works. Outline application for the erection of 4 additional buildings (Mix of B use Classes to comprise Use Classes B1 Business and B8 Storage and distribution) including Design Headquarters; Layout and Scale to be determined at Outline. This application is accompanied by an Environmental Statement Addendum which is supplementary to the original Dunsfold Park ES submitted under WA/2015/2395 at Land North Of The Runway Extension, Dunsfold Park, Stovolds Hill, Cranleigh (as amplified by Phase 1 Framework Travel Plan and email dated 29/3/2019)	Pending decision (resolution to grant – 23/04/2019)
SO/2019/0005	Request for screening opinion for construction of a new access road from the a281 into the Dunsfold park site.	EIA not required 20/05/2019

Planning Policy Constraints

Strategic Site – mixed use new settlement

Countryside beyond Green Belt
Section 106 (relates to new settlement hybrid permission WA/2015/2395)
Ancient Woodland 500m Buffer Zone
Potentially contaminated land

Development Plan Policies and Guidance

The relevant development plan policies comprise:

Waverley Borough Local Plan, Part 1, Strategic policies and sites (adopted February 2018):

- SP1 - Presumption in favour of Sustainable Development
- SP2 - Spatial Strategy
- ST1 - Sustainable Transport
- RE1 – Countryside beyond the Green Belt
- RE3 – Landscape Character
- TD1 – Townscape and Design
- HA1 – Protection of Heritage Assets
- NE1 – Biodiversity and Geological Conservation
- NE2 - Green and Blue Infrastructure
- CC1 - Sustainable Construction and Design
- CC2 - Sustainable Construction and Design
- CC3 - Renewable Energy Development
- CC4 - Flood Risk Management
- SS7 – New Settlement at Dunsfold Aerodrome
- SS7A – Dunsfold Aerodrome Design Strategy

Waverley Borough Local Plan 2002 (retained policies February 2018):

- D1 - Environmental implications of development
- D4 - Design and layout
- D6 – Tree controls
- D7 - Trees, hedgerows and development
- D8 - Crime prevention
- D9 – Accessibility
- C7 - Trees, woodlands and hedgerows
- HE15 - Unidentified Archaeological Sites
- M5 - Provision for cyclists
- M7 - Footpaths and cycleways
- M9 - Provision for people with disabilities and mobility problems
- RD9 – Agricultural land

In accordance with the National Planning Policy Framework (NPPF) due weight has been given to the relevant policies in the above plans.

Other guidance:

- National Planning Policy Framework (2019)
- National Planning Practice Guidance
- Land Availability Assessment (2016)
- Statement of Community Involvement (2019 Revision)
- Strategic Flood Risk Assessment (2015/2016)
- Vehicular and Cycle Parking Guidance (Surrey County Council 2018)
- Waverley Local Plan Strategic Highway Assessment (Surrey County Council, 2016)
- Alfold Initiative Design Statement (1999)

Consultations and Town/Parish Council Comments

Alfold Parish Council	<p>Pleased to support this application, subject to the conditions pursuant to WA/2015/2395 being implemented upon completion of the new access road; specifically, Conditions 19 and 20 restricting access via the other entrances.</p> <p>APC requests that the applicant and Council work with Highways and Surrey Police in consideration of a constant 40mph speed limit from the Crossways junction beyond the junction with Wildwood Lane.</p> <p>APC reserves the right to comment further when the Lighting Assessment is submitted for consideration.</p>
Council's Environmental Health Service	<p>Noise – no objection, likely to be a negligible adverse impact</p> <p>Light – no objection, recommends that a lighting assessment be required to be approved through a planning condition</p> <p>Air Quality – no objection subject to a condition to secure mitigation during the construction phase</p>
Council's Pollution Control Officer	<p>No objection – the proposed discovery strategy for areas that haven't already been investigated as part of these works (under the runway and the A281 section) is</p>

	encouraged. No specific contaminated land conditions are required.
County Archaeological Officer	No objection subject to a condition to secure an evaluation trial trenching exercise which will enable suitable mitigation measures to be developed where required.
County Highway Authority	No objection - The County Highway Authority has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and is satisfied that the application would not have a severe impact on the safety and operation of the adjoining public highway, subject to conditions.
Dunsfold Parish Council	<p>Welcomes the interaction between the applicant with the local parish councils, including ourselves, and other organisations such as the Wey and Arun Canal Trust in respect of this application.</p> <p>Subject to the two concerns mentioned below, Dunsfold Parish Council supports the proposed relocation of the primary access for Dunsfold Park as represented by this application.</p> <p>Lighting:</p> <ul style="list-style-type: none"> • Strongly support the imposition of the condition suggested by the Council's Environmental Health Officer in their response dated 6th September. • hope that with regard to the private estate roads the developer will be open to seeking an innovative approach to minimise the impact of all lighting including, without limitation, light pollution and energy conservation. • this access may well set a precedent for Dunsfold Park as a whole. • Proposals should be time sensitive including adoption of park-night lighting under which so far as practical lighting would be switched off between at least 1am and 5am. <p>Access Strategy:</p> <ul style="list-style-type: none"> • Essential for the developer to bring forward with some urgency its proposals for an access strategy for the wider site. • Should address the use of the Tickners Heath exit and Stovold's Hill.

	<ul style="list-style-type: none"> • Strategy will need to involve consultation with all relevant stakeholders including the parish councils for the surrounding rural villages.
Forestry Commission	Refer to standing advice
Natural England	No comments to make on this application.
Surrey County Council – Lead Local Flood Authority	No objection, subject to conditions
Surrey Hills AONB Planning Adviser	<p>No objection –</p> <p>The proposal lies outside and south of the Surrey Hills AONB. Therefore the issue is whether the road and its landscaping would spoil the setting of the AONB by harming public views into and from the AONB.</p> <p>The straightness and length of the road and the double avenue of maple trees linking and extending into the straight runway would make a significant and formal statement on an informal landscape. However, consider that due to the intervening distance and landscape features between the development and AONB the proposal would not impact upon views into and from the AONB.</p>
Surrey Wildlife Trust	<p>No objection subject to:</p> <ul style="list-style-type: none"> • Undertake all the recommended actions in section 4 Of the Baseline Report for the ‘Avoidance and Mitigation’ of adverse effect to species and important habitat resulting from the proposed development and including the biodiversity enhancements detailed in the applicants Landscaping Design Statement (June 2019) and LEMP. • An external lighting strategy being approved and designed to avoid adverse effect to bat activity • Any proposed drainage scheme for the proposed new road should have sufficient mechanisms in place to ensure that only unpolluted water reaches adjacent water courses. • The LEMP should include a conservation management regime for new and existing (retained) hedgerows.

	<ul style="list-style-type: none"> • Suggest that if maple trees are to be used for the formal avenue that our native species of maple, <i>Acer campestre</i> is used, to support native/local biodiversity. • The development site is enhanced and managed to support breeding birds of conservation concern found on site, including particularly Sky lark and Northern lapwing. • Artificial enhancements including bird nesting boxes, bat boxes, reptile and invertebrate refugia are supplied to help retain biodiversity value on site while new habitat matures. The applicant's LEMP should be amended to include these points.
West Sussex County Highway Authority	No objection – the proposed works lie outside of West Sussex. Whilst the works differ from those which have planning permission, the changes are not significant from a West Sussex Highways point of view. No objection to the access works as now proposed.
Wey & Arun Canal Trust	Support the current application for the link road and new roundabout and make the following observations: <ul style="list-style-type: none"> • The proposed new link road position will avoid the need for an additional bridge over the canal. • Would wish in due course to be consulted about the design and position of the future new outfall into the canal. • Position of link road fully compatible with long term proposals to provide an additional means of crossing the A281 for footpath/bridleway/cycle route users which would also be assisted by the introduction of the 40mph speed limit along this stretch of the A281

Representations

In accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2019” the application was advertised in the newspaper on 23/08/2019 site notices were displayed around the site on 23/08/2019 and neighbour notification letters were sent on 15/08/2019.

3 letters have been received expressing support for the following reasons:

- Grateful to applicant for discussing application in advance (with Protect our Waverley)
- Access far better than the original

- No loss of Ancient Woodland
- Double line of maples a fitting tribute to the Canadians
- Support subject to conditions relating to lighting, construction traffic and subsequent closure of alternative access points (in line with conditions imposed on new settlement permission)

1 letter has been received raising objection on the following grounds:

- No public consultation by way of letters to those who have previously provided their comments

Planning Considerations

Principle of development

Policy SP1 of the Local Plan (Part 1) 2018 states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development.

Policy SS7 allocates Dunsfold Aerodrome for a mixed use New Settlement to contain up to 2,600 homes and an expanded business park with around 26,000sqm of additional employment (B Class) floor space.

Planning history and differences with new settlement approval WA/2015/2395

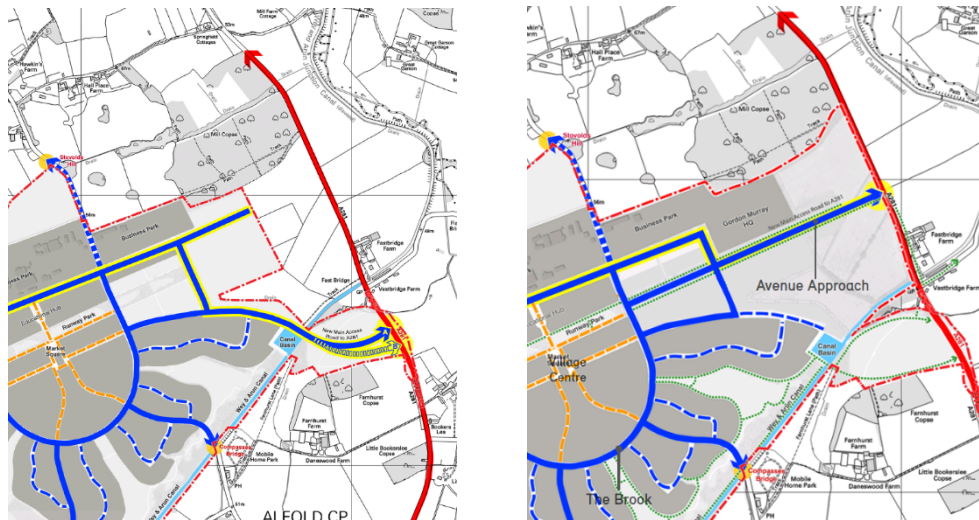
The planning history is a material consideration.

Planning permission has been granted (reference WA/2015/2395) for:

- Hybrid Planning Application; Part Outline proposal with all matters reserved for a New Settlement with residential development comprising: 1,800 units, 7,500 sqm care accommodation; a local centre for retail, financial & professional, cafe/restaurant/takeaway and/or public house to total of 2,150 sqm; New business uses including offices, research and development industry (Use Class B1a and B1b) up to max of 3,700 sqm; light and general industry (Use Class B1c and B2) to max of 7,500 sqm; storage and distribution (Use Class B8) to max of 11,000 sqm; a further 9,966 sqm of flexible commercial space (Use Classes B1(b), B1(c), B2 and/or B8); Non-residential institutions; Open space; public transport routes, footpaths & cycleways; landscaping; the removal of three runways; all related infrastructure; Part Full application for the demolition of 8,029 sqm of existing buildings and the retention of 36,692 sqm of existing buildings, for their future use; and the temporary use of Building 132 for a construction headquarters (abbreviated description).

A new access road onto the A281 formed part of the above scheme, albeit access was a reserved matter so therefore the details of the proposed junction were indicative only.

(Left) Approved access parameter plan for WA/2015/2395 and (right) current proposed access (in context of new settlement masterplan):



The differences between the current proposal and that application are:

- Junction and road would be positioned further north (circa 530m)
- Current proposal includes an area of land outside of the application site for WA/2015/2395
- Proposed road avoids need for crossing over Wey & Arun Canal
- Proposed road would serve existing uses and as a standalone application could be delivered independently of the new settlement

The previous decision is material in that it establishes the acceptability of a new access onto the A281 in principle.

The applicant has confirmed that just one access and junction onto the A281 would be constructed. As the access shown on the plans for WA/2015/2395 was only indicative and does not have full permission, this could not be implemented until reserved matters approval for the access was granted. In order to progress the new settlement, a reserved matters application for access would need to be submitted, this application would provide the necessary control to ensure that only one of the two possible access routes is delivered.

The test is whether the current proposal is materially more harmful than the approved scheme and whether it is acceptable in its own right.

Loss of agricultural land

The NPPF states that, where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality. This sentiment accords with retained Policy RD9 of the Local Plan which states that development will not be permitted which would result in the loss or alienation of the best and most versatile agricultural land unless it can be demonstrated that there is a strong case for development which overrides the need to protect such land.

An Agricultural Land Classification Report was submitted in support of the application. Prior to carrying out this report, the land due east at Dunsfold Aerodrome, Cranleigh was classified by Natural England in their pre 1988 Agricultural Land Classification Map as on the boundary between ALC Grade 3 and Non-Agricultural land. Following an investigation into climatological data, site limitations, soil limitations and interactive limitations set out in the report, it concludes that circa 2.5ha of the site should be classified as grade 3b agricultural land and of moderate quality only. This classification is because the quality of this area of land is limited by soil wetness. As none of the land within the application site is considered to be the best or most versatile, the proposal would comply with retained Policy RD9 of the Local Plan 2002.

Impact on Countryside beyond the Green Belt and landscape character

The site is located within the Countryside beyond the Green Belt. The western part of the site which falls within the existing aerodrome benefits from a strategic allocation for a new settlement, however, the eastern portion of the site (adjacent to the A281) lies 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.

The proposal lies outside and south of the Surrey Hills AONB although it is close to an area of Greensand Hills that form part of the Surrey Hills AONB. Policy RE3 of the Local Plan (Part 1) 2018 sets out that the setting of the AONB will be protected where development outside its boundaries harms public views from or into the AONB.

The proposed access road lies in the Low Weald, and close to an area of Greensand Hills. It is located in the Dunsfold to Pollingfold Wooded Low Weald as defined in the Surrey Landscape Character Assessment (2015). Its characteristics include having low lying or gently undulating topography, underlain by Wealden Group Mudstone, siltstone and sandstone solid geology, a higher proportion of open, larger scale farmland than other areas, with some

areas of semi-natural woodland, with some limited influences on these characteristics from nearby settlements and roads.

The proposed road is a simple and efficient means of connecting the existing perimeter track around the aerodrome. Its length is significant, and the double avenue of Canadian maple trees either side together with the straight line would contribute to a formal landscape feature crossing an informal farmland landscape. Some similarities can be made the existing Wey & Arun Canal which also has a linear appearance and crosses an otherwise informal landscape setting.

Whilst there would be an impact on the landscape, due to the intervening distance and landscape features between the development and AONB the proposal would not impact upon views into and from the AONB. No objection is raised by the Surrey Hills AONB Planning Advisor.

There would be some potential impacts in terms of hedgerow loss associated with the construction process and provision of sightlines. The accompanying arboricultural assessment identifies the hedgerows to be removed are sparse in parts and of low to moderate quality. There are two better quality trees identified as being worth of retention adjacent to the A281 (an oak and an ash tree). The proposed design and layout would allow retention of these trees. Conditions are recommended to secure appropriate tree protection measures. Two individually identified trees would be removed, these are of only low or moderate quality and have little long term potential.

Whilst a large amount of the proposed landscaping comprises the Canadian maples (a non native species), new landscaping would include reinforcing and expanding species rich hedgerows along the A281 with local native planting representative of the Low Weald. This would mitigate for the loss of vegetation associated with the formation of the access. Furthermore, enhancing vegetation along the A281 boundary would serve to reduce the impact of the formal entrance into the site.

In comparison with the previous approval (WA/2015/2395) (and the indicative access details shown within that), the proposal would have significantly less direct physical landscape impact, as it avoids areas of Ancient Woodland and does not cross the canal through existing tree belts and other areas of woodland.

It will be a change to the existing character. It must be considered that a significant change to the aerodrome itself is accepted and anticipated as a result of the delivery of the new settlement in line with Policy SS7. Whilst the

visual and landscape impact resulting from the road would be to an area of Countryside that fell outside of the new settlement permission site area, it would be viewed in connection with the aerodrome itself.

In summary, the proposal would not result in harm to any designated landscapes. Whilst there would be change to the immediate landscape character, the formal appearance of the proposal is considered to be acceptable as it would be viewed in conjunction with the existing aerodrome site, and would be of a scale which reflects this. The impact of the proposal would be partly mitigated through enhanced native planting along the A281. It is therefore considered any harm to the landscape character would be very limited, and there would be no material conflict with Policy RE1 or RE3 of the Local Plan (Part 1) 2018.

Design, impact on visual amenity and compliance with SS7A

Policy TD1 of the Local Plan 2018 (Part 1) 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 2019.

Policy SS7a (Dunsfold Aerodrome Design Strategy) states (in summary):

Dunsfold Aerodrome New Settlement will be a high quality design-led new Surrey village for the 21st Century, a place where residents choose to live, work and visit.

The following are the key design principles which will guide the future development of Dunsfold Aerodrome. In addition to Policy TD1, all proposals for the development of Dunsfold Aerodrome shall clearly demonstrate how it achieves the following strategic design principles:

- i. A village that has a distinct local character:
- ii. Safe, connected and efficient streets:
- iii. A significant network of greenspaces and public places
- iv. A secure environment
- v. A choice of access and inclusive communities:
- vi. An efficient use of natural resources
- vii. Cohesive and vibrant neighbourhoods

The Masterplan - the developer must produce a Masterplan for the overall site that will respond to the design principles set out in this policy.

The current proposal is not accompanied by an approved masterplan for the New Settlement. A large part of the proposed road sits outside of the strategic site as it was originally intended. It is also material to note that whilst a masterplan document was required under condition 8 of WA/2015/2395, this was not required prior to the construction of the road, instead it is required to be approved prior to the first reserved matters application for a building. It was considered acceptable at that time to construct the road ahead of the approval of the masterplan document, and this would be a proportionate approach in this case.

The majority of the criteria set out within Policy SS7a relate to the design of the new settlement as a whole, and are not directly applicable to an individual piece of infrastructure such as the road. Notwithstanding, this, the proposal would deliver a number of design benefits, which would help in due course to deliver the objectives within SS7A.

The impact of the proposal on the landscape character is considered in more detail in the above section. It is concluded that there would be a material adverse impact, albeit limited, on the landscape character due to the introduction of a very formal feature, within an otherwise informal semi-rural landscape setting.

There are visual benefits to the proposed road, as it would provide a clear gateway into the site. This is critical for legibility and to define the character of the new settlement. In comparison with the existing site and its existing access points, the scheme delivers improved permeability as the road includes provision for pedestrians and cyclists and would provide an additional crossing on the A281. The access road would include various raised tables within the road to define clear pedestrian crossing points.

The scale of the road is considered to be proportionate to the size of the aerodrome which it would serve, and in due course the size of the new settlement, and its length would be a slight reduction compared with the original access shown on the new settlement permission.

The proposed use of Canadian Maples recognises the history of the aerodrome through providing an opportunity to commemorate the Royal Canadian Engineers who constructed the aerodrome and the Canadian airforce who used the site during World War II. These are not native species which adds to the formality of the proposed road. Notwithstanding this, it does serve to provide historic link with the existing runway that could welcome residents, employees and visitors to the site and add prominence to the history of the site. A condition is recommended to secure information board(s) (or similar) at appropriate points along the footpaths to explain the link to the history of the site.

In terms of a comparison with the new settlement permission (WA/2015/2395), the proposal would provide a much more direct road connection, and would minimise the need for associated infrastructure such as a bridge to cross the canal. This in turn would free up additional space within the new settlement for the retention of woodland, and/or additional open space.

In summary, there are design benefits to the scheme, through providing a clear legible entrance to the site (both as existing and as a future new settlement) and introducing features which reflect the site's history. The scale of the proposed road would be appropriate. As such, notwithstanding the harm identified in respect of landscape character, the visual benefits to the proposal are such that the proposal would comply with Policy TD1 of the Local Plan 2018 (Part 1), and retained Policies D1 and D4 of the Local Plan 2002 and (where relevant) Policy SS7A.

Environmental impacts on residential amenity

Policy TD1 of the Local Plan 2018 (Part1) 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 2019.

The new access road has the potential to have a negative impact through additional exhaust emissions, dust, noise and light, although it is material that these impacts would be very similar to those which would occur as a result of the original access for the new settlement.

The acoustic report accompanying the application considers the potential for additional noise from the proposed access road and finds there will be a small increase in road noise on the A281 near Fastbridge Farm of +0.5dB. This is considered to be a negligible adverse impact. No additional vibration is predicted.

Column mounted street lighting is proposed in accordance with SCC adoptable standards. No further information has been submitted at this stage, however a detailed lighting assessment would be required by planning condition to ensure that light spill is minimised.

The submitted air quality assessment concludes that during the construction phases there is a medium risk of disamenity from emissions during earthworks and track-out and a low risk of dust soiling during construction. Mitigation measures have been proposed and would be secured by condition. The

operational impacts have also been found to be negligible and do not require mitigation.

It is therefore concluded that with mitigation to be secured by condition, there would be no material adverse environmental impacts on residential amenity.

Highway safety

Policy ST1 of the Local Plan 2018 (Part 1) states that development schemes should be located where it is accessible by forms of travel other than by private car; should make necessary contributions to the improvement of existing and provision of new transport schemes and include measures to encourage non-car use. Development proposals should be consistent with the Surrey Local Transport Plan and objectives and actions within the Air Quality Action Plan. Provision for car parking should be incorporated into proposals and new and improved means of public access should be encouraged.

The submitted Transport Statement includes an assessment of the operation of the new roundabout junction on the A281 as well as the Nanhurst crossroads. These assessment include a future year scenario before the permitted village is implemented and an additional scenario once the new settlement is brought forward in full.

The assessment of the roundabout now proposed is based on the Paramics model that was previously adopted for the assessment of the now permitted village scheme. The assessment concludes that the new roundabout location would make no difference in terms of network operation when compared with what was previously accepted. The new roundabout would continue to operate well and is capable of accommodating the level of traffic associated with the new settlement.

The Highway Authority has assessed the technical design of the proposed roundabout and spine road and is satisfied that it accords with the required highway design standards. A Stage 1 Road Safety Audit (RSA) has been undertaken which has not identified any major highway safety problems with the design of the roundabout. Some minor recommendations have been made in the report, which would be addressed at the detailed design stage, when a Stage 2 RSA is undertaken. There are recommended conditions to require matters of the detailed design to be submitted and approved. This includes the need to submit details of surface materials, road markings and traffic calming measures.

Conditions are imposed to require the closure of various existing access points to the site, notably the closure of the Stovolds Hill access to vehicular traffic –

with the exception of buses and emergency vehicles - and restriction of the Compass Gate access, so as to allow access to all vehicles other than heavy goods vehicles. This would ensure that the benefits of the proposed new access are realised. The closure of these access points was required by condition in connection with WA/2015/2395, however, as it remains open to the applicant to implement this proposal (if granted) as a standalone proposal, it is necessary to impose the same conditions.

In comparison with the approved new settlement scheme, locating the roundabout further north would provide for improvements in visibility, as the alignment of the A281 at this point is straighter than the former location further to the south. This is material benefit to the current proposal.

There are further significant benefits to the proposed access in highway safety terms, compared with the existing situation. The existing vehicular access is via Stovolds Hill, which is a narrower road with residential properties, less capable of accommodating the existing level of traffic movements generated by the commercial uses on site. In transport terms, both the proposed access would provide a significant betterment in highway safety and capacity terms. For existing traffic using the site, the new road would create a direct link to the site from the A281 and thereby help to minimise traffic on the secondary rural roads surrounding the site, as well as providing a faster route in to the site for emergency vehicles.

The proposal is considered to be acceptable and to deliver significant benefits in highway safety terms, such to accord with Policy ST1 of the Local Plan 2018 (Part 1).

Archaeology

Retained Policy HE15 of the Local Plan 2002 requires that appropriate desk based or field surveys should be submitted with an application and appropriate measures taken to ensure any important remains are preserved. These policies are afforded full weight owing to their consistency with the NPPF.

The proposed development is large, well over the 0.4 hectare threshold which is recommended for archaeological assessment and possibly evaluation under retained Policy HE15 of the Waverley Borough Council Local Plan. In addition the site has a varied and significant history associated with its World War Two use and later association with the aviation industry. The proposed development therefore has the potential to impact upon a number of potential heritage assets.

A Heritage Statement and Impact Assessment for the site produced by Oxford Archaeology has been submitted in support of the application. The County Archaeological Officer has confirmed that the assessment has consulted all available sources and presents a comprehensive overview of the archaeological potential of the site

The County Archaeological Officer has confirmed that the baseline archaeological information provides a detailed view of the known heritage assets on and adjacent to the site and correctly identifies that there is potential for buried archaeological remains pre-dating the airfield to be present. As there is potential for archaeology to be present within the site, the report suggests that further archaeological works are required in order to properly assess the nature and extent of any archaeology that may be present. The County Archaeological Officer agrees with this conclusion and has advised that in the first instance this should comprise of an evaluation trial trenching exercise, which would aim to rapidly establish whether archaeological assets are present. The results of the evaluation would enable suitable mitigation measures to be developed.

Given that the assessment does not suggest that remains of national importance will be present the County Archaeological Officer considers that it is necessary for the archaeological work to be undertaken in advance of any planning permission; a condition is recommended to secure the archaeological work.

The proposal is therefore considered to comply with retained Policy HE15.

Impact on Ancient Woodland

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 2019.

The Ancient Woodland to the north would not be detrimentally affected by the proposed development. The submitted landscape plans show a 10m deep shaw of planting extending right up to it (outside of application site boundary). This is acceptable as both a typical Low Weald landscape buffer to the road and in terms of the landscape linkage it improves in the future as the planting becomes established.

In light of the above, the proposal is considered to be sufficiently separated from the woodland itself, it is not considered to be materially harmful and would be

in accordance with Policy NE2 of the Local Plan (Part 1) 2018, retained Policies D6 and D7 of the Local Plan and paragraph 175 of the NPPF.

Biodiversity and compliance with Habitat Regulations 2017

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.

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.'

Surrey Wildlife Trust would advise that the Ecological Baseline Report by LUC dated December 2018 and the Landscape and Ecological Management Plan (LEMP) dated July 2019 provide sufficient information in order to assess the potential status of protected and important species on the proposed development site and the likely effect of the development on them.

Key biodiversity and wildlife impacts resulting from the proposal are:

- Loss of semi-improved, and a small area of unimproved neutral grassland habitat
- Fragmentation/partial loss of existing hedgerows and treelines to provide the access, particularly adjacent to the A281
- Disturbance to habitats through noise and vibration
- Fragmentation/disturbance of any badger setts that may form on site before works commence (none found on site within surveys)
- Fragmentation of hedgerows used for commuting habitat for bats (although survey results indicate this is not an important flight corridor or foraging area)
- Lighting may render areas less suitable for use by bat species
- Loss of hedgerows and grassland areas which provide suitable habitat for ground nesting birds
- Loss of small area of suitable grass snake habitat

The submitted report includes a number of recommended mitigation measures to address the above potential impacts. These mitigation measures include:

- Removal of hedgerows outside the bird nesting season
- Sensitive lighting strategy
- Planting to hedgerows and trees to retain connectivity through the area including planting at canopy level

- The provision of exclusion fencing in areas with suitable habitat during works to prevent reptiles from entering the development area
- Reptile translocation

Conditions are recommended in line with Surrey Wildlife Trust's recommendations, to secure the above mitigation measures and to secure additional biodiversity enhancements including: to require the applicant to:

- Provide a conservation management regime for new and existing (retained) hedgerows.
- Providing enhancements to development site to support breeding birds of conservation concern found on site, including particularly Sky lark and Northern lapwing.
- Artificial enhancements including bird nesting boxes, bat boxes, reptile and invertebrate refugia are supplied to help retain biodiversity value on site while new habitat matures.

The above measures (to be secured by condition) would prevent adverse effect to legally protected species which might otherwise occur as a result of the proposed development works and help to off-set adverse effects to the biodiversity value of the site resulting from the proposed development.

In respect of the proposed landscaping strategy, Surrey Wildlife Trust has suggested that if maple trees are to be used for the formal avenue that our native species of maple, *Acer campestre* is used, to support native/local biodiversity. This is not the proposed strategy, as the tree lined formal avenue would feature the *acer rubrum* (the Canadian maple) trees. The reason for this is to commemorate the Canadian airforce who use the site during World War II the *acer campestre* (field maple) is one of the types of native planting proposed adjacent to the eastern boundary of the site (alongside the A281). The native maple tree would not provide the same distinctive red colour or the same link to the Canadian heritage of the site. Having regard to the native planting proposed adjacent to the A281, and the extent of the other biodiversity enhancements proposed, it is considered acceptable to depart from this suggestion provided by Surrey Wildlife Trust.

Having regard to the above, the proposal would accord with Policy NE1 of the Local Plan (Part 1) 2018.

Flood Risk and surface water

Policy CC4 of the Local Plan (Part 1) 2018 states that in order to reduce the overall and local risk of flooding, development must be located, designed and laid out to ensure that it is safe; that the risk from flooding is minimised whilst

not increasing flood risk elsewhere and that residual risks are safely managed. In those locations identified as being at risk of flooding, planning permission will only be granted where it can be demonstrated that it is located in the lowest appropriate flood risk location, it would not constrain the natural function of the flood plain and where sequential and exception tests have been undertaken and passed. Sustainable drainage systems (SuDS) will be required on major development proposals.

Whilst the site lies in Flood Zone 1 (at the lowest risk of flooding), due to the size of the site which covers an area greater than 1 hectare, a site-specific flood risk assessment (FRA) is required and has been submitted in support of this application.

The site lies within the Cranleigh Waters sub-catchment of the River Wey. The Wey and Arun Canal is located to the south of the site. A number of ordinary watercourses (ditches) dissect the site along field boundaries.

The site is not considered to be at significant risk from tidal, fluvial, canal, sewer or reservoir flood sources.

There is a risk of groundwater flooding as a result of the increase in impermeable surface area and resultant surface water run off. To mitigate for this, a surface water drainage strategy is proposed. The strategy would comprise:

- Grassed swales either side of the road that contain strategically placed check dams and will discharge surface water off site
- Conveyance, attenuation storage and water quality benefits to the runoff
- Discharged flows will initially be conveyed to the Wey and Arun Canal via the existing onsite private surface water drainage network.

The Lead Local Flood Authority has confirmed that the proposed drainage scheme meets the relevant policy requirements, and are content with the proposed development, subject to conditions to ensure that the SuDS Scheme is properly implemented and maintained throughout the lifetime of the development.

As such, the proposal would be safe from flood risk in accordance with Section 10 of the NPPF, retained Policy D1 of the Waverley Borough Local Plan 2002 and Policy CC4 of the Local Plan (Part 1) 2018.

Parish/Town Council and or Third Party Representations

The majority of the comments received were in support of the proposal, and the comments are reflected in the officer recommendation for approval. These letters of support suggested a number of conditions, primarily relating to construction traffic controls, closure of existing access points, and lighting. Conditions relating to each of these matters are recommended.

One letter of objection has been received in respect of:

- Consultation letters not sent to those who had previously commented on new settlement proposal

Officers advise that the application was advertised in the newspaper on 23/08/2019 site notices were displayed around the site on 23/08/2019 and neighbour notification letters were sent on 15/08/2019 in accordance with the statutory requirements and the “Reaching Out to the Community – Local Development Framework – Statement of Community Involvement – August 2019”. This did not include writing to third parties who had commented on the new settlement application WA/2015/2395 as is consistent with the aforementioned strategy and statutory requirement. However, the proposal was also advertised in the paper, consultation was undertaken by the applicant.

Given that the appropriate processes have taken place, there is no justification in this case to defer the application.

Conclusion

There are design benefits to the scheme, through providing a clear legible entrance to the site (both as existing and as a future new settlement) and a landscape strategy which reflect the site’s history of the aerodrome. The proposal would deliver significant benefits in highway safety and capacity terms for existing and future site users, improved connectivity for pedestrians and cyclists onto the A281, better access for emergency vehicles. The proposal would benefit the delivery of a new mixed use settlement at Dunsfold Park (as allocated by Policy SS7) by providing a new access into the site which involves significantly less physical landscape impacts, and avoids areas of constraint associated with the previous access for WA/2015/2395. These benefits would significantly outweigh the landscape impacts associated with the introduction of a formal piece of infrastructure and landscaping, within an informal farmland landscape. The proposal is therefore considered to be in accordance with the Development Plan, as such, planning permission is recommended for approval.

Recommendation

That, subject to the following conditions, permission be GRANTED:

1. Condition

The plan numbers to which this permission relates are 10600-LD0PLN-100_A (landscape site plan), LD-PLN-105 B (landscape sheet 1), LD-PLN-106 B (landscape sheet 2), LD-PLN-107 B (landscape sheet 3), LD-PLN-108 B (landscape proposal sheet 4), LD-SEC-120_A (typical sections), LD-PLN-111_B (Site Location Plan), 17487-101 Rev B (access plan) . 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 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

2. Condition

The proposed new spine road access from the existing perimeter road within the site to the A281 and a new roundabout junction with the A281, to include cycle and pedestrian priority, shall be constructed in accordance with drawing number 17487-101 Rev B.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users such to accord with Policy ST1 of the Local Plan (Part 1) 2018.

3. Condition

Prior to the laying of any hard surface, full details of the proposed surfacing materials to be used in the development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be undertaken in complete accordance with the approved details.

Reason

In the interest of the character and amenity of the area in accordance with Policy TD1 of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002 and in order that the development should not prejudice highway safety nor cause inconvenience to other highway users such to accord with Policy ST1 of the Local Plan (Part 1) 2018.

4. Condition

The proposed new spine road access from the existing perimeter road within the site to the A281 shall not be first brought into use unless and until a scheme

showing the details of the spine road crossing points and appropriate traffic calming measures, to include the provision of visibility splays (including pedestrian inter-visibility splays) for all road users and any required signage and road markings, has been submitted to and agreed in writing by the Local Planning Authority. The approved details shall be implemented to the satisfaction of the Local Planning Authority and there shall be no obstruction to visibility splays between 0.6m and 2.0m high above ground level.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users such to accord with Policy ST1 of the Local Plan (Part 1) 2018.

5. Condition

Within 12 weeks of the opening of the new spine road access and new roundabout junction with the A281 to traffic:

- The existing vehicular access at Stovolds Hill will be closed to vehicular traffic, with the exception of buses and emergency vehicles;
- The existing vehicular access at Compass Gate will be restricted so as to allow access to all vehicles other than heavy goods vehicles (being of a gross vehicle weight above 3.5 tonnes);
- The existing vehicular access at High Loxley Road will be closed to vehicular traffic;
- The existing vehicular access at Benbow Lane will be closed to vehicular traffic;
- The existing vehicular access at Tickner's Heath will be restricted so as to allow only emergency access.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users such to accord with Policy ST1 of the Local Plan (Part 1) 2018.

6. Condition

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

- a) Parking for vehicles of construction site personnel, construction site operatives and construction site visitors;
- b) Loading and unloading of plant and materials for the construction of the development;
- c) Storage of plant and materials for the construction of the development;

- d) Programme of construction works (including measures for construction traffic management);
- e) HGV deliveries for construction and hours of construction operation;
- f) Construction vehicle routing;
- g) Measures to prevent the deposit of materials on the highway;
- h) Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused by construction traffic;
- i) On-site turning for construction vehicles;
- k) Dust management measures detailing all potential sources of particulate emissions and appropriate mitigation measures, as detailed in section 6.2 of the submitted Air Quality Assessment (Brook Cottage Consultants; Project Number 1971; May 2019).
- l) Details of any external lighting to be installed for the construction period

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

Reason

In order that the construction of the development should not prejudice highway safety nor cause inconvenience to other highway users and to avoid an adverse impact on air quality or visual amenities such to accord with Policy ST1 and TD1 of the Local Plan (Part 1) 2018.

7. Condition

The applicant shall undertake all the recommended actions in section 4 ('Avoidance and Mitigation' of adverse effect to species and important habitat resulting from the proposed development) of the Ecological Baseline Report prepared by LUC dated December 2018

Reason

To ensure that protected species under Schedules 1 and 5 of the Wildlife and Countryside Act 1981 and their roosts/setts are not endangered by the development in accordance with Policy NE1 of the Local Plan (Part 1) 2018.

8. Condition

Notwithstanding the submitted Landscape Ecological Management Plan (LEMP), an updated LEMP shall be submitted to and approved in writing by the Local Planning Authority to include

- a. a conservation management regime for new and existing (retained) hedgerows,
- b. mechanisms to ensure that the site is enhanced and managed to support

breeding birds of conservation concern found on site, including particularly Sky lark and Northern lapwing;

- c. details of Artificial enhancements including bird nesting boxes, bat boxes, reptile and invertebrate refugia are supplied to help retain biodiversity value on site while new habitat matures
- d. the biodiversity enhancements detailed in the applicants Landscaping Design Statement (June 2019)

The development shall be undertaken in accordance with the approved LEMP and the measures contained within it shall be carried out in full.

Reason

To ensure that the ecological interests of the site are protected and enhanced in accordance with Policy NE1 of the Local Plan (Part 1) 2018.

9. Condition

Prior to the proposed road first being open for public access and brought into use, an external lighting strategy (biodiversity and environmental reasons) shall be submitted to and approved in writing by the Local Planning Authority. This should detail measures to ensure that external lighting is kept to the minimum required by safety and guided by the Bat Conservation Trust's Guidelines on artificial lighting and wildlife (Bat Conservation Trust 2018). Thereafter any lighting shall be installed and maintained in full accordance with the approved details.

Reason

To ensure that protected species under Schedules 1 and 5 of the Wildlife and Countryside Act 1981 are not endangered by the development and to avoid an adverse impact on the AONB or intrinsic character and beauty of the Countryside in accordance with Policies RE1, RE3 and NE1 of the Local Plan (Part 1) 2018.

10. Condition

No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation to be submitted to and approved in writing by the Local Planning Authority.

Reason

The development proposed covers a large surface area and it is considered likely that it will affect currently unknown archaeological information. It is important that the site is surveyed and work is carried out as necessary in order to preserve as a record any such information before it is destroyed by the development in accordance with Policy HA1 of the Local Plan (Part 1) 2018 and retained Policy HE15 of the Waverley Borough Local Plan 2002.

11. Condition

Following commencement of the development hereby approved, if unexpected contamination is found on site at any time, the Local Planning Authority shall be immediately notified in writing and all works shall be halted on the site until such time as:

- An investigation and risk assessment
- If required, a remediation scheme
- Following completion of any approved remediation works, a verification report

Have been submitted to and approved in writing by the Local Planning Authority

Reason

To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with retained Policy D1 of the Waverley Borough Local Plan 2002.

12. Condition

No development shall commence including demolition and or groundworks preparation until a finalised detailed, scaled Tree Protection Plan (TPP) and the related Arboricultural Method Statement (AMS) is submitted to and approved in writing by the Local Planning Authority (LPA). These shall include details of the phasing, specification and location of exclusion fencing, ground protection and any construction activity that may take place within the Root Protection Areas of trees (RPA) shown to scale on the TPP's, including the installation of service routings. The AMS shall also include a pre commencement meeting with the LPA, supervisory regime for their implementation & monitoring with an agreed reporting process to the LPA. All works shall be carried out in strict accordance with these details when approved.

Reason

To adequately protect all trees worthy of retention from development harm and to provide for their amenity contribution thereafter such to accord with retained Policies D6 and D7 of the Waverley Borough Local Plan 2002.

13. Condition

The landscaping proposals shown on 10600-LD-PLN-100_A, 105_A, 106_B, 107_B, 108_B (landscape proposals sheets 1-4 and landscape site plan) shall be carried out in complete accordance with the approved plans, in the first planting and seeding seasons following the proposed road first being open for

public access and brought into use, whichever is the sooner; and any trees or plants which within a period of 10 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species.

Reason

In the interest of the character and amenity of the area in accordance with Policies TD1 and SS7A of the Local Plan 2018 (Part 1) and retained Policies D1 and D4 of the Local Plan 2002.

14. Condition

Prior to the proposed road first being open for public access and brought into use, a scheme for the provision and installation of information panel(s) related to the site's heritage and installed at position(s) to be agreed along the access shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented within 3 months of the proposed road first being open for public access and brought into use.

Reason

In order to promote an understanding of the site's heritage such to accord with Policies HA1 and TD1 of the Local Plan (Part 1) 2018.

15. Condition

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the Local Planning Authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events, during all stages of the development. Associated discharge rates and storage volumes shall be provided using maximum discharge rates of 4.4 l/s (northern portion) and 4.3 l/s (southern portion).
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.

- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.
- f) Details of mechanisms to ensure that only unpolluted water reaches adjacent water courses.

The development shall be undertaken and thereafter maintained in full accordance with the approved details.

Reason

To ensure an acceptable Sustainable Drainage System and to comply with retained Policy D1 of the Waverley Borough Local Plan 2002, Policy CC4 of the Local Plan (Part 1) 2018 and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

16. Condition

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason

To ensure an acceptable Sustainable Drainage System and to comply with retained Policy D1 of the Waverley Borough Local Plan 2002, Policy CC4 of the Local Plan (Part 1) 2018 and the advice contained within the NPPF, NPPG and Non-Statutory Technical Standards for SuDS.

Informatives

1. "IMPORTANT" This planning permission contains certain conditions precedent that state 'before development commences' or 'prior to commencement of any development' (or similar). As a result these must be discharged prior to ANY development activity taking place on site. Commencement of development without having complied with these conditions will make any development unauthorised and possibly subject to enforcement action such as a Stop Notice. If the conditions have not been subsequently satisfactorily discharged within the time allowed to implement the permission then the development will remain unauthorised.

2. There is a fee for requests to discharge a condition on a planning consent. The fee payable is £116.00 or a reduced rate of £34.00 for household applications. The fee is charged per written request not per condition to be discharged. A Conditions Discharge form is available and can be downloaded from our web site.
3. Please note that the fee is refundable if the Local Planning Authority concerned has failed to discharge the condition by 12 weeks after receipt of the required information.
4. If proposed site works affect an Ordinary Watercourse, Surrey County Council as the Lead Local Flood Authority should be contacted to obtain prior written Consent. More details are available on our website.
5. If proposed works result in infiltration of surface water to ground within a Source Protection Zone the Environment Agency will require proof of surface water treatment to achieve water quality standards.
6. 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 Division of Surrey County Council.
7. 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 permit and, potentially, 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 permit and an application will need to be submitted to the County Council's Street Works 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/floodingadvice.
8. 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).

9. 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.
10. 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.
11. The granting of this planning permission does not in any way indemnify against statutory nuisance action being taken should substantiated complaints within the remit of the Environmental Protection Act 1990 be received. For further information, please contact the Environmental Health Service on 01483 523393.