

**WA/2021/0031** – Widening of existing agricultural access, replacement hardstanding to farm track and provision of access gates (as amplified by email and tracking plan received 09/02/2021, agricultural statement received 13/07/2021, amended by email and plans received 23/04/2021 and amplified by information received 01/12/2021) at FURNACE PLACE ESTATE FARM, KILLINGHURST LANE, HASLEMERE

Applicant: Empi Management Ltd  
Parish: Chiddingfold CP  
Ward: Chiddingfold and Dunsfold Ward  
Grid Reference: E: 493043 N: 132605

Case Officer: Philippa Smyth  
Neighbour Notification Expiry Date: 16/02/2021  
Extended Expiry Date: Not agreed

Committee Meeting Date: Western Area Planning Committee – 22/12/2021

RECOMMENDATION That, subject to conditions, permission be  
**GRANTED**

## 1. Summary

The application is seeking permission, retrospectively, for the widening of an existing agricultural access, the replacement hardstanding to a farm track and the provision of access gates.

The application has been called into Committee by the Local Ward Member owing to concerns regarding HGV traffic, impact on the AGLV and impact on trees.

The widening of the access and the replacement hardstanding would constitute engineering operations and would therefore be considered appropriate Green Belt development that preserve the openness and do not conflict with the purposes of including land within it, under paragraph 150 of the NPPF 2021. The provision of access gates would be classified as a building for agriculture, which would be considered appropriate Green Belt development, under paragraph 149a).

Owing to concerns raised regarding the lack of need for such development at the site, Officers appointed Reading Agricultural Consultants to make an assessment. Reading Agricultural Consultants concluded that the retrospective application for widening the gateway to a 20-foot gateway and laying a widened stone track is reasonably necessary for the purposes of agriculture and woodland management to support the estate's activities. The existing entranceway into the farmyard is limited for agricultural and forestry use and turning onto the highway is potentially dangerous and difficult for large agricultural/forestry machinery.

The County Highway Authority has assessed the application on safety, capacity and policy grounds and has raised no objection subject to compliance with a number of conditions.

The Council's Tree Officer considers that the extent of hardstanding does not impinge within the theoretical root protection area of the nearest oak tree. Some concern is raised regarding the extent of hedgerow that has been removed on both the boundary of and within the site, and that this would constitute a breach of the Hedgerow Regulations 2017. Officers consider it reasonable to attach a condition to any approval requiring details of hard and soft landscaping to be submitted to and approved by the Local Planning Authority, to include the reinstatement of hedgerow.

## 2. Site Description

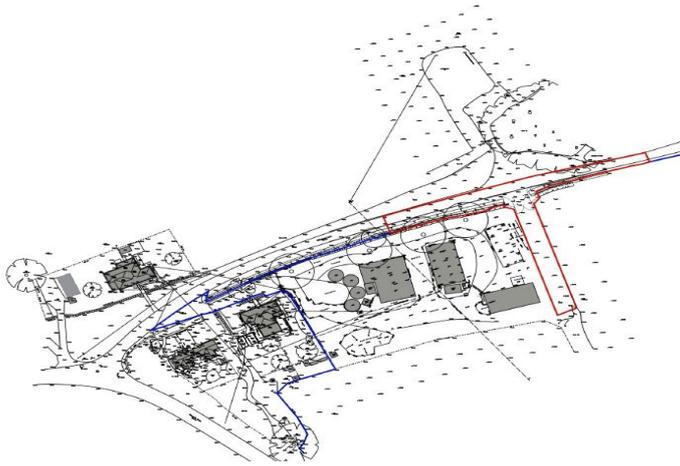
The application site is located to south of Killinghurst Lane and comprises part of Furnace Place Estate Farm. The site features an assortment of buildings comprising 4 silos, 2 sheds, a Dutch barn, a monopitch roofed barn and a wooden, cabin style, shed.

The buildings have been used for general farming purposes, including the storage of farm equipment and machinery, feed, and straw. This is in association with the wider Furnace Place farm holding which covers circa 1,000 acres of arable and grazing land.

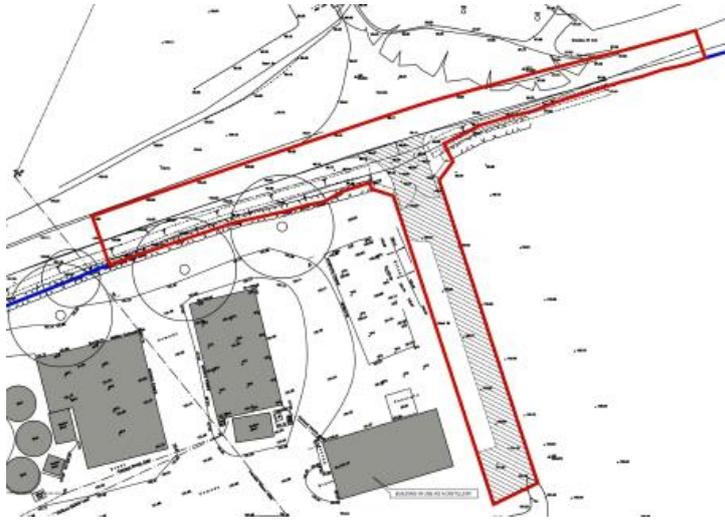
The site is currently accessed via a narrow access from Killinghurst Lane that runs alongside a stone driveway in front of Corner Cottage and nos. 3 and 4 New Cottages. There is hedge screening along Killinghurst Lane to the north of the site and a number of large oak trees.

There are residential properties directly to the west of the site. To the north, east and south of the site there is farmland.

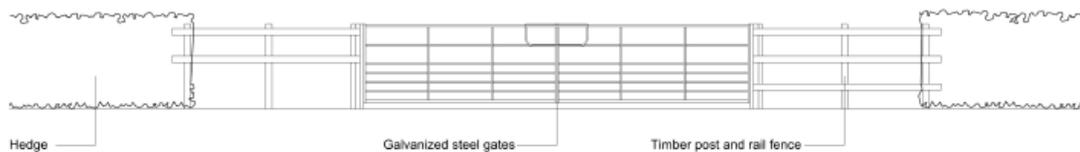
## 3. Plans



## Site Plan



## Proposed access gate elevation



## 4. Proposal

The application proposes:

- The widening of existing agricultural access.
- Replacement and upgrading of hardstanding to farm track.
- The provision of access gates.

The works have already been completed, however the access track is not currently in use.

Amended plans were received to clarify the extent of hardstanding.

## 5. Relevant Planning History

PRA/2020/0019	General Permitted Development Order 2015, Schedule 2 Part 3 Class R - Prior Approval Application for change of use from agricultural buildings to a mix of Business (Use Class B1), Storage and Distribution (Use Class B8) and Hotel (Use Class C1) (as amplified by speed surveys, visibility splay plan and Highway Note all received 29/09/2020)	Prior Approval Refused 03/11/2020
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## 6. Relevant Planning Constraints

Green Belt – outside any defined settlement  
Surrey Hills AONB and AGLV  
Ancient Woodland 500m Buffer Zone  
Wealden Heaths II SPA 5km Buffer Zone  
Land classification – Agricultural Grade 3

## 7. Relevant Development Plan Policies and Guidance

- o Waverley Borough Local Plan (Part 1): Strategic policies and sites (adopted February 2018): RE1, RE3, ST1, SP1, TD1, NE1
- o Waverley Borough Local Plan 2002 (retained policies February 2018): D1, D4, RD10

Other guidance:

- o The National Planning Policy Framework 2021 (NPPF)
- o The National Planning Practice Guidance 2014 (NPPG)
- o Residential Extensions Supplementary Planning Document 2010 (SPD)
- o Council's Parking Guidelines (2013)
- o Surrey Vehicular and Cycle Parking Guidance (2018)
- o Surrey Hills AONB Management Plan (2020-2025)
- o National Design Guide (2019)

## 8. Consultations and Town/Parish Council Comments

County Highway Authority	<b>Response received 25/01/2021:</b>
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	<p>Further information and clarification needed.</p> <p><b>Response received 12/02/2021:</b> Objection. It has not been demonstrated to the satisfaction of the Highway Authority that there is sufficient space for all vehicles to enter the site without overrunning the carriageway which is contrary to Policy and the NPPF.</p> <p><b>Response received 25/03/2021:</b> No objection subject to a number of conditions.</p> <p><b>Response received 28/04/2021:</b> No objection subject to a number of conditions.</p> <p><b>Response received 11/11/2021:</b> Amended description does not change the CHA's previous response.</p>
Surrey Hills AONB Advisor	<p><b>Response received 23/02/2021:</b> Not formally consulted as the physical aspects of this retrospective development do not seemingly have any AONB implications in themselves.</p> <p>Would ask that care be taken over this proposal because the access seems excessively wide and does not seem reasonably necessary for the purposes of agriculture, being more suitable to serve commercial development. Having regard to the track record and circumstances of the site, would expect the Council would not wish to grant permission for development other than to serve the commercial development that would harm the AONB.</p>
Chiddingfold Parish Council	<p><b>Response received 12/02/2021:</b> Objection: The Council does not accept the applicant's position that the hardstanding between the new entrance</p>

and the farmyard is 'replacement'. The Council's position is that this is new hardstanding, and this is further supported by the photographic evidence in the neighbour responses.

The hardstanding and larger entrance is over-development within the rural Greenbelt, AONB and AGLV. The applicant has failed to explain why this additional, enlarged entrance and new hardstanding is justified, the agricultural use of the site has taken place for many years without use of the proposed extended entrance and existing, main entrance is of adequate capacity for the vehicles the applicant says the new entrance is to support. The applicant has not made out any case the justified the intrusion and adverse impact of this development.

The Council is highly concerned that despite Killinghurst Lane being unsuitable for HGVs, such vehicles have been regularly accessing the site and continue to do so, not only is Killinghurst Lane unsuitable for such vehicles the action of HGVs turning from the B2131 onto Killinghurst Lane poses a risk to other road users. As such if the applicant is allowed, the Council strongly represents that conditions be attached i) to prohibit use of the entrance by HGVs ii) to prohibit any use of the entrance before structural changes to narrow the entrance so that HGVs cannot access it, e.g. the insertion of a fixed central bollard; and iii) to prohibit any use before the entrance has been brought up to a standard approved by Surrey Highways.

**Response received 29/11/2021:**

Objection:

	<p>The Council continues to object to application and feels there is an ongoing lack of clarity over the intended use of the site and vehicles that will access it. The existing woodland activity has not and does not utilise the access that is the subject of this application and the forestry operations are carried out to the West side of Killingham Lane and do not require through travel over the estate onto Killingham Lane. This Council argues most strongly that Killingham Lane is totally unsuitable for use by large vehicles and HGVS in particular. If granted permission, there should be conditions attached to limit vehicle use of the new track and wider gate to only agricultural vehicles and to prevent HGV access. Further time restrictions should be placed on the hours of use for the entrance to protect the amenity of the residential premises. The Council supports the suggestion in para 17 of the Reading Agricultural Consultants report for the LPA to continue to examine whether the use of the general purpose barn building is in lawful use given its ongoing use by RED Distillery Ltd for non-agricultural purposes.</p>
Reading Agricultural Consultants	<p><b>Response dated 08/09/2021:</b> Summary: The retrospective application for widening the gateway to a 20-foot gateway and laying a widened stone track is reasonably necessary for the purposes of agriculture and woodland management to support the estate's activities. The existing entranceway into the farmyard is limited for agricultural and forestry use and turning onto the highway is potentially dangerous and difficult for large agricultural/forestry machinery.</p>

	<p>There are future uses being considered for the farm buildings and these may remain agricultural/forestry uses but at present they have not been clarified or implemented. Therefore, the use of the farmyard remains in agricultural use and there are clear estate benefits to use it to support the management of the estate woodlands too. However, the use of the general purpose barn is now let to Red Distillery Ltd. and its use requires determining as it is evident it also benefits from using the gateway and track which is subject to this application.</p>
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## 9. Representations

24 letters (from 12 addresses) have been received raising objection on the following grounds:

- Unauthorised industrial and commercial uses on site.
- Killinghurst Lane is not suitable for HGVs.
- Businesses requiring HGVs should not be operating in this rural area.
- Damage to lane by HGVs.
- HGVs are dangerous to other road users which has led to multiple accidents.
- Development would encourage industrial expansion.
- Development not required for agriculture.
- Double gate seems excessive.
- Previous access and gate were always sufficient historically.
- Harm to character and appearance of the AONB.
- Conflict with purposes of Green Belt.
- Factual errors in the application.
- Removal of trees and hedgerow.
- Use of the access should be restricted to agricultural use.
- The applicant was instructed to leave the site but this has not happened.
- Noise, disturbance and rubbish from activities on site.
- Site has not been in use for any grain crop for over 20 years and is not used for livestock fodder.
- The application doesn't cover the full scope of the development.
- The spoil from the excavation has been used to build a bank alongside the hardstanding which impacts openness.
- Hardstanding installed which was previously green field.
- Protected species in the area.
- Woodland and ancient woodland in the area.
- Residents do not want industrial pollution.

- Waverley should take enforcement action.
- If the applicant wishes to carry on non-agricultural activities at the site, a comprehensive application should be submitted covering the whole site so that all aspects can be properly and fully considered.
- Submitted plans do not show the extent of the development.
- Planning Statement doesn't set out the applicant's intentions for the site.
- Insufficient time to comment on the application.
- Most of the land for forestry has been sold.
- There is no need for this application.

1 letter of support has been received making the following comments:

- Widening of existing gate entrance appears logical and practical.
- Better designed and more modern than existing access in front of residential properties.
- Safer access to new entrance.
- Previous access was blocked off to prevent thieves stealing vehicles from farmyard.
- The state of the lane is not the responsibility of road users, it needs upgrading for all users.
- Commentary re. anti-modern farming is misleading.

## 10. Submissions in support

The applicant has set out:

- The proposed access point could be constructed under Class B of Part 2 of the General Permitted Development Order. The road is not a trunk road, nor is it classified. In any event it is considered that the access is entirely suitable for the location and would not result in conditions prejudicial to highway safety.
- The application is supported by a Transport Technical Note which concludes the following: ... the upgraded access to serve the existing agricultural use on-site accords with national and local transport related policies and can be accommodated without detriment to the safety and operating capacity of the local highway network. As such, it is considered that there is no reason why the proposals should be resisted on traffic and transportation grounds.
- It is noted that some additional works may be required to the surface of the access, where it adjoins Killinghurst Lane, however, this could be addressed via condition, or more appropriately via direct agreement with Surrey County Council Highways.
- In terms of the visual impact of the revised access, this is entirely in-keeping the site's rural location, with field gates being common place. The proposal would not therefore result in any harm to the character and appearance of the Surrey Hills AONB or the purposes of the Green Belt.
- The proposed access track would enhance an existing track which adjoined the wider farmyard. This was originally surfaced, but has worn over time. As such, a new upgraded surface has been constructed with an appropriate

subbase to support agricultural activities. As noted above, the track is located to the east side of the farm yard and connects to the wider land to the east and south. The surfacing is entirely in-keeping with the areas of hardstanding noted within the existing yard. As with the access, it is considered that this form of development is appropriate for its location.

- It is considered that this is a modest proposal to serve and enhance access to an existing agricultural holding or circa 1,000 acres. The proposed track will be of benefit to the operation of the farm and reduce the number of traffic movements in front of the residential properties to the west of the site.
- The proposed access would not result in prejudicial circumstances to highway safety nor result in any wider landscape harm.

## 11. Planning Considerations:

### 11.1. Planning history and differences with previous proposal

The planning history is a material consideration.

The applicant previously applied for Prior Approval under Part 3, Class R of the GPDO 2015 (as amended) for the change of use from agricultural buildings to a mix of business (use class B1), storage and distribution (use class B8 and hotel (use class C1), pursuant to application reference PRA/2020/0019.

This application was refused as it did not meet the specific prior approval criteria, nor was it demonstrated that it would be acceptable in respect of highways and transport impacts as well as noise impact.

### 11.2. Impact on the Green Belt

The site is located within the Green Belt outside any defined settlement area. Policy RE2 of the Local Plan (Part 1) 2018 outlines that the Green Belt will continue to be protected from inappropriate development. Inappropriate development will not be permitted unless very special circumstances can be demonstrated.

Certain forms of development are considered to be appropriate, and will be permitted provided they do not conflict with the exceptions listed in paragraphs 149 and 150 of the NPPF.

Local planning authorities are required to give substantial weight to any harm which might be caused to the Green Belt by the inappropriate development.

### **Widening of the existing access**

Paragraph 150 sets out that certain forms of development are not inappropriate development in the Green Belt, provided they preserve its openness and do not conflict with the purposes of including land within it.

One of the listed forms of development is 'engineering operations'. The widening of the existing access track would constitute an engineering operation in association with an established agricultural holding. Officers are satisfied that this would preserve the openness of the land and the purposes of including land within the Green Belt. On this basis, the proposed widening of the access is considered to be appropriate Green Belt development.

### **Replacement hardstanding**

The replacement hardstanding would also constitute an engineering operation in association with an established agricultural holding. Officers are satisfied that this would also preserve the openness of the land and the purposes of including land within the Green Belt and would therefore constitute appropriate Green Belt development.

### **Access gates**

Paragraph 149 of the NPPF 2021 sets out that the construction of new buildings should be regarded as inappropriate development in the Green Belt, with a number of exceptions. One of these exceptions is:

- a) Buildings for agriculture and forestry.

Gates are considered to be buildings for the purposes of this assessment. The gates would serve an established agricultural holding and it has been demonstrated in the below section 'Agricultural development' that the proposed development is reasonably necessary for agriculture. The proposed gates would therefore constitute a building for agriculture which would be appropriate Green Belt development.

### 11.3. Agricultural development

Retained Policy RD10 of the Local Plan 2002 sets out that permission will be granted for agricultural, horticultural or forestry related development provided that:-

- a) the proposal is related to and located on an existing unit, and is reasonably necessary for the purposes of agriculture, horticulture or forestry within that unit;
- b) it would not significantly detract from the character of the rural landscape;
- c) the location, scale, design, colour and materials are appropriate to the character and appearance of the surrounding area;
- d) the proposal would not give rise to significant noise and disturbance to the occupiers of nearby residential properties or otherwise adversely affect residential amenities, for example by reason of dust, odour or effluent;

- e) the amount of traffic likely to be generated would not prejudice highway safety or cause significant harm to the environmental character of country roads; and satisfactory vehicular access can be achieved.

During the course of the application, an Agricultural Statement by Henry Adams, dated July 2021 was submitted which set out the applicant's justification of proposed development.

The Council appointed Reading Agricultural Consultants (RAC) to provide comments on the application, particularly in relation to whether this retrospective application for widening an existing agricultural access onto the highway and associated hardstanding track is reasonably necessary for the purposes of agriculture and the continuation of agricultural use of the farmyard.

RAC have concluded that it is evident that the land is in arable and grass production and therefore in agricultural use. The size of the estate would indicate that these activities would continue. RAC also note that they are satisfied that the Dutch Barn and Pole Barn are agricultural buildings and, although there was little agricultural use at the time of their inspection, the buildings would be useful for storage of machinery, hay and fertiliser.

The lawful use of the site is agricultural. No planning permission has been granted for the change of use of the land or the buildings. Officers are satisfied that the application site forms part of an existing agricultural unit.

Criteria (b) and (c) of retained Policy RD10 will be discussed below in, 'Landscape, design and impact on visual amenity'.

#### 11.4. Landscape, design and impact on visual amenity

The site is located within the AONB and AGLV. Policy RE3 of the Local Plan (Part 1) 2018 sets out that new development must respect and where appropriate, enhance the character of the landscape in which it is located.

The Surrey Hills Management Plan 2020-2025 sets out the vision for the future management of the Surrey Hills AONB by identifying key landscape features that are the basis for the Surrey Hills being designated a nationally important AONB.

Officers note the concerns raised by neighbouring occupiers regarding the impact on the area. The Surrey Hills AONB Advisor has provided comments on the application.

Officers acknowledge that the proposal would alter the existing access, by widening it, increasing an area of hardstanding and resulting in the removal of hedgerow. Notwithstanding this, as noted in the 'Agricultural development' section above, the proposal is reasonably necessary for an established agricultural unit. Agricultural

development is characteristic of the rural landscape and is considered to not be out of keeping with the appearance and character of the area.

The proposed gates, whilst larger than the existing the proposed gates, flanked by post and rail fencing, would be typical for a rural area and would maintain an element of openness.

In light of the above, the proposed gates, hardstanding and access track are considered to be of an appropriate scale, form and design and would be acceptable in visual terms. The proposal would conserve the landscape character of the AONB and AGLV, in accordance with Policies TD1 and RE3 of the Local Plan (Part 1) 2018 and Retained Policies D1 and D4 and Criteria (b) and (c) of retained Policy RD10 of the Local Plan 2002.

#### 11.5. Highway Considerations

Policy ST1 of the Local Plan (Part 1) 2018 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 application is supported by a Highways Technical Note – Agricultural Access by Motion, dated 16 November 2020.

Officers note the concerns raised by neighbouring occupiers regarding highway safety. The County Highway Authority has been consulted on the proposed development and sought additional information and clarification during the course of the application's assessment.

Following the submission of a gated access plan the County Highway Authority have stated that it is satisfied with the 6.5m setback from the edge of the carriageway. In addition, with the submission of a tracking plan, Drawing No. 2006060-TK02 Rev B, it has been demonstrated to the satisfaction of the County Highway Authority that a box van can enter and leave the site without overrunning the unmade area north of the access. There is sufficient space within the site for such vehicles to park and turn in order for them to enter and leave the site in forward gear.

A speed survey has been undertaken to ascertain the 85th percentile speed on this stretch of road and visibility at the proposed access point is sufficient. The applicant should ensure that vegetation is regularly maintained at the site access to ensure maximum visibility splays are achievable at all times. Subject to compliance with a

number of conditions, the County Highway Authority considers that the proposal will not have a material impact on highway safety.

On this basis, Officers are satisfied that the proposal would accord with Policy ST1 of the Local Plan (Part 1) 2018, criteria (e) of Retained Policy RD10 of the Local Plan 2002 and the NPPF.

#### 11.6. Impact on residential amenity

Policy TD1 of the Local Plan (Part 1) 2018 seeks to ensure that new development is designed to create safe and attractive environments that meet the needs of users and incorporate the principles of sustainable development. Retained Policies D1 and D4 of the Local Plan 2002 are given substantial and full weight respectively due to their consistency with the NPPF 2021.

Officers note the concerns raised by neighbouring occupiers and third parties regarding the proposal. Officers are satisfied that the proposal would not result in any loss of light, loss of outlook, loss of privacy, overlooking nor would it appear overbearing.

The proposed development would not result in harm to the residential amenity of neighbouring properties in accordance with Policy TD1 of the Local Plan Part 1 2018 and retained Policies RD10 (criteria (d)), D1 and D4 of the Local Plan 2002.

#### 11.7. Trees and hedgerow

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 2021.

Officers note the concerns raised regarding the loss of trees and hedgerow. The Council's Landscape and Tree Officer has been consulted on the proposed development and considers there to be no conflict with trees along the site boundary onto Killinghurst Lane.

It is evident from aerial imagery that hedgerow has been removed to facilitate the development. The Council's Landscape and Tree Officer notes that the removal of this hedgerow could constitute a breach of the Hedgerow Regulations 1997. Whilst this is regrettable, it is not a matter that can be taken into account in the assessment of the proposal.

Officers consider it prudent to attach a condition to any approval requiring the submission and approval of a detailed landscaping scheme which includes detail of replacement hedging alongside the widened access and hardstanding.

### 11.8. Effect on Wealden Heaths SPA

The proposed development is for the widening and resurfacing of an access track it is not likely to result in a significant increase in the number of people permanently residing on the site and therefore would not have a likely significant effect on the integrity of the SPA in accordance with Policy NE1 of the Local Plan 2018 (Part 1). An appropriate assessment is not therefore required.

### 12. Third Party Comments

Officers note the comments received from neighbouring occupiers and third parties. These comments have been addressed in the above report, and below.

- The Council must assess the application on its own merits.
- The application is for the widening of existing agricultural access., the replacement and upgrading of hardstanding to farm track and the provision of access gates and not for any change of use or other activities.
- Any vehicles using Killinghurst Lane cannot directly attributed to the application site.
- Reported damage to the highway cannot necessarily be directly attributed to this application.
- The site does not have permission for any industrial use. The lawful use of the site is agricultural. Any change of use would require a formal application for planning permission.
- The applicant's future plans for the site are not relevant to the determination of this application.
- Officers are satisfied that sufficient information has been submitted to determine the application in hand.
- An informative is attached reminding the applicant that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981.

### 13. Conclusion

The proposal is considered to be reasonably necessary for an established agricultural unit. It would constitute appropriate Green Belt development that preserves the openness and do not conflict with the purposes of including land within it. No landscape harm has been identified. There would be no harm to residential amenity by way of overlooking, loss of privacy or outlook and it would not appear overbearing. There would be an acceptable impact on the local highway network, subject to compliance with a number of conditions. The planning balance assessment concludes that the proposal is in accordance with the Development Plan, as such, planning permission is recommended for approval.

### Recommendation

That permission be GRANTED subject to the following conditions:

1. Condition:

The plan numbers to which this permission relates are:

110 PL01 Rev A

110 PL02 Rev A

110 PL03 Rev C

110 PL05,

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 Retained Policies D1 and D4 of the Local Plan 2002 and Policy TD1 of the Local Plan (Part 1) 2018.

2. Condition:

No variation of the type and colour of the external materials to be used in the construction of the development as shown on the approved deposited plan shall be made without the prior written consent of the Local Planning Authority.

Reason:

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

3. Condition:

The proposed vehicular access to Killinghurst Lane hereby approved shall not be first brought into use unless and until it is constructed and provided with visibility splays in accordance with the approved plans, Drawing No. 2006060-A and 110-PL-03-C and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1m high.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9, Sustainable Transport' in the NPPF 2021.

4. Condition:

The proposed vehicular access to Killinghurst Lane hereby approved shall not be utilised at any time by any vehicle larger than a box van. Such vehicles

associated with the site shall only access and egress the site via Petworth Road (B2131).

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9, Sustainable Transport' in the NPPF 2021.

5. Condition:

Prior to the first use of the access hereby approved, space shall be laid out within the site in accordance with the approved plans for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason:

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, in accordance with Policy ST1 of the Local Plan (Part 1) 2018 and in recognition of Section 9, Sustainable Transport' in the NPPF 2021.

6. Condition:

The development hereby approved shall not be occupied unless and until at least 20% of all available parking spaces are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason:

In recognition of f Section 9 of the NPPF 2021 "Promoting Sustainable Transport" and in accordance with Policy ST1 of the Local Plan (Part 1) 2018.

7. Condition:

Within 3 months of the first use of the access hereby approved, a scheme for the landscaping and replacement hedgerow planting of the site, including the retention of existing landscape features has been submitted and approved in writing by the local planning authority. Landscaping schemes shall include details of hard landscaping, planting plans, written specifications (including cultivation and other operations associated with tree, shrub, and hedge or grass establishment), schedules of plants, noting species, plant sizes and proposed numbers/densities and an implementation programme. All hard and soft landscaping work shall be completed in full accordance with the approved scheme, prior to occupation or use of the approved development or in

accordance with a programme agreed in writing with the local planning authority. All new tree planting shall be positioned in accordance with guidelines and advice contained in the current British Standard 5837. Trees in relation to construction. Any trees shrubs or plants planted in accordance with this condition which are removed, die or become damaged or become diseased within five years of planting shall be replaced within the next planting season by trees, and shrubs of the same size and species. This should be implemented within the first planting season after the first use.

Reason:

In the interest of the character and amenity of the area in accordance with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

#### **Informatives:**

1. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover or to install dropped kerbs. Please see [www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs)
2. 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).
3. 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.
4. 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.

5. The applicant is reminded that it is an offence to disturb protected species under the Wildlife and Countryside Act 1981. Should a protected species be found during the course of the works, the applicant should stop work and contact Natural England for further advice on 0845 600 3078.

The Council confirms that in assessing this planning application it has worked with the applicant in a positive and proactive way, in line with the requirements of Paragraph 38 of the National Planning Policy Framework 2021.