

APPLICATION NUMBER	2023/1281
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Location: Nutfield Green Park, The Former Laporte Works, Nutfield Road, Nutfield, Surrey

Development: Outline planning permission for the development of the site for new homes (Use Class C3) and Integrated Retirement Community (Use Classes C2, E(e), F2), creation of new access, landscaping and associated works to facilitate the development, in phases which are severable (Outline with all matters reserved, except for Access).
(Additional Information Received 05.02.2024 Re: Highways and Ecology Issues)

Contact Officer	James Lehane	Original Consultation Date	6 February 2024	Response Date	14 March 2025
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having assessed the application on safety, capacity and policy grounds, including the additional materials submitted up to the December 2024 'Comprehensive Transport Update' note, recommends the following conditions and contributions be imposed in any permission granted:

S106 Contributions

1. A contribution towards Digital Demand Responsive Transport and mainstream bus services in the local area, totalling £4,000,000.
2. Travel Plan Monitoring Fee of £6,150.
3. Funding for the delivery and advertisement of Traffic Regulation Order changes associated with the offsite highway measures (£3,000).

Conditions

1. No part of the development shall be first occupied unless and until the proposed access to the A25 has been constructed and provided with a continuous pedestrian footway crossing and vehicular visibility zones in accordance with the approved plans (drawing number VD22815-VEC-HGN-NUT-SK-SH-005) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
2. Prior to the first occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide". The approved Travel Plan shall be implemented on the first occupation, and for each and every subsequent occupation of the

development, thereafter the Travel Plan shall be maintained and developed to the satisfaction of the Local Planning Authority.

3. The development hereby approved shall not be first occupied unless and until a scheme of highway improvements have been delivered to include the following highway measures. The final details of all measures to be determined through the Highway Authority's Section 278 Application process:
 - a. A controlled pedestrian crossing on the A25, to the west of the junction with Cooper's Hill Road and Church Hil, in general accordance with drawing number 226799/PD15 Rev A.
 - b. A controlled pedestrian crossing on the A25, to the east of the junction with Mid Street, in general accordance with drawing number 226799/PD06 Rev A.
 - c. A pedestrian crossing on the A25 to the west of the development, in general accordance with drawing reference 226799/PD13 Rev A.
 - d. Alterations to the A25 junction with Mid Street to provide improved capacity on the Mid Street arm in general accordance with drawing reference 226799/PD11.
 - e. Extension of the existing 30mph speed limit to the west of the site access in general accordance with drawing reference VD22815-VEC-HGN-NUY-SK-CH-005, including any traffic calming measures as required and identified through the Highway Authority's S278 Technical Approvals and Road Safety Auditing process.

In the event that the statutory processes required to deliver the Traffic Regulation Orders associated with this item, the Applicant shall work with the Highway Authority in order to identify a scheme of suitable alternative road safety improvements.

4. The development hereby approved shall not be first occupied unless and until a continuous, accessible cycle route with appropriate lighting had been provided between the site and Redhill in general accordance with the proposed scheme (detailed in document reference 24-0342 NUT) and conforming with the standards set out in Local Transport Note 1/20.
5. The development hereby approved shall not be first occupied unless and until facilities for high quality, secure, lit and covered parking of bicycles and the provision of a charging point with timer for e-bikes by said facilities have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
6. The development hereby approved shall not be first occupied unless and until the internal site roads and footways have been laid out and space has been provided within the site for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, compliant with the Healthy Streets for Surrey Guidance. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.
7. No development shall commence until a Construction Transport Management Plan, to include details of the following items has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development:

- a. Parking for vehicles of site personnel, operatives and visitors.
- b. Loading and unloading of plant and materials.
- c. Storage of plant and materials.
- d. Programme of works (including measures for traffic management).
- e. Provision of boundary hoarding behind any visibility zones.
- f. HGV deliveries and hours of operation.
- g. Vehicle routing.
- h. Measures to prevent the deposit of materials on the highway.
- i. Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused.
- j. On-site turning for construction vehicles

Reasons

The above conditions 1, 3, 4, 6 and 7 are required to ensure that the proposed development would not result in unacceptable impacts to the safe operation of the public highway, with reference to the National Planning Policy Framework 2024 (NPPF) Paragraph 116, the Tandridge Local Plan Policy DP5 part 2 and the Surrey Local Transport Plan 4 (LTP4).

The above contributions and conditions 2, 3, 4, 5 and 6 are required in order that the development provides appropriate facilities to enable and encourage sustainable modes of transport, gives priority to pedestrian and cycle movements, facilitates access to high quality public transport and addressed the needs of people with disabilities and reduced mobility in relation to all modes of transport. This is with reference to the NPPF 2024, in particular paragraph 117, the Tandridge Local Plan Policy DP5 parts 3, 4 and 5, and the Surrey LTP4.

Informatives

The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. In instances where the applicant is not the Highway Authority 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 (including Stats connections/diversions required by the development itself or the associated highway 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/permits-and-licences/traffic-management-permit-scheme>

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see:

www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice

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).

Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway

Authority.

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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2024. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, (www.ccscheme.org.uk) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.

It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises.

Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.

Note to Planning Officer

This response from the County Highways Authority (CHA) follows the additional information and updated proposals submitted by the Applicant following our previous response dated 18th November 2024.

The further information from the Applicant sought to demonstrate that a private, dedicated, in-perpetuity shuttle bus service could be provided in order that the site would provide sufficient connectivity for sustainable modes of transport and to mitigate the anticipated impacts of the development on highway capacity.

Following detailed review of the submitted information and internal consultation with SCC Passenger Transport and with the LPA, the CHA's position remains that the proposed mechanisms for funding the proposed shuttle bus service would not provide sufficient confidence that the measure would provide a benefit in perpetuity. As such, the provision of a private shuttle bus service would not overcome the existing objection from the CHA.

Given the level of funding (£4 million) that the Applicant has proposed to put behind public transport service improvements, it is considered that this level of funding could instead be provided towards the Council's Digital Demand Responsive Transport scheme (<https://www.surreycc.gov.uk/roads-and-transport/buses-and-other-transport/community-transport/surrey-connect>) and towards existing mainline bus services.

If this figure is provided as a S106 contribution, as recommended, towards DDRT and public transport services, along with the other improvements listed above, the CHA would no longer be in a position to sustain the previous objection on highway sustainability and capacity grounds.

The above measures would also reduce the severity of impacts on highway capacity to an acceptable degree and it is acknowledged that the appropriate method for mitigating impacts on highway capacity in the current policy context is through enhanced public transport measures.

It remains the case that this is not an ideal location for the type and scale of development proposed in transport terms, particularly with the diffuse nature of the proposed site layout, however if the above measures are secured then there would be some material benefits to the local and wider transport network due to the highways and public transport improvements.

Providing the funding proposed towards public transport facilities as a contribution towards the wider DDRT scheme and existing bus services not only represents a far more robust mechanism to deliver secure long-term facilities but also has the benefit of providing improved infrastructure for existing residents.