

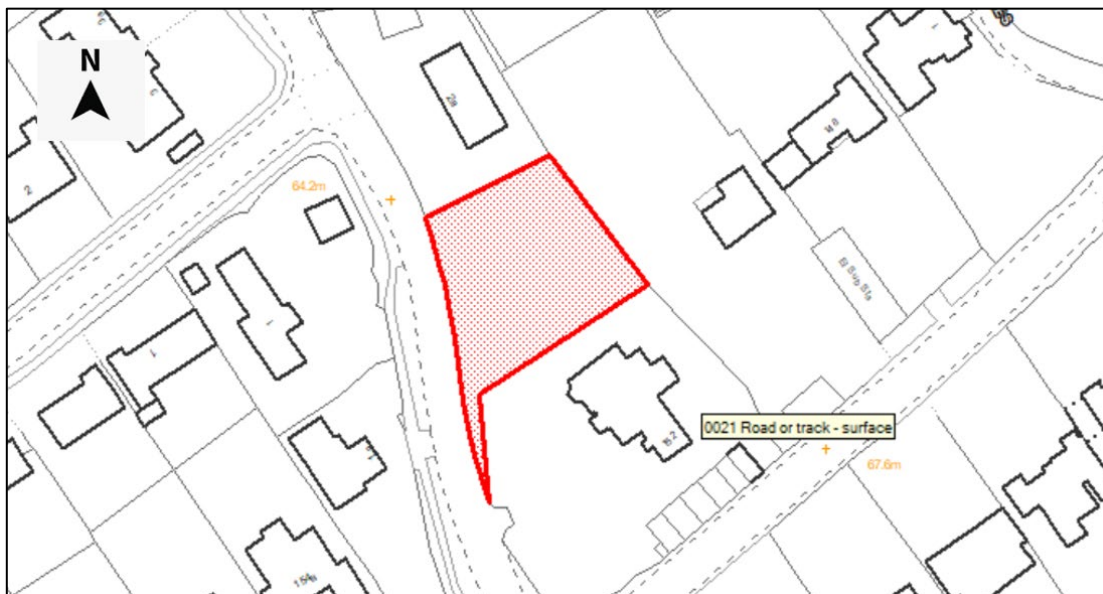
# PLANNING OFFICER REPORT

**Application No.** MO/2022/1329 Detailed  
**Valid Date:** 28-Jul-2022  
**Applicant:** Mr Daniel Absalom, EA Developments Ltd.  
**Case Officer:** Sue Read  
**Ward(s):** Bookham North  
 Within 20m of Bookham South Ward  
**Proposal:** Erection of one detached split-level 3/4 bedroom dwelling house with integral garage and 2 No. parking spaces and new access onto Eastwick Drive.  
**Amendments/amplifications:** Amended drawings received amending the window to bedroom 1  
**Site Location:** Land adj to Eastwick House, 152, Lower Road, Bookham, Leatherhead, Surrey, KT23 3PP

**Committee:** More than 3 objections

**RECOMMENDATION:** Approve subject to conditions

## The Site



### 1. Description of Site:

- 1.1. The application site comprises garden land to the residential property of No.152 Lower Road and is situated to the north of the dwelling, and east of Eastwick Drive. The application site lies within the Built-up Area of Bookham.

### 2. Description of Proposal:

- 2.1. Planning permission is sought for the erection of a detached split-level 3/4 bedroom dwelling house with integral garage and 2 No. parking spaces and new access onto Eastwick Drive further to the sub-division of the curtilage to No.152 Lower Road.

### 3. Relevant Planning History

No relevant planning history.

### 4. Statutory/Internal Consultations

- 4.1. SCC Highways – *The visibility splays provided for the proposed access onto Eastwick Drive will require the felling of trees and hedging fronting the site along Eastwick Drive. The applicant will be required to regularly maintain the proposed hedge behind the fencing to ensure it does not overgrow and block the visibility splays. The Highway Authority considers the proposal is unlikely to have a material impact on highways safety issues.*

*Conditions recommended for visibility splays and entering and exiting the site in forward gear, electric charging socket and secure covered facilities for the parking of bicycles.*

### 5. Third Party/Other Representations

<b>Bookham Residents Association Representation</b>	<b>Officer Comment</b>	<b>Relevant Condition</b>
No objection. There is the removal of approximately 18 trees, although none of them are significant most with low landscape value. However, in the interests of biodiversity could one of the conditions include a replanting regime?	5 trees will be retained within the site and there are 5 replacement trees and new hedge planting within the Block Plan.  A landscaping condition will also be requested.	Condition 9

<b>Representation</b>	<b>Officer Comment</b>	<b>Relevant Condition</b>
<b>Summary of Responses Received: 5 letters of representation have been received raising the following concerns</b>		
The driveway entrance should be staggered in relation to the driveway entrance opposite 1A to avoid awkward lines of sight and a clear exit from both sides of Eastwick Drive.	The entrance to the development is set further back from the entrance to No 1A, therefore is not opposite the entrance to No 1A	N/A
The contractor developer should ensure that delivery construction vehicles do not damage the grass verge opposite by parking or use Eastwick Drive to	The areas which are of concern are outside of the red line location plan, therefore cannot be controlled through planning condition	Informative 6

<p>park on double yellow lines.</p>	<p>However an informative has been suggested by SCC Highway, although this is not enforceable, but advises the applicant of their obligations.</p>	
<p>The contractor should ensure that noise and dust during the construction phase is kept to reasonable limits so that adjacent properties are not unduly affected.</p>	<p>This is not a planning consideration</p>	<p>N/A</p>
<p>Concern that the 3<sup>rd</sup> bedroom has a corner window overlooking an adjacent property.</p>	<p>This windows has been removed from the plans</p>	<p>Condition 2</p>
<p>Concern over the introduction of another driveway at the top of Eastwick Drive close to the junction as the road is already heavily congested due to school traffic to Eastwick Junior School.</p>	<p>Please see paragraph 9.6.3</p>	<p>Condition 10</p>
<p>There is an incomplete pavement alongside 152 and further down the road. This proposed development provides an excellent opportunity to have a continuous pavement down Eastwick Drive making it safer for children going to the school to use.</p>	<p>This would not be considered within this application, as the pavement stated is not located within the red line area of the Location Plan.</p> <p>Surrey County Council is the Council involved with pavements and highway safety, therefore outside of the jurisdiction of Mole Valley District Council.</p>	<p>N/A</p>
<p>The proposed dwelling will leave the donor house with little garden degrading the property and removing its current verdant and spacious setting.</p>	<p>Please see paragraph 9.3.7</p>	<p>N/A</p>

The proposed new building is of contemporary design, and does not respect the character of Eastwick House and will sit at odds with it.	Please see paragraph 9.3.6	N/A
---	----------------------------	-----

## 6. Constraints

Built-up Area

## 7. Development Plan Policies

### Core Strategy (CS)

CS1 – Where Development will be Directed

CS2 – Housing Provision and Location

CS3 – Balancing Housing Provision

CS14 - Townscape, Urban Design and the Historic Environment

CS19 – Sustainable Construction, Renewable Energy and Energy Conservation

CS20 – Flood Risk Management

### Local Plan (LP)

ENV22 – General Development Control Criteria

ENV23 – Respect for Setting

ENV24 - Density of Development and Space about Buildings

MOV2 – The Movement implications of Development

MOV5 – Parking Standards

### Bookham Neighbourhood Development Plan (BKNDP)

BKEN1: Trees and hedgerows

BKEN2: Design and local character

BKH1: Smaller homes for downsizing and new families

BKH2: Infill and garden development

BKH3: Parking space standards

BKIN1: Drainage

## 8. Material Considerations

### Government Guidance – National Planning Policy Framework (NPPF)

Section 2 – Achieving Sustainable Development

Section 5 – Delivering a sufficient supply of homes

Section 11 – Making effective use of land

Section 12 – Achieving well-designed places

### Supplementary Documents

Nationally Described Space standards

Built Up Areas Character Appraisal - Bookham and Fetcham

Vehicular and Cycle Parking Guidance

## **9. Planning Analysis**

9.1. Legislation dictates how all planning applications must be determined. Section 70 of the Town and Country Planning Act (as amended) states -

In dealing with an application for planning permission the authority shall have regard to -

- (a) the provisions of the development plan, so far as material to the application,
- (aza) a post-examination draft neighbourhood development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations

9.1.1. The main planning issues for consideration are discussed below.

## **9.2. Principle of Development**

9.2.1. The NPPF has a presumption in favour of sustainable development. Paragraph 11 states that 'in terms of the decision making process, this means approving development proposals that accord with the development plan without delay, and, where the development plan is absent, silent to relevant policies are out of date, granting planning permission unless:

i. The application policies in this Framework that protect areas or assert of particular importance provides a clear reason for refusing the development proposal: or,

ii. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

9.2.2 The council can currently only demonstrate 2.9 years of Housing Land Supply and as such, the 'tilted balance' in paragraph 11 is engaged. This means granting permission for residential development unless the adverse impacts of doing so would significantly and demonstrably outweigh the benefits of doing so, when assessed against the NPPF as a whole, or there is clear reason for refusing development because of conflict with policies in the NPPF that protects an area or assets of particular importance.

9.2.3 In assessing the benefits, the proposal would contribute one further residential unit to the housing market and the Districts wider supply.

9.2.4 CS1 and CS2 of the Mole Valley Core Strategy set out the hierarchy of locations where development should be directed. Priority is given to new development in the built-up areas, as these are the most suitable locations, followed by larger rural villages and smaller rural village, and finally the countryside.

9.2.5 CS3 seeks the provision of two and three bedroom dwellings suitable for occupation for all sectors of community including newly formed households, young couples and expanding families. Although the layout for the dwelling within the plans has shown 3 bedrooms and a study/occasional bedroom policy CS3 does not seek to preclude units larger than three bedrooms, although with the size of the proposed property is considered to be aimed at young and expanding families within Bookham.

9.2.6 Policy BKH1 of the Bookham Neighbourhood Development Plan states that new homes should have no more than three bedrooms. This proposal is located outside of the Central Area where BKH1 states 'outside of the Central Area particular support will be given to proposals for homes with two or three bedrooms' The proposal has three bedrooms with a study/occasional bedroom. Therefore, it is considered that this proposal would comply with BKH1.

9.2.7 The proposal is located within the Built-up Area within Bookham, where there is no objection in principle to new development and taking into account the tilted balance position. The proposal will therefore be considered against other policies contained in the Local Plan, Core Strategy and Neighbourhood Plan.

### 9.3. **Impact on Character of Area**

9.3.1. Core Strategy policy CS14 seeks to ensure that new development respects and enhances the character of the area in which it is proposed whilst making the best use of the land available. Sub paragraph 2 of this policy states that the Council will resist development of poor quality and sub paragraph 3 advises that development should incorporate appropriate landscaping.

9.3.2. ENV22 of the Mole Valley Local Plan sets out the seven criteria for sound development control practice. It requires that development should be appropriate to the site in terms of its scale, form and appearance. It requires that development should also respect the character and appearance of the locality.

9.3.3. Local Plan policy ENV23 sets out that new development will normally be permitted where it respects its setting, taking account of the scale, character, bulk, proportions and materials of the surrounding built environment and townscape features such as street patterns and space about buildings.

9.3.4. Local Plan policy ENV24, Density of Development and the Space about Buildings, advises that: 'Development will not be permitted where it would result in a cramped appearance having regard to the general spacing around buildings in the locality'

9.3.5. The application site is located within East Bookham, The Built-up Character Appraisal for Bookham and Fetcham states this area has houses often set back behind well-maintained front gardens, wide streets, grass verges and lateral separation between buildings combine to create a strong sense of spaciousness. There is an interesting variety in house design and contrasting styles of development generally co-exist in a harmonious manner.

9.3.6. Looking at the styles of residential buildings within Eastwick Drive, they are all of differing design and size and there is no prevailing design within the surroundings of the proposal. There is a mix of bungalows, two storey and chalet bungalows. Many houses within the road have a gable designed roof, and triangular elements either in terms of dormer windows or gable ends. The proposal would incorporate two stories to the front and due to the land; levels would be single storey to the rear, with triangular elements to the design at the sides. The proposal would be of modern design however, the proposal does have design elements from existing houses within the road. Opposite the application site is also the contemporary design of No 1A Eastwick Drive. The proposal there is considered to respect the character of the area and making effective use of land.

- 9.3.7. There are spacings between the buildings in Eastwick Drive however some of the properties within the road have utilised this over the years such that the historic spacing in the original layout of development has reduced over time. This proposal would maintain a spacious distance between the donor dwelling Eastwick House and the neighbouring dwelling 2A Eastwick Drive. The distances between the neighbouring property and boundary would be 7.8 metres to 2A and 5 metres to the donor dwelling. The proposal would leave Eastwick House with garden areas to both the front and rear, which would still retain space around the building and leave the donor property with adequate garden area. The separation distances are considered to be spacious given that many of the properties within Eastwick Drive are closer. The proposal would also maintain the building line of the other properties on the eastern side of the road.
- 9.3.8. There is concern that the views from the Lower Road and Eastwick House would be affected as a result of the proposal. Whilst Eastwick House is visible from the Lower Road, the proposal would sit to the north of Eastwick House away from Lower Road. As the rear element of the proposal would be single storey the proposal would not have any significant impact to the views from Lower Road. The proposal as a whole is considered to respect the character of the area is acceptable in terms of scale and design and would not result in a cramped appearance, therefore would comply with Local Plan and Core Strategy policies.

#### 9.4. **Impact on Neighbouring Residential Amenity**

- 9.4.1 Mole Valley Local Plan policy ENV22, General Development Control Criteria sets out seven general criteria for sound development control practice. Criterion 2 requires that the proposal does not significantly harm the amenities of neighbouring occupiers by reason of overlooking or its overshadowing or overpowering effect.
- 9.4.2 The closest neighbours to the application site are the donor property to the south (Eastwick House), 2A Eastwick Drive to the north, 1A & 1 Eastwick Drive to the west and 150 Lower Road to the east. Both 1A & 1 Eastwick Drive are located to the front of the proposal and approximately 30 metres from the front elevation of the proposal, with this distance and the orientation of the houses to the west, the proposal is not considered to have any significant impact to these neighbours in terms of neighbour amenity.
- 9.4.3 The side elevation facing 2A does not have any first floor windows, therefore there would not be any impact to privacy and with the 7.8 metre separation distance there would not be any significant impact to loss of light to this neighbour. There would be two small first floor windows facing the donor property, which would both serve bathrooms, these can be conditioned to be obscure glazed to maintain privacy to the donor dwelling.
- 9.4.4 150 Lower Road is approximately 23 metres from the proposed dwelling. 150 Lower Road is to the rear of the application site. This part of the proposed dwelling would be single storey with rooflights approximately 3.4 metres above floor level; therefore, there would not be any impact to privacy to this neighbour. The separation distance is considered to be wide enough between this property and the proposal, that there would not be any significant loss of light as a result of the proposal.

## 9.5. **Future Occupiers' Amenity**

- 9.5.1. Policy ENV22 of the Local Plan also requires that new development provide a satisfactory living environment for future occupants.
- 9.5.2. The size of the proposal dwelling would exceed the minimum space requirements for a 3/4 bedroom dwelling, the proposal would also offer acceptable levels of outdoor amenity space; therefore there would be sufficient space for any future occupiers of the proposal. The proposal is located within walking distance to Bookham High Street, which has acceptable levels of shopping and leisure facilities for future occupiers. Bookham also has acceptable levels of public transport, as there is a bus stop close to the application site and a train station.

## 9.6. **Impact on Highway Safety**

- 9.6.1. NPPF Paragraph 111 states, 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'
- 9.6.2. The highway authority have been consulted and does not consider that the new dwelling would have any significant impact to highway safety. Conditions have been requested in terms of visibility splays, which are considered acceptable to the highways authority subject to the proposed conditions, which will be applied to the permission.
- 9.6.3. There is concern that the roads within the area are already congested with traffic during school drop off and pick up times and a new entrance could have an impact on highway safety. SCC Highways do not consider that there would be any significant impact to highway safety and 1 new dwelling would not have any significant impact to congestion within the area.
- 9.6.4. Three parking spaces have been proposed which is considered appropriate and would comply with policy BKH3 of the Bookham Neighbourhood Plan and would meet the maximum guidance within the SCC Guidance for New Development.
- 9.6.5. SCC Highways as part of their consultation have requested a condition that the proposal should not be first occupied until secure cycle facilities are provided. The plans show that there would be secure cycle storage within the proposed garage, therefore there is no need for this condition, and the cycle storage can be secured by way of conditioning the plans. This cycle provision would comply with BKH2 of the Bookham Neighbourhood Plan

## 9.7. **Flood Risk**

- 9.7.1. The application site lies within Flood Zone 1, where there is not considered to be any significant risk to the proposal in terms of flood risk. BKIN1 of the Bookham Neighbourhood Plan states that development for one or more dwelling are required to implement a Sustainable Drainage System. This will be achieved by way of the details of any drainage system would be submitted prior to any commencement of the proposal.



## 9.8. **Impact on Biodiversity**

- 9.8.1. Whilst the application site is not within any conservation or areas of biodiversity value, there are some trees which would be removed as a result of the application. BKEN1 of the Bookham Neighbourhood Plan states that development proposals should be designed to ensure the retention of trees and hedgerows. Developments will not normally be permitted which would result in the loss or damage to trees or hedgerows of public amenity value or arboricultural significance, unless replacements are proposed which are comparable and these replanted on the same site or an alternative site. The application site does not contain any Tree Preservation Orders.
- 9.8.2. An Arboricultural Report has been submitted as part of the application and has confirmed that 18 trees and some hedgerow would be removed as part of this proposal. None of the trees which are proposed to be removed are significant trees and 4 are category B trees and the others are category C trees. Category B trees are considered to be of moderate quality and Category C trees are considered to be low quality. Therefore, there are no trees of public amenity value or arboricultural significance to be removed. Two large trees would be replaced to the front of the site and three further trees would be replaced on the shared boundary with the donor property. Whilst a large part of the existing hedge would be retained, a small part would be removed to make the new access. However, there would be further new hedge planting to the front elevation at 1.8 metres in height to maintain the character of the area, and new hedge planting on the boundary between the application property and the donor property. The applicant has not yet stated which species the new replacements would be, but would be happy for the details of the landscaping to be agreed at a later date, this would be ensured by condition.
- 9.8.3. Further biodiversity enhancements have been forwarded by the applicant in terms of bat and bird boxes, these would also be ensured by way of the landscaping condition.

## 9.9. **Sustainable Construction**

- 9.9.1. Core Strategy Policy CS19 of the Mole Valley Core Strategy seeks to achieve sustainable development through the use of sustainable construction techniques, renewable energy creation and energy conservation. To achieve these aims, new dwellings are required to include a 10% reduction in total carbon emissions through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources.
- 9.9.2. The applicant has not given any significant details on how this would be achieved, however has stated that the use of PV panels could achieve the 10% requirement. However, this can be ensured and considered by way of condition.

## 9.10. **Local Financial Considerations**

- 9.10.1. Policy CS17 of the Core Strategy states that development should make provision for new infrastructure where necessary. However, since the adoption of the Core Strategy the Community Infrastructure Levy (CIL) was introduced by Mole Valley District Council on 1<sup>st</sup> January 2017 and places a mandatory charge on new residential and retail developments. The Council will publish an annual infrastructure list detailing the infrastructure projects or types of infrastructure which the Council intends will be or may be, wholly or partly funded by CIL. For further information

regarding CIL, please visit [CIL and Affordable Housing Contributions | Mole Valley District Council](#). This development is CIL liable, but may be subject to an application for exemption.

## **10. Planning Balance**

- 10.1. The local planning authority is unable to demonstrate a five-year supply of deliverable housing sites. The Framework, which is a significant material consideration, indicates that planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 10.2. The proposal is considered to be acceptable in terms of siting, scale and appearance and would retain space around the buildings, this is given significant weight within the planning balance.
- 10.3. The proposal would not have any significant impact to the amenities of the neighbouring properties this is given moderate weight within the planning balance.
- 10.4. Whilst there would be a loss of some trees, these trees are low category trees. 5 No. significant trees would be re-planted along with new hedgerows and bat and bird boxes. The loss of the trees is given little weight within the planning balance, however, the replacement trees, hedgerow and bat and bird boxes are given moderate weight within the planning balance.

## **11. Recommendation**

- 11.1. Overall, the proposal is considered to make efficient use of land in a suitable location and no harm which would be contrary to policies is identified. As such, the application is recommended for approval subject to the following conditions.

### **Conditions**

1. The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91(1) of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

2. The development hereby permitted shall be carried out and completed in all respects strictly in accordance with the submitted documents and plan numbers P2022/07\_013 and P2022/07\_011 Rev A contained within the application and no variations shall take place.

Reason: To accord with the terms of the submitted application and to ensure minimal impact on local amenity and the environment in accordance with Mole Valley Core Strategy policy CS14 and Mole Valley Local Plan policy ENV22.

3. Before any above ground works take place, details of the materials to be used in the construction of the external surfaces of the development hereby permitted shall be submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

Reason: To ensure the development harmonises with its surroundings in accordance with Mole Valley Local Plan policy ENV22 and policy CS14 of the Mole Valley Core Strategy.

4. Before any above ground works take place, details of the hard surfacing to be used within the site shall be submitted to and approved in writing by the Local Planning Authority. The details shall indicate either porous materials or the provision of a direct run-off from the hard surface to a permeable or porous area. All hard surfacing shall be carried out in accordance with the approved details, completed prior to the first occupation of the development hereby permitted and thereafter, permanently retained as such.

Reason: To preserve the visual amenity of the area and prevent the increased risk of flooding, in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS20 of the Mole Valley Core Strategy.

5. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no additional windows shall at any time be inserted in the northern elevation of the dwelling.

Reason: To protect the amenity and privacy of adjoining residential properties in accordance with Mole Valley Local Plan policy ENV22.

6. Prior to the first occupation the first floor windows in the southern elevation of the development hereby permitted shall be glazed in obscured glass and permanently retained in that condition thereafter.

Reason To protect the amenities and privacy of adjoining residential properties in accordance with Mole Valley Local Plan policy ENV22.

7. Prior to the commencement of the development hereby permitted, surface water drainage details shall be submitted for the approval in writing by the Local Planning Authority. Such details shall include an assessment of the potential for the disposal of surface water by means of a sustainable drainage system in accordance with the principles set out in the National Planning Policy Framework.

The assessment shall provide information of the design storm period and intensity (typically a 1 in 100 year storm of 30 minutes duration with an allowance for climate change), the method employed to delay and control the surface water discharged from the site and the means to prevent pollution of the receiving groundwater and/or surface water. Where applicable, the details shall include infiltration tests, calculations and controlled discharge rates. If the development is to discharge water into the ground in any form, then a full BRE Digest 365 infiltration test (or falling head test for deep bore soakaways) will have to be submitted to the Local Planning Authority prior to commencement of any works on site. The suitability of infiltration methods should be verified (i.e. possible contaminated ground).

The approved drainage scheme shall be implemented prior to the first occupation of the development.

Reason: The Local Planning Authority is satisfied that it is fundamental to the development permitted to address this issue before development commences and that

without this safeguard planning permission should not be granted and, in the interests of sustainable development, in accordance with the advice contained in the National Planning Policy Framework and policy CS20 of the Mole Valley Core Strategy.

8. Before any above ground works take place, details to reduce the carbon emissions of the predicted energy use of the development hereby permitted by at least 10% through the on-site installation and implementation of decentralised and renewable or low-carbon energy sources shall be submitted and approved by the Local Planning Authority and be implemented prior to the first occupation of the development.

Reason: To optimise renewable energy and its conservation, in accordance with policy CS19 of the Mole Valley Core Strategy.

9. Before any above groundworks take place details of a landscaping scheme which should include bat and bird box locations shall be submitted to and approved by the Local Planning Authority including planting of trees, shrubs, herbaceous plants and areas to be grassed. The landscaping shall be carried out in the first planting season after commencement of the development unless agreed otherwise in writing by the Local Planning Authority, and shall be maintained for a period of 5 years. Such maintenance shall include the replacement of any trees and shrubs that die.

Reason: To ensure the provision and maintenance of trees, other plants and grassed areas in the interests of visual amenity and in accordance with Mole Valley Local Plan policy ENV25 and policies CS14 and CS15 of the Mole Valley Core Strategy.

10. No part of the development shall be first occupied unless and until the proposed vehicular access to Eastwick Drive has been constructed and provided with visibility zones in accordance with the approved plans (Drawing No. P2022/07\_013 rev -) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

Reason: The development shall not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 6 Promoting Sustainable Transport in the NPPF and policies MOV2 & MOV5 of the Mole Valley Local Plan.

11. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans (Drawing No. P2022/07\_013 rev -) for vehicles to be parked and 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: The development shall not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 6 Promoting Sustainable Transport in the NPPF and policies MOV2 & MOV5 of the Mole Valley Local Plan.

12. The development hereby approved shall not be occupied unless and until the proposed dwelling is provided with a fast charge socket (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: The development shall not prejudice highway safety nor cause inconvenience to other highway users and are in recognition of Section 6 Promoting Sustainable

Transport in the NPPF and policies MOV2 & MOV5 of the Mole Valley Local Plan.

### Informatives

1. Birds may be found nesting in trees, hedges and associated plants such as Ivy, especially between March and September. All wild birds are protected by law under the wildlife & Countryside Act 1981 and it can be an offence to intentionally disturb, injure or kill a nesting bird or to take, damage or destroy an occupied nest or a viable egg. If nesting birds are discovered, works on the trees should be deferred until the nests are abandoned.
2. The applicant is advised that the approval of details and/or samples required by condition(s) is subject to a fee, details of which may be viewed on the Council's website under the planning pages.

The fee may cover more than one condition where the details are submitted at the same time. Where subsequent submissions are made, a further fee will be payable per individual submission. The fee should be paid at the time of submission of the formal request.

PLEASE NOTE that this approval process may take up to 8 weeks from the date of the request. Applicants are therefore advised to submit requests in a timely manner.

3. 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 to install dropped kerbs. [www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs)
4. In the event that the access works require the felling of a highway tree not being subject to a Tree Preservation Order, and its removal has been permitted through planning permission, or as permitted development, the developer will pay to the County Council as part of its licence application fee compensation for its loss based upon the tree's CAVAT valuation to compensate for the loss of highway amenity.
5. 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. 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/floodingadvice](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/floodingadvice)

6. The applicant is expected to ensure the safe operation of all construction traffic in order 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. Where repeated problems occur the Highway Authority may use available powers under the terms of the Highways Act 1980 to ensure the safe operation of the highway.