

11 November 2015

**Planning Applications Committee
Update**

Item No.	App no. and site address	Report Recommendation
4 Page 9	12/0546/2 PRB	Grant

For information the text of condition 2 and 3 as originally imposed is:

2. Prior to the commencement of any development or the submission of any reserved matters application, a Phasing Scheme for the delivery of the entire development hereby approved shall be submitted to and approved in writing by the Local Planning Authority. The Phasing Scheme shall include an Indicative Strategic Masterplan for the development of this site identifying the phases of development and shall include details of the land uses and quantum of development to be delivered by each phase. The development shall thereafter be carried out in accordance with the approved phasing scheme unless otherwise agreed in writing with the Local Planning Authority.

3. Prior to the submission of any reserved matters applications, Design Codes which are in substantial compliance with the approved parameter plans and the submitted Design and Access Statement shall be submitted for each of the Character Areas. The Design Code shall include the following:

- a) built-form strategies to include density and massing, street grain and permeability, street enclosure and active frontages, type and form of buildings and landmarks and vistas
- b) design strategies for principal buildings or land uses within the character area, including where appropriate the primary school, the sports hub sites
- c) a strategy for a hierarchy of streets and spaces
- d) principles for the alignment, width, lighting and surface materials proposed for all footways, cycleways, roads and vehicular accesses to and within the site
- e) design of the public realm, including layout and design of squares, areas of public open space, areas for play, street furniture and sustainable urban drainage
- f) principles for determining quality, colour and texture of external materials and facing materials for roofing and walls of buildings and structures including a consideration of opportunities for using locally sourced and/or recycled construction materials
- g) principles for hard and soft landscaping including the inclusion of important trees and hedgerows
- h) on-street and off-street residential and commercial vehicular parking, off-street turning (where required) and/or loading areas cycle parking and storage

The Reserved Matters applications shall thereafter accord with the approved Design Codes for the site.

UPDATE

None

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One further letter of objection has been received; however this raises concern over the principle of the site being developed and not the variation of the condition itself.

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UPDATE

Since writing the report four further objections have been received a number of the objections raised are already considered in the report, however, the following issues as raised in the objection letters are considered below.

- The development will lead to a loss of on street parking which will have a negative impact on the flow of traffic and highway safety,
- There is limited visibility at the School Road / Chertsey Road junction for pedestrians,
- There will be an increase in speed of vehicles using Chertsey Road as a result of this proposal,
- If the pedestrian barrier outside Chertsey Road Hall is removed this will raise health and safety concerns,
- School Lane is a single width track and vehicles meeting each other will have to reverse onto Chertsey Road causing a highway safety concern,
- The loss of on street parking and associated traffic flow disruption will negatively impact on the use of the Chertsey Road Hall as a community asset,
- The proposal will prejudice planned future County Council public consultation regarding traffic flow improvement measures, and
- There has not been any consultation with Chertsey Road Hall.

The County Highway's Authority have considered the issues raised in these three objections and have provided the following response:

the existing on street parking pressures on Chertsey Road,

The proposed works will be amended to shorten the length of the road narrowing to be broadly consistent with the extent of the existing double yellow lines [See condition 8 on page 59 of the agenda]. On this side of the road [northern side], the scheme will have no impact upon existing on street parking levels. On the southern side, the presence of the existing vehicle driveways means that there is very little opportunity to park on street, with just one opportunity to park outside number 46. The general tendency along this part of Chertsey Road is for people to park on the northern side which can't legally take place along the frontage of the hall. When parking does occur on both sides it can cause an obstruction to passing traffic, to pedestrians or to the existing driveways, as evidenced by one of the objectors' photos. The proposed scheme will reduce the likelihood of that occurring in the future, due to less room for drivers to try and straddle the carriageway and footway. Where achievable (because of existing driveways), the position of posts on the footway, will further prevent vehicles mounting the footway throughout the extent of the works.

the existing usage of School Lane and lack of pedestrian visibility

This is an acknowledged issue, the widening footway outside the hall will mean that pedestrians do not have to walk immediately adjacent to the vehicle exit from School Lane. The works offer a small gain on the existing situation

the existing and likely increase in speeds of traffic using Chertsey road

The existing speeds on Chertsey Road is not something that we can expect the development to address. The introduction of the narrowing point is unlikely to lead to increased speeds, to the contrary a visible change in environment, could to a limited extent aid speed reduction.

the existing pedestrian barrier outside the Hall

The retention, deletion or replacement of the barrier is an issue than can be considered at the detailed design stage. Whilst a wider footway may in theory allow for it to be removed, the reason for it being there is obvious, so if the need remains, it may either be retained/relocated/replaced as part of the proposed works.

Vehicles reversing onto School Road

Typically a single dwelling would generate 4-6 vehicular movements per day. Taking a mid point of 5 trips per day, this might equate to 1 trip between the hours of 7-10am and 1 trip between 4-6pm. The remaining trips would fall outside of these hours. These are typical/average figures, so in reality the actual numbers may be higher or lower. Typically, the trips would also be in favour of outbound trips in the morning and inbound in the evening, mirroring existing patterns in the lane. Whilst the additional trips increase the likelihood of opposing vehicles meeting in the lane, it would be difficult to argue that the level of intensification would be severe, even if the trips were higher than the above 'average' figures. In combination with the improved visibility proposed as part of this scheme, it is not considered that a case exists to raise an objection on these grounds.

Turning to the objection from a Surrey County Councillor Cabinet Member, the County Councillor objects as there is a traffic calming consultation due at the end of November and the application before Borough Members tonight is not part of the wider County Council scheme. On this basis the County Council consultation could not be implemented due to this change. Again The County Highway Authority have considered the issues raised and consider that the size and position of the highway improvement works the subject of this application would not prejudice the County Council's future consultation process or layout / design and any final surface treatments and signage are to controlled under the s278 agreement.

Finally, it is noted that consultation letters were sent to the Chertsey Road Hall on the 18th September 2015.

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None

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