



<b>APPLICATION NUMBER</b>	<b>SU/22/1268</b>
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**DEVELOPMENT AFFECTING ROADS**  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

**Applicant:** ReAssure Limited

**Location:** Compton Place Business Centre Surrey Avenue Camberley Surrey

**Development:** Demolition of the existing buildings and erection of a new warehouse for flexible use within Classes E(g)(ii), E(g)(iii), B2 and / or B8

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	14 December 2022	<b>Response Date</b>	20 January 2023
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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, recommends the following conditions be imposed in any permission granted:

**Conditions**

- 1) No part of the development shall be first occupied unless and until the proposed new vehicular and pedestrian accesses to Watchmoor Point have been constructed and provided with visibility splays in accordance with the approved plans and thereafter the visibility splays shall be kept permanently clear of any obstruction between 0.6m and 2.0m above the level of the carriageway.
- 2) The means of access to the development hereby approved shall be from Watchmoor Point only. There shall be no means of vehicular access from the development hereby approved to Surrey Avenue.
- 3) The development hereby approved shall not be first occupied unless and until the existing access from the site to Surrey Avenue has been permanently closed.
- 4) 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 for vehicles to be parked and 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 purpose.

- 5) The development hereby approved shall not be occupied unless and until six of the proposed parking bays 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.
- 6) The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the approved plans for:
- a) The secure parking of 12 bicycles within the development site in a robust, covered and lit cycle storage facility
  - (b) Facilities within the development site for cyclists to change into and out of cyclist equipment / shower,
  - (c) Facilities within the development site for cyclists to store cyclist equipment,
  - (d) Two parking spaces dedicated for car sharing
- and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority
- 7) The approved Travel Plan shall be implemented upon first occupation of the development and for each and every subsequent occupation of the development, thereafter be maintained and developed to the satisfaction of the Local Planning Authority.

### **Reason**

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2021.

### **Policy**

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2021.

### **Highway Informatives**

- 1) 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).

- 2) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 3) The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
- 4) 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.
- 5) 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 2022.

### **Note to Case Officer**

#### Access

The proposed development would create three new accesses onto the private estate road within Watchmoor Point with the closure of the existing site access onto Surrey Avenue. The County Highway Authority (CHA) is satisfied that under the proposed plans safe and suitable access would be provided for vehicles, cyclists and pedestrians.

#### Trip Generation

Data has been provided in accordance with the approved TRICS methodology. The CHA is satisfied that the net increase in vehicle movements would be negligible and therefore unlikely to have a material impact on the local highway network.

#### Parking

The proposed development would provide 26 car parking spaces. A parking accumulation exercise has been applied in combination with the trip generation data. This has demonstrated that the proposed parking provision would be able to accommodate the maximum number of cars forecast to be parked at any one time.

#### Sustainable Travel

The location of the site offers good opportunities for travel by sustainable modes. Implementation of the proposed Travel Plan, including car sharing and cycle facilities, is needed to maximise trips made to the site by sustainable travel.