



APPLICATION NUMBER	SU/22/1182/FFU
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Alex Rivers

Location: Lawrence Lodge Old Dean Road Camberley Surrey GU15 4JY

Development: Demolition of existing flat blocks and construction of 21no. total dwellings, including 13no. apartments and 8no. houses with associated parking, amenity space and landscaping

Contact Officer	Richard Peplow	Consultation Date	6 December 2022	Response Date	6 February 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

S278 Highway Works

- 1) No part of the development shall be commenced unless and until the proposed modified vehicular and pedestrian accesses to Lawrence Lodge have been constructed in general accordance with Drawing No. 20005wd2.01 Rev A and subject to Surrey County Council's full technical and road safety auditing requirements.
- 2) Prior to commencement of the proposed development, the existing vehicular access to Lawrence Lodge shall be provided with a vehicle turning head in general accordance with Drawing No. 2022/6591/003 Rev 4 and subject to detailed design and Surrey County Council's full technical and road safety auditing requirements. The new turning head shall be kept permanently clear of all obstructions for uninterrupted public use at all times.
- 3) The development hereby approved shall not be commenced unless and the until the existing access to 21-32 Lawrence Lodge has been permanently closed and any kerbs, verge, footway, fully reinstated.

Other Conditions

- 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 (Drawing No. 20005wd2.01 Rev A) 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 each of the proposed dwellings are 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.
- 6) The development hereby approved shall not be first occupied unless and until each of the proposed dwellings have been provided with cycle parking in a robust, secure enclosure in accordance with the approved plans (Drawing No. 20005wd2.20) and thereafter the said approved facility shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
- 7) No development shall commence until a Construction Transport Management Plan, to include details of:
 - (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) HGV deliveries and hours of operation
 - (e) vehicle routing
 - (f) measures to prevent the deposit of materials on the highway

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.

(Notice in writing must be given by the Local Planning Authority to the Applicant that if planning permission is granted this condition is intended to be imposed, or pre-authorisation from the applicant must be sought before recommending the imposition of this condition. The Validation requirements for planning applications needing the submission of a Construction Management Plan will provide this notice).

8) Prior to the first occupation of the development a Travel Information Pack 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 and Surrey County Council's Travel Plans Good Practice Guide for Developers. The approved Travel Information Pack shall be issued to the first time occupier of each dwelling, prior to first occupation.

9) When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.

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 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/flooding-advice.
- 2) The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.
- 3) With regard to Condition 2 above the County Highway Authority would welcome the construction and adoption of the turning head to form part of the publicly maintained highway.
- 4) The applicant is advised that as part of the detailed design of the highway works required by the above conditions, 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.

- 5) 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).
- 6) 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.
- 7) 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.
- 8) Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
- 9) Public highway status can only be removed from land, which forms part of the publicly maintained highway, by a legal procedure called Stopping Up. When highway rights are extinguished, control of the land reverts to the freeholder of the sub-soil. The Department for Transport has authority to undertake Stopping Up Orders using the provision of Section 247 of the Town and Country Planning Act 1990.
- 10) 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.
- 11) 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.

Note to Case Officer

Trip generation

The County Highway Authority (CHA) is satisfied that the Trip Generation assessment using the approved TRICS methodology has demonstrated that the proposed development would not lead to a material increase in vehicular trips in comparison to the existing permitted use. The analysis predicts a net reduction of around 8 two-way vehicle movements over the course of a typical weekday, with vehicle movements during the AM and PM peak periods unchanged from existing.

Parking

The proposed parking provision of 25 spaces accords with Surrey County Council's Parking Standards for an edge of centre location. Cycle Parking and Electric Vehicle charging would be provided in accordance with these standards.

Sustainability

The CHA considers this to be a sustainable location for residential development with opportunities for daily trips to be made by walking, cycling or public transport.

Stopping up of highway land

The CHA would have no objection in principle to the Stopping Up of the two areas of highway land as shown in the submitted Stopping Up plan, subject to the legal process as per Highways Informative no. 8 above.