



<b>APPLICATION NUMBER</b>	<b>SU/22/0958/FFU</b>
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## **DEVELOPMENT AFFECTING ROADS**

### **TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** Mr Dillen Iyavoo

**Location:** 61 London Road, Camberley, Surrey, GU15 3UG

**Development:** Erection of a three storey building with basement to provide a 61 bedroom care home and associated accommodation, parking, landscaping and access

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	12 December 2022	<b>Response Date</b>	3 May 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 commenced unless and until the proposed vehicular access to London Road has been constructed and provided with a means at the back edge of highway of preventing highway water from entering the private land and 2.4 x 160 metre visibility splays in general accordance with the approved plans and thereafter the visibility splays shall be kept permanently clear of any obstruction between the height of 0.6 and 2.0 metres above the level of the carriageway.
- 2) No part of the development shall be first occupied unless and until the proposed pedestrian and cycle access with uncontrolled dropped crossing point has been provided in accordance with the approved plans.
- 3) 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.
- 4) The development hereby approved shall not be first occupied unless and until at least 20% of all available parking spaces (a minimum of 4 spaces) 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) and

a further 20% are provided with cabling for the future provision of charging points. To be 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.

- 5) The development hereby approved shall not be first occupied unless and until the proposed development has been provided with parking for 18 bicycles in a robust, secure and lockable enclosure in accordance with the approved plans and thereafter the said approved facility shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
- 6) Prior to the 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 and Surrey County Council's "Travel Plans Good Practice Guide",  
And then the approved Travel Plan shall be implemented within 6 months of first occupation and for each and every subsequent occupation of the development thereafter maintain and develop the Travel Plan 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) 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) measures to prevent the deposit of materials on the highway
  - (h) on-site turning for construction vehicles

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).

## **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 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 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/road-permits-and-licences/the-traffic-management-permit-scheme>

- 2) 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.
- 3) 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).
- 4) 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.
- 5) 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.
- 6) 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.

- 7) 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.
- 8) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.
- 9) 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.
- 10) 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.

## **Note to Case Officer**

### Access

- A new vehicle access would be provided with visibility splays in accordance with DMRB requirements for a 50mph road.
- The access would be provided with 5m width to allow for simultaneous two-way flow of vehicles in and out of the site.
- 6m kerb radii would be provided to accommodate turning movements of cars, light goods vehicles, refuse vehicles, ambulances and other emergency vehicles
- A ghost right turn lane would be provided to serve the new access and extended to the east of the site to provide access to the residential properties served by the existing private track to the east of the site.
- A 2m wide footway would be provided into the site on either side of the access with an uncontrolled dropped crossing with tactile paving across the access road.

### Trip Generation

TRICS analysis shows an anticipated trip generation of 8 two-way vehicle movements during the AM peak hour and 7 two-way movements during PM peak hour and a total of 108 two-way vehicle movements across a 12-hour daily period. The County Highway

Authority considers this would not have a material impact on traffic flows on London Road and the local highway network.

### Sustainability

- There are bus stops with hourly services within a short walk of the site.
- Camberley train station is within 20 minute walk of the site.
- Camberley town centre is within a 5 minute cycle ride of site.
- A 3m wide shared cycle footway on A30 connects the site to Camberley town centre.
- A dedicated cycle store would be provided with capacity for 18 bicycles.
- Dedicated storage would be provided for mobility scooters.
- A Travel Plan would be implemented.

The proposed development would therefore provide suitable opportunities for journeys to be made by means other than the car. As such it is considered to be a sustainable location in transport terms.

### Parking

16 parking spaces would be provided, a ratio of one space per 3.8 units. This is below the recommended ratio of one space per 2.0 units in SCC's Parking Standards (although these are maximum standards), however previous permission was granted in 2011 for a 58 bed care home with provision of 12 parking bays, representing a ratio of one space per 4.8 units. Given this is considered to be a location where trips other than by car are viable and would be supported and promoted through implementation of a Travel Plan, an individual assessment is appropriate. The Care Home would employ 32 staff on shifts, with a maximum of 18 staff being on site at any given time. If a proportion of staff and visitors travel other than by car then excess parking demand should be avoided. However, if this should occur the CHA considers this would be unlikely to cause an unacceptable highway safety impact.