



APPLICATION NUMBER	SU/22/1001/FFU
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr A Searchfield

Location: Westcroft Park Farm , Windlesham Road, Chobham, Woking, Surrey, GU24 8SN

Development: Construction of 20 dwellings with associated parking, access and landscaping following demolition of existing buildings (except Post Box Cottage)

Contact Officer	Richard Peplow	Consultation Date	4 October 2022	Response Date	05 July 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:

Sustainable Transport / Location Advice

The NPPF 2021, states that local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport, and that developments should be located where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities. The NPPF does, however, recognise that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Policy CP1 of the Surrey Heath Core Strategy states that new development will be in locations which are or can be made sustainable, so will be concentrated within the existing built up areas of the District, the Western corridor, where there is a choice of mode of transport available and where the distance to travel to services is minimised. Policy DM11 states that all development should ensure safe and well-designed vehicular access and egress and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians.

The County Highway Authority (CHA) considers that the application site is not an ideal location in sustainable transport terms for new residential use, as it is not easily accessible by modes of transport other than the private car. It is not located within a reasonable walking distance from key services and facilities such as jobs, shops, schools, health and leisure facilities, or public transport. Residents of the proposed residential use would therefore be heavily dependent on the private car for access to normal day to day services and facilities, hence the development would be contrary to the sustainable transport objectives of the NPPF and Policies CP1 and DM11 of the Surrey Heath Core Strategy.

The CHA acknowledges that there are three dimensions to sustainable development - economic, social and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. It also acknowledges that planning policy does permit the conversion and re-use of buildings in the Green Belt and hence some developments will not be able to meet the requirements of locational and transport policies. Therefore, it is for the Local Planning Authority to weigh up the CHA's sustainable transport advice against the other policies in the NPPF and the Core Strategy, particularly those relating to rural areas, in order to determine whether or not the proposed development would be sustainable in its wider sense.

If the LPA is minded to approve the proposed development the CHA would recommend that the following conditions are imposed:

Conditions

- 1) No part of the development shall be first occupied unless and until the proposed modified vehicular and pedestrian access to Windlesham Road has been constructed and provided with 2.4 x 90 metre visibility splays in accordance with the approved plans (Drawing No. FA21-1855-057) and thereafter the visibility splays shall be kept permanently clear of any obstruction between the height of 1.05 and 2.0 metres above the level of the carriageway.
- 2) The development hereby approved shall not be first occupied unless and until the existing western-most access and the central access from the site to Windlesham Road have been permanently closed and the highway verge fully reinstated.
- 3) The development hereby approved shall not be first occupied unless and until a 2 metre wide permissive pedestrian path has been constructed through the site to link to the public footpath (route 122) to the south of the site and the bridleway (route 133) to the north of the site in accordance with the approved plans (Drawing No. L90-201).
- 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. FA21-1855-063) 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 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) 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.

- 7) The development hereby approved shall not be first occupied unless and until the proposed dwellings have each been provided with parking for a minimum of two bicycles in a robust, secure and lockable enclosure including charging points for electric bikes in accordance with the approved plans for bicycle storage (Drawing No. FA21-1855-155) and thereafter the said approved facility shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

- 8) 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) vehicle routing
 - (h) measures to prevent the deposit of materials on the highway
 - (j) 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.

Note to Case Officer

The County Highway Authority (CHA) previously objected to the proposed development on sustainability grounds for the reasons as set out above. However following a thorough site visit in which we were shown evidence of existing residential accommodation with capacity for 24 persons to live on site (although on a temporary basis) and also witnessed the scale of the current commercial activity with stabling for 90 horses, the CHA has reconsidered its position. It is apparent that when assessing the existing lawful use of the site, particularly considering if it was operating at its full capacity, with the need for grooms and security staff to live on site, the proposed residential development would lead to a significant net reduction in vehicle trips over the course of a typical week day and weekend day, including a reduction in HGV movements onto Windlesham Road.

Traffic generation

The trip rate assessment in the Technical Advisory Note accords with the TRICS methodology. An estimate of the trip rate for the whole site (48.2 hectares) has been made. This trip rate has then been applied pro-rata to the northern land holding (20.636 hectares), as this land is accessed via the application site and is served by the buildings / facilities that are contained within the application site. Both weekday and weekend trips have been considered.

A net traffic generation assessment has then been made by comparing the existing trip generation to that for the proposed residential use. The CHA confirms that this approach provides a robust assessment.

Based on the calculated trip rates of 10.3 per hectare for weekdays and 32.5 per hectare for weekend days the assessment shows the total trip generation for the equestrian use to be 213 trips over a typical weekday and 671 over a typical weekend day.

Based on a daily trip rate of 4.84 per dwelling the trip generation for the proposed residential use is predicted to be 97 trips over a typical weekday and 69 over a weekend.

From this the net traffic impact has been predicted to be a net daily reduction of 117 trips on a weekday and 602 trips on a weekend day. This would include a significant reduction in goods vehicle trips.

A weighted average daily trip generation calculation has also been included to take account of both weekday and weekend trips. This shows a net reduction of 256 trips.

Road Safety

On the site visit the CHA also witnessed a large group of horses being led out of the site onto Windlesham Road, which is understood to be a regular occurrence. In this context the road safety benefits set out in section 3 of the Applicant's submitted (Highways) Technical Advice Note (January 2023) do appear to be a material consideration.

Taking all of the above into consideration the CHA is minded to accept the residential element subject to the above conditions, but understands that the LPA may wish to refuse the application on sustainability grounds.