



APPLICATION NUMBER	SU/22/1066/R RM
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Location: Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN

Development: Reserved Matters application pursuant to Condition 4 for the provision of ANGST and the allotments (Phases 5e, 5f and 5j) with access, layout, scale, appearance and landscaping being considered and the partial submission of details pursuant to conditions 16 (Ecological Mitigation and Management), 29 (Tree Retention and Protection), 32 (Hard and Soft Landscaping) and 33 (Landscape Management Plan) attached to 12/0546 as amended by 18/0619 and 18/1002 and Schedule 5 Parts 5 (Provision of ANGST Land) and 11 (Provision of Allotments) of the Section 106 agreement dated 17 April 2014 as varied in relation to these phases and also details of the Northern Access Route Road Network including access to Phase 4i (Care Home), Phase 5d (Sports Hub) and Phase 4d (residential parcel)

Contact Officer	Matthew Strong	Consultation Date	4 May 2023	Response Date	4 September 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. The proposed allotments shall not be brought into first use unless and until the proposed vehicular access hereby approved has been constructed and provided with visibility zones and a gated entrance, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
2. The proposed allotments shall not be brought into first use unless and until space has been laid out within the site in accordance with the approved plans for vehicles and cycles to be parked and for vehicles 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 purposes.
3. The proposed allotments shall not be brought into first use unless and until 50% of the proposed parking 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 the remaining parking spaces 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.

4. The proposed ANGST shall not be brought into first use unless and until a shared pedestrian and cycle network route has been constructed and provided within the site in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter the routes shall remain permanently open to public use at all times.

Reasons

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.

Informatives

Note to Planner

Update 04/09/2023: Condition 1 has been worded accordingly to ensure the proposed vehicular gated access to the allotment parking area is setback a sufficient distance to allow vehicles to wait off of the carriageway whilst the gates open. Condition 3 will provide sustainable means of travel to/from the site and is supported by SCC's LTP4. Condition 4 has been worded accordingly to ensure sufficient pedestrian and cyclist routes are provided within the site, these should be 3m in width, narrowing down to 2.5m in some locations due to existing trees. An additional east-west pedestrian route connecting to Deepcut Bridge Road should be provided - the route would provide increased permeability to/from the surrounding areas. The connection would further encourage active modes of travel and is supported by LTP4 and Healthy Streets.