

<b>APPLICATION NUMBER</b>	<b>SU/22/0935/OOU</b>
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**DEVELOPMENT AFFECTING ROADS**  
**TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** Other Lavignac Securities

**Location:** Land South Of Beach House Woodlands Lane Windlesham Surrey GU20 6AP

**Development:** Outline application for the demolition of 1 Broadley Green to facilitate the erection of 20 residential (Use Class C3) dwellings for age restricted (55+ years) accommodation with new means of access off Broadley Green.

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	21 September 2022	<b>Response Date</b>	3 November 2022
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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 development hereby approved shall not be first occupied unless and until the proposed vehicular access to Broadley Green has been constructed and provided with 2.4 x 43 metre visibility splays in accordance with the approved plans (Drawing No. TB16739-GA-001) and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high.
- 2) The development hereby approved shall not be first occupied unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to Broadley Green the depth measured from the back of the footway (or verge) and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
- 3) The development hereby approved shall not be first occupied unless and until an uncontrolled pedestrian crossing on Broadley Green, including tactile paving, has been provided as part of the construction of the vehicular access in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- 4) The development hereby approved shall not be first occupied unless an uncontrolled pedestrian crossing on Woodlands Lane, including tactile paving, has been provided in

accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.

- 5) The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with a plan to be submitted to and approved in writing by the Local Planning Authority 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.
- 6) 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.
- 7) The development hereby approved shall not be first occupied unless and until each of the proposed dwellings are provided with parking for bicycles in a robust, secure and lit enclosure in accordance with a plan to be submitted to and approved in writing by the Local Planning Authority

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
  - (i) 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 (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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

- 2) 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.
- 3) 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.
- 4) 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.
- 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 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.
- 8) 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. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.
- 9) Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.
- 10) 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.
- 11) 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.

### **Note to Planning Officer**

The County Highway Authority (CHA) notes that objections have been raised regarding

vehicular access, parking and traffic.

### Access

Access would be via a new priority controlled T-junction. The submitted plans have demonstrated to the satisfaction of the CHA that suitable visibility splays can be provided. Swept path drawings have demonstrated that the proposed access would allow for fire appliances and refuse vehicles to enter and to turn within the site in order to access and egress in forward gear. 2 metre wide footways would be provided on either side of the carriageway connecting to Broadley Green.

### Parking

The proposed parking provision of 40 spaces for the residential use and 4 for the community building would be in accordance with Surrey County Council's recommended parking standards for a village location.

### Road safety and sustainability

The recommended conditions to provide pedestrian crossing facilities on Broadley Green and Woodlands Lane would support trips to be made into Windlesham Village centre on foot, where there are also bus services.

### Trip generation

Trip data has been provided for the proposed residential use and for the community building. Using the worst case scenario this is likely to generate a total of 12 two-way vehicle trips during the AM peak (0800-0900) and 10 during the PM peak (1700 - 1800). The CHA is satisfied this would not lead to any significant impacts on the local highway network.

### Detailed design requirements for adoption

Should the applicant wish to offer the proposed road for adoption the CHA would require the following:

- A 2 metre service margin to be provided on the northeastern side of the carriageway, with a minimum 0.5m on the other side. Clear demarcation of the edge of highway.
- A 2m wide footway to be provided on the northeastern side of the carriageway at least as far as property No. 1 shown on the indicative site plan. The footway to properties No. 1 and 2 to tie into this.
- Clear visual demarcation of the start of the shared surface area.
- All parking bays to be a minimum 2.4 x 4.8m with a minimum 6m space provided in front of any garage.
- Cycle parking to be provided for the Community building.
- Other technical details to be agreed.