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To: All Members of the **PLANNING APPLICATIONS COMMITTEE**

The following papers have been added to the agenda for the above meeting.

These planning updates were not available when the reports in the main agenda were originally prepared and supplement the information contained in those reports.

Yours sincerely

Damian Roberts

Chief Executive

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#### PLANNING APPLICATIONS SUPPLEMENTARY INFORMATION

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<b>APPLICATION NUMBER</b>	<b>SU/20/0405</b>
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**DEVELOPMENT AFFECTING ROADS**  
**TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Location:** Land At Bagshot Retail Park, 150-152 London Road, Bagshot, Surrey GU19 5DF

**Development:** Amalgamation of existing (Class A1) retail units (Units 2B & 2C) for use as a foodstore (Class A1) along with internal works (including a reduction in mezzanine floorspace), changes to the building elevations (including a revised shop front), site layout (including revised servicing and car parking arrangements), external plant area, trolley bay and associated works.

<b>Contact Officer</b>	Matthew Strong	<b>Consultation Date</b>	3 June 2020	<b>Response Date</b>	23 June 2021
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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:

**Traffic Signals Contribution**

Prior to the sale of food and drink at the proposed site the applicant shall pay to the County Council a contribution of £50,000 towards a traffic signal improvement scheme on London Road.

**Conditions**

1. The development hereby approved shall not be first opened for trading unless and until space has been laid out within the site in accordance with the approved plans for vehicles 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.
2. The development hereby approved shall not be first opened for trading unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for:
  - (a) The secure parking of bicycles within the development site;
  - (b) Facilities within the development site for cyclists to change into and out of cyclist equipment and shower;
  - (c) Facilities within the development site for cyclists to store cyclist equipment,
3. The development hereby approved shall not be first opened for trading unless and until at least 13 of the available parking spaces for the proposal 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.

4. 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) measures to prevent the deposit of materials on the highway
- (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) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (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.

5. 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, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Heads of Travel Plan' document (if appropriate, specify). And then the approved Travel Plan shall be implemented and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

#### **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.

#### **Policy**

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2019.

#### **Informatives**

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).

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. Please refer to: <http://www.beama.org.uk/resourceLibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.

The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan

### **Note to Planner**

This response supersedes the previous report submitted by the CHA on 31st March 2021 following an amendment to condition 3 above.

The proposal will lead to the existing Class A1 retail units, numbers 2B and 2C, combining to create a discount foodstore, also under Class A1 use. The existing units currently consist of the following:

- Unit 2b (Cotswold Outdoors) – 1,050sqm (including 100sqm mezzanine).
- Unit 2c (Pets at Home) – 1,040sqm (including 340sqm mezzanine).

The proposal will lead to the existing mezzanine area removed, and a new 111sqm mezzanine installed, leading to the creation of a retail unit formed of 1,770sqm.

The applicant has submitted modelling data for the proposal and this has been assessed and audited by Surrey County Council's modelling team. The scenario has passed the modelling audit and it has demonstrated that there will not be a significant impact on the surrounding highway network as a result of proposed. To improve traffic movements to/from the site, the applicant has agreed to a contribution of £50,000 which will go towards bringing the existing signals up to specification and optimising the performance for the junction.

Parking provision within the site consists of 338 spaces, with this including 15 disabled spaces and 6 parent and child parking spaces. The proposal will lead to a slight reduction in the number of parking spaces available, decreasing from 338 to 332 spaces. The proposal will lead to an increased level of accessible parking at the site, with 16 disabled spaces and 11 parent and child parking spaces available. The car park will be provided with sufficient space for all vehicles to turn in order for them to enter and leave the site in forward gear. The existing servicing arrangement within the site will be utilised and tracking has been provided which demonstrates that service vehicles can utilise the space effectively and safely.

A Construction Management Plan will be in place to effectively manage the construction phase of the proposal and, as such, condition 4 has been included above.

The inclusion of fast-charge Electric Vehicle charging points and secure, covered cycle parking will encourage sustainable modes of travel to/from the site. Condition 5 has been included above to ensure that a Travel Plan will be submitted which sets out targets and objectives for the site to become more sustainable by reducing the reliance on the private car.

The information submitted as part of this application sets out a thorough assessment of the impact of traffic generated from the proposals on the surrounding highway network. It is not considered that the proposal will result in a severe impact on the highway network. The Highway Authority considers that, with the measures included above, the proposal will not have a material impact on highway safety.

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