



APPLICATION NUMBER	SU/19/0304
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Halebourne Group

Location: 134 & 136 London Road, Bagshot, GU19 5BZ

Development: Outline application for the erection of 26 residential units (Class C3) following demolition of both existing dwellings with new vehicular access off London Road. Access

Contact Officer	Angela Goddard	Consultation Date	8 May 2019	Response Date	12 July 2019
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Informative Note to the LPA:

The CHA has requested the inclusion of a Construction Transport Management Plan. 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.

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:

1. No part of the development shall be occupied unless and until the proposed modified northern pedestrian/vehicular access to London Road including the widening of the footway along the frontage of the site to 3 m to extend the existing shared footway/cycleway with any private land dedicated as public highway shall be constructed and provided with visibility zones of 2.4 m x 120 m in both directions 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 above 0.6 m high.
2. The development hereby approved shall not be first occupied unless and until the existing southern access from the site to London Road has been permanently closed and any kerbs, verge, footway, fully reinstated.
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 26 vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / turning areas shall be retained and maintained for their designated purposes

4. The development hereby approved shall not be occupied unless and until at least 5 of the available parking spaces are provided with a fast charge socket (current minimum requirement is 7 kW Mode 3 with Type 2 connector - 230 v AC 32 AMP single phase dedicated supply) 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 a Sustainable Travel Information Pack regarding the availability of and whereabouts of local public transport/walking/cycling/car sharing clubs/car clubs has been submitted for the written approval of the Local Planning Authority. The approved Sustainable Travel Information Pack shall be issued to the first time occupier of each dwelling, prior to first occupation.

6. The development hereby approved shall not be first occupied unless and until the secure covered parking of a minimum of 26 bicycles has been provided within the development site in accordance with the approved plans, and thereafter, retained and maintained 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) provision of boundary hoarding behind any visibility zones
- (e) measures to prevent the deposit of materials on the highway
- (f) 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.

Reason and Policy

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and accord with Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and in recognition of 'Promoting Sustainable Transport' in the National Planning Policy Framework 2019'.

Informatives

1. 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.

2. 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.

3. 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>. The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see 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. The developer is advised that as part of the detailed design of the highway works required by the above condition(s), 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.

5. 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.

6. 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).

Note to Case Officer

The proposed development of 26 flats will be served from the modified northern access onto London Road. A speed survey has been carried out by the developer to determine the required visibility splays and these are shown on the application drawings and considered acceptable by the CHA.

The developer has been contacted with regard to widening the footway along the frontage of the site to 3 m to extend the existing footway/cycle way from the south and has agreed that this will be provided and has therefore been included in the access condition. The developer will be required to enter into a S278 for the footway/access works and will need to dedicate any private land as public highway.

The parking provision of 1 space per flat complies with the minimum residential parking standards.

An assessment of the likely traffic generation from the site shows that there would be 7 movements in the am peak (8am-9am) and 9 movements in the pm peak (5pm-6pm) which equates to 1 additional movement approximately every 7 minutes. It is therefore not considered that the traffic impact of the development on the local highway network would be significant.

It is intended that refuse vehicles will enter the development to service the site and a swept path of a refuse vehicle has been provided demonstrating that it can turn and exit onto London Road in forward gear.