



APPLICATION NUMBER	SU/19/0154
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Fairfax Acquisitions Ltd

Location: Rosedene Farm & Land to the South of Fenns Lane, West End, Woking, GU24 9QF

Development: Outline application for the erection of 74 dwellings (and the retention of Rosedene Farm), provision of accesses, landscaping and play space along with a SANG following the demolition of existing buildings.

Contact Officer	Angela Goddard	Consultation Date	8 March 2019	Response Date	28 May 2019
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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:

1. No part of the development shall be first occupied unless and until the existing eastern vehicular access to Fenns Lane has been modified to include a 3m wide section of footway on one side of the access extending into the site and incorporating an informal crossing with pram crossing points and tactile paving on both sides of Fenns Lane and provided with visibility zones of 2.4 m x 43.3 m and 2.4 m x 41.1 m 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 1.05 m high.
2. No part of the development shall be first occupied unless and until the proposed western vehicular/pedestrian access to Fenns Lane has been constructed and provided with visibility zones of 2.4 m x 49.8 m and 2.4 m x 47.9 m in accordance with drg no. 2018/4157/001 Rev B and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05 m high.
3. No part of the development shall be first occupied unless and until a vehicular passing bay has been provided on Fenns Lane in a location to be agreed with the Highway Authority on Fenns Lane 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 and until raised access platforms have been constructed at:
 - a. the existing northbound bus stop opposite 89 Guildford Road
 - b. the existing southbound bus stop at the junction of Fellow Green Road and Guildford Road

in accordance with details 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 scheme to be submitted to and approved in writing by the Local Planning Authority for vehicles / cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking / turning area(s) shall be retained and maintained for their designated purpose.

6. The development hereby approved shall not be occupied unless and until each dwelling is 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.

7. The development hereby approved shall not be first occupied unless and until a Travel Information Pack to be provided to residents regarding the availability of and whereabouts of local [public transport/walking/cycling/car sharing clubs/car clubs] has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

8. (Please Note: 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.)

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) vehicle routing
- (f) measures to prevent the deposit of materials on the highway
- (g) 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 Section 4 'Promoting Sustainable Transport' in the National Planning Policy Framework 2012'.

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).

7. The developer is advised that Public Footpath Number 124 crosses the application site and it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

Note to Case Officer

Accessibility

The nearest bus stops to the site are located on Guildford Road, with the northbound stop approximately 450 m from the site and the southbound bus stop approximately 370 m. Both bus stops provide a shelter, seating and timetable information and will be upgraded to provide raised access platforms.

Vehicular Access

Vehicular access to the site will be provided by two vehicular access points. The existing eastern access will be modified to include a 3m wide section of footpath for shared pedestrian/cycle use and provide an informal crossing point with tactile paving across Fenns Lane.

The proposed western access from Fenns Lane will also be provided with a footway leading into the site.

In order to provide appropriate visibility splays for both accesses a speed survey was undertaken to determine the 85th percentile wet weather speed. In order to provide the visibility splays it will be necessary to remove some of the vegetation along the frontage of the site.

A vehicular passing bay has been proposed towards the narrower section of Fenns Lane to give vehicles additional room to be able to pass.

Accidents

A review of the accident data shows that there have been no personal injury accidents on Fenns Lane in the last 5 years involving vulnerable road users.

Pedestrian Access

Pedestrian access is provided by both the eastern and western accesses. A footway link is provided between the western and eastern parts of the site via the SANGS enabling residents to access the crossing point at the eastern access in order to utilise the public footway on the opposite side of Fenns Lane. Discussions have taken place between the Highway Authority and developer in order to provide a cycle/pedestrian route through the site as part of the SANGS.

Car Parking

It is proposed to provide 141 parking spaces in a mixture of garage/courtyard and car port spaces, across the site which meets the minimum parking requirement for residential development.

Servicing

It is proposed that refuse vehicles will enter the site in order to service the proposed dwellings and swept path analysis has been provided for both accesses to demonstrate that these vehicles will be able to enter and exit satisfactorily.

Existing Traffic Generation

The existing use of the site consists of equestrian uses. As full traffic information is not known with regard to the use of the stables and the level of traffic that may have been generated by such a use, the developer has made a number of assumptions in order to calculate the vehicular movements that may have existed. It is considered that this is a reasonable approach.

Based on the 27 stables on the site being fully occupied an estimation of a minimum 62 two-way vehicle trips associated with horse owners attending their horses twice a day, plus deliveries has been calculated. It is likely that the majority of these trips would have occurred before the morning peak hour (before work) and after the evening peak hour (after work). An assumption has therefore been made that none of these trips are present in the network peak hours for the purposes of calculating the net impact of the residential properties in the peak hour periods.

Proposed Traffic Generation

The TRICS database has been reviewed to determine the anticipated traffic generated by the proposals using sites comparable to the location and accessibility of the proposed dwelling.

Using the residential trip rate information the development of 74 dwellings are forecast to generate an additional 35 two-way vehicle movements in the AM peak and 33 two-way movements in the

PM peak (334 two-way daily movements).

It has been assumed that the majority of vehicles from the development will travel east through the A322 Guildford Road roundabout as this is the nearest junction to the site.

Development Impact

A Junctions 8 model has been used to forecast the impact of the development proposals on the existing A322 Guildford Road/Kerria Way/Fellow Green roundabout junction. A traffic survey was completed in September 2018 to record the baseline level of vehicle trips and movements into and out of each arm of the roundabout.

Traffic on all arms of the roundabout have been subjected to future traffic growth predictions based on the TEMPRO software to allow 5 years post development (to 2023) to be generated. The traffic growth has been applied to the baseline 2018 traffic flows to generate the likely traffic flows in 5 years post development in the am and pm peak hour periods.

The results show that all arms of the roundabout are forecast to exhibit a similar level of delay per vehicle in the 'with development' scenario compared with the 2023 and 'committed development' scenario apart from the A322 North in the AM peak hour period. The worst 15 minute period of the AM peak period (08.00 - 08.15) shows an increase of 10 seconds delay per vehicle on this arm.

Mitigation

A mitigation scheme for the A322/Kerria Way/Fellow Green roundabout junction was put forward to the Highway Authority in 2015 as mitigation for the committed developments at Beldam Bridge Road and Kings Road, West End and came as a result of a modelling assessment of the traffic impacts of both sites individually and in combination. This demonstrated that the junction, in its current form, is operating close to capacity and would in future, suffer from queuing and delays on both the A322 approaches, particularly on the A322 north arm. The developers of both sites worked together to put forward a mitigation scheme to provide an improvement to the capacity and operation of both arms of the junction.

It is considered by the Highway Authority that the scheme put forward would provide an improvement to the future queuing and delays that the existing junction would suffer from which was identified by the modelling assessment in 2015 and that provided with this current application. The proposed scheme has been included with the application documents. It is considered that this improvement scheme is likely to be delivered through the CIL process.

