



APPLICATION NUMBER	SU/19/2311
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr Adam Stratford

Location: Land At Former Cheswycks School, Guildford Road, Frimley Green, Camberley, Surrey GU16 6PB

Development: Outline planning application for the erection of 13 self-build dwellings within serviced plots with associated car parking, landscaping and other associated works following the removal of remaining structures. Details of access, layout and landscaping to be determined.

Contact Officer	Matthew Strong	Consultation Date	20 January 2020	Response Date	4 March 2020
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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. Visibility zones shall be provided in accordance with the approved plans, Drawing No. 3580-1200-T-005 A, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1m high.
2. 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 and turning areas shall be retained and maintained for their designated purposes.
3. 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) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - (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.

4. The development hereby approved shall not be occupied unless and until each of the proposed dwellings 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.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

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.

Note to Planner

The access to the proposal will require the cutting back of existing vegetation in order to achieve the proposed visibility splays which are required for this type of road. The proposed development is located on Guildford Road (B3012) and this is subject to a 40 mph speed limit. Speed data has been provided and the Highway Authority are satisfied that the resultant data is sufficient to provide the proposed visibility splays which measure 2.4m x 108m, without the need for any speed calming measures. Surrey County Council's Arboricultural Officer has been contacted and the tree removal will not affect highway trees.

Guildford Road has no pedestrian facilities and sporadic street lighting. The National Planning Policy Framework (NPPF) 12, states that the local planning authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport, and that developments should be located where practical to give priority to pedestrian and cycle movements, and have access to high quality public transport facilities. The NPPF does, however recognise that opportunities to maximise sustainable transport solutions will vary from urban to rural areas. Policy CP2 of the Surrey Heath Core Strategy (2012) states that in promoting a strategy for sustainable development not only will development be directed to the most sustainable locations but development will be expected to promote a safe, healthy and sustainable lifestyle. This will be achieved through sustainable materials, and the creation of communities that have easy access to high quality local services that are easily accessible without the use of the car.

The County Highway Authority considers that the application site is not an ideal location in sustainable transport terms for new residential use, as it is not easily accessible by modes of transport other than the private car. It is not located within a reasonable walking distance from key services and facilities such as jobs, shops, schools, health and leisure facilities. The nearest bus stop is approximately 1 km from the site which is served by bus route 48 which runs from Woking to Frimley Park Hospital with a frequency of only two services a day. The nearest Rail Station is Farnborough North a distance of approximately 2.2 km. Both of these distances exceed recommendations found within the Department for Transport Guidance '*Providing for Journeys on Foot*'. Residents of the proposed residential development would therefore be heavily dependent

on the private car for access to normal day to day services and facilities, hence the development would be contrary to the sustainable transport objectives of the NPPF and Policy CP2 of the Surrey Heath Core Strategy (2012).

Notwithstanding this advice however, the CHA acknowledges that there are three dimensions to sustainable development - economic, social and environmental - hence the sustainability of the site should not be accessed purely in terms of transport mode and distance. It is also acknowledged that planning policy does permit the conversion and re-use of buildings in the Green Belt and hence some developments will not be able to meet the requirements of locational and transport policies. Therefore, it is for the Local Planning Authority to weigh up the CHA's sustainable transport advice against the other policies in the NPPF and the Core Strategy, particularly those relating to rural areas, in order to determine whether or not the proposed development would be sustainable in its wider sense.

The CHA has considered the feasibility of a footpath being provided along Guildford Road to assist those residents who want to walk to the facilities in Frimley Green Village Centre approximately 1.2 km west of the site. Consideration has also been given to providing a pedestrian access through the site emerging onto Guildford Road. It is not considered reasonable for the applicant to provide the length of footpath that would be required to provide pedestrian access and there is no street lighting on the part of Guildford Road where the site is located. A pedestrian route through the site was also not considered feasible as it would emerge onto a part of Guildford Road where there is no footpath or street lighting.

The Highway Authority considers that the proposal is unlikely to lead to a significant increase in vehicle movements to/from the site and it is unlikely to have a material impact on highway safety issues.