



APPLICATION NUMBER	SU/2018/102 7
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Bovis Homes Ltd

Location: PRINCESS ROYAL BARRACKS, (NEWFOUNDLAND ROAD) DEEPCUT, CAMBERLEY, GU16 6RN

Development: Application for the approval of Reserved Matters (layout, scale, appearance and landscaping) pertaining to phase 2a for the erection of 131 dwelling houses (of which 35% are to be affordable units) pursuant to permission reference 12/0546 (as amended) (hybrid permission for a major residential led development totalling 1,200 new dwellings) and consideration of details to comply with planning conditions 9 (Affordable Housing), 16 (Ecological Mitigation and Management), 23 (Vehicle and Cycle Access), 25 (Car Parking), 26 (Electric Vehicle Charging Points), 29 (Trees), and 37 (Refuse) in so far as they pertain to phase 2a. (Additional plan recv'd 13/2/19). (Amended & additional plans & information rec'd 03/06/2019.) BOVIS

Contact Officer	Matthew Strong	Consultation Date	10 June 2019	Response Date	1 May 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 splays shall be provided in accordance with the approved plans, Drawing No. 5577:09 C, and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1m high.
2. No part of the development shall be first occupied unless and until each of the proposed accesses is provided with a pedestrian inter-visibility splay of 2m by 2m on each side of the access to be in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. The depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
3. No part of the development shall be first occupied unless and until the adjustments to the proposed highway kerbing layout as identified by the Skanska/Waterman's road adoption proposals, Drawing Nos DC2-WTM-CH-121-XX-DR-03-0102 Rev P03 and DC2-WTM-CH-121-XX-DR-03-0101 P03, have be submitted to and approved in writing by the Local Planning Authority. Once approved, the proposed highway layout shall be implemented as per the approved design.

4. No part of the development shall be first occupied unless and until a revised vertical curve is provided in general accordance with the approved plans, Drawing No. 5577-10 D, at the location where the southern section of the site (Road 2) ties in with Royal Way and thereafter such agreed tie in details shall be constructed and permanently retained to the satisfaction of the Local Planning Authority.
5. No part of the development shall be first occupied unless and until a vehicular tracking plan has been provided and approved in writing by the Local Planning Authority showing two Light Motor Vehicles passing each other on all corners within the site. Once approved the agreed kerb layout shall be constructed in accordance the approved details.
6. No part of the development shall be first occupied unless and until a continuous shared 3m wide pedestrian/cycle link connecting the LEAP to the SANG connection is provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. This 3m link shall include all parts of the route, including the space fronting the LEAP. Thereafter the shared 3m pedestrian/cycle link shall be permanently retained and maintained to the satisfaction of the Local Planning Authority.
7. No part of the development shall be first occupied unless and until a shared 3m wide cycle/footway is provided connecting Royal Way to Newfoundland Road in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the shared 3m pedestrian/cycle link shall be permanently retained and maintained to the satisfaction of the Local Planning Authority.
8. No part of the development shall be first occupied unless and until each of the proposed houses are provided with a metal cycle shed, and each of the proposed flats are provided with a communal cycle storage block, for the secure, covered parking of bicycles within the development site, all 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.
9. The development hereby approved shall not be occupied unless and until each of the proposed dwellings together with at least 8 visitor parking bays are provided with a fast-charge Electric Vehicle charging socket (current minimum requirement for all sockets - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) to be evenly distributed amongst the entirety of the proposed visitor parking bays within the development in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter permanently retained and maintained to the satisfaction of the Local Planning Authority.
10. No part of the development shall be commenced unless and until details of the required vehicular visibility at the junction of Newfoundland Road and Cyprus Road has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Once agreed the visibility splay/s shall be provided upon commencement of development free of any obstruction between 0.6m and 2m in height above ground level.
11. All proposed footways, cycleways, roads and carriageways within the development shall remain open and accessible to all highway users including pedestrians cyclists and motorised traffic for permanent use, free of any impediment at all times. Once constructed such routes shall be permanently 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 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.

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/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 www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice.

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 plan showing the proposed visibility splays is acceptable in terms of visibility at junctions and forward visibility in most locations, however, additional visibility splays not shown must be provided; furthermore pedestrian visibility has not been provided for each of the accesses and as such conditions 2 and 10 have been included above. The proposed 3m wide pedestrian/cycle link adjacent to the LEAP is not currently shown as 3m by the corner of the LEAP, and as such, condition 6 has been worded accordingly. The inclusion of fast-charge Electric Vehicle charging points will encourage sustainable modes of travel to/from the site. Drawing No. 16.1174.P1.406 P, shows the provision of EV points for visitor parking bays, there is, however, a prevalence of EV points located by plots 79 and 106. These should be dispersed throughout the site so all visitor parking areas are provided with a charging point - condition 9 has been worded as such to ensure these are dispersed throughout the site. To further encourage sustainable modes of travel to/from the site, cycle parking will be provided for each of the proposed dwellings. The Highway Authority would prefer the erection of brick cycle storage units for each of the houses, however, if this is not possible, metal units should be provided, rather than wooden structures, as they will provide longer lasting facilities.

The proposed kerb lines and a revised vertical alignment of Road 2 shown in the submitted drawings broadly match the expectations of that which will be delivered by Skanska. However

some adjustments are still required to satisfy visibility, vehicular tracking movements and acceptable highway gradients. Such adjustments may have a minor impact on the submitted levels and boundary treatment but are unlikely to have a significant impact – the above conditions have therefore been worded accordingly.