

APPLICATION NUMBER	SU/20/0226
---------------------------	-------------------

DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Trivselhus UK Limited

Location: Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey GU16 6RN

Development: Reserved matters application pursuant to condition 4, attached to 12/546 as amended by 18/0619 and 18/1002 for the redevelopment of Princess Royal Barracks for 1200 dwellings, for the erection of 21 dwellings (phase 4a) with access, appearance, landscaping, layout and scale being considered and submission of details to comply with conditions 16 (ecological mitigation and management), 26 (electric vehicle charging points), 29 (tree retention and protection), 32 (hard and soft landscaping), 33 (landscape management plan), 40 (surface water drainage), 43 (foul sewerage disposal), 52 (archaeology) and 55 (ground contamination).

Contact Officer	Matthew Strong	Consultation Date	19 May 2020	Response Date	24 September 2020
------------------------	----------------	--------------------------	-------------	----------------------	-------------------

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. The proposed vehicular access to Mindenhurst Road hereby approved shall be constructed in accordance with the approved plans and thereafter shall be permanently maintained.
2. 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, Drawing No. 00752D-JTP-MP-01 Rev H, 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.
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 within the site, specifically ensuring that no vehicles or deliveries associated with the development may wait or be parked, loaded or unloaded at any time from Mindenhurst Road.
 - (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) no HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm if any implementation of the development takes place after the first opening of the Mindenhurst Junior School or associated Nursery.

(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.

4. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with the approved plans, Drawing No. 00752D-JTP-MP-01 Rev H, and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

5. No part of the development shall be first occupied unless and until each of the proposed dwellings are provided with a metal cycle shed for the secure, covered parking of bicycles within the development site 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.

6. No part of the development shall be first occupied unless and until a continuous pedestrian route is provided through the site which connects to the footpaths north-west and south of the site boundary in accordance with the approved plans, Drawing No. 00752D-JTP-MP-01 Rev H. Once constructed such routes shall be permanently retained and maintained to the satisfaction of the Local Planning Authority.

7. All proposed footways, cycleways, roads and carriageways within the development shall remain open and accessible to pedestrians and cyclists 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 applicant is advised that planning permission under the Town and Country Planning Act should not be construed as approval for the purposes of road adoption by Surrey County Council in its capacity as Highway Authority. It is unlikely that the roads and footpaths within this proposed development would be eligible for adoption due to the geometric layout and lack of suitable service margins. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Team at 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

This response supercedes the previous comments submitted on 25th June 2020.

The proposal will lead to the erection of 21 dwellings. The proposal provides sufficient parking within the site and adequate turning space which will allow for all vehicles to enter and leave in forward gear. Tracking has been provided for cars, fire vehicles and waste collection vehicles and this has demonstrated that all vehicle types can navigate the site effectively.

The inclusion of fast-charge Electric Vehicle charging points will encourage sustainable modes of travel to/from the site. To further encourage sustainable modes of travel, 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 Highway Authority considers that the proposal would not have a material impact on highway safety.