



APPLICATION NUMBER	SU/20/1048
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Heidi Perrin

Location: 22-30 Sturt Road Frimley Green Camberley Surrey GU16 6HY

Development: Erection of a residential development of 160 dwellings, including the conversion of the pumphouse building into residential dwellings, to provide 36 no one bedroom and 48 no two bedroom flats; 30 no two bedroom, 37 no three bedroom and 9 no four bedroom houses, along with associated estate roads and accesses onto Sturt Road, car parking, bin and cycle storage, local area of play and external landscaping following the demolition of all other buildings

Contact Officer	Richard Peplow	Consultation Date	21 December 2020	Response Date	13 July 2021
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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) The development hereby approved shall not be first occupied unless and until the existing vehicular access onto Sturt Road has been modified to include a 2m wide section of footway extending across the access point into the development and the northbound bus stop, and each of the vehicular accesses provided with 2.4 x 59m visibility splays in accordance with the approved plans (Drawing No. 1911063-04 Rev A). And thereafter the visibility splays shall be permanently provided with no obstruction above 1.05m high.
- 2) The development hereby approved shall not be first occupied unless and until an informal crossing with pram crossing points and tactile paving on both sides of Sturt Road has been constructed to the north of the northern access point and an informal crossing with a pedestrian refuge, pram crossing points and tactile paving has been constructed to the south of the southern access in accordance with the approved plans.
- 3) The development hereby approved shall not be first occupied unless and until a new footway has been provided at the southern end of the site 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 space has been laid out within the site in accordance with the approved plans for 276 vehicles to be parked and 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 purpose.
- 5) The development hereby approved shall not be first occupied unless and until each of the proposed dwellings (houses and flats) 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.
- 6) The development hereby approved shall not be first occupied unless and until a minimum of 1 secure cycle space per each 1 and 2 bedroom unit and 2 secure cycle spaces per each unit with 3 or more bedrooms has been provided in a covered and well-lit enclosure in accordance with a plan to be submitted to and approved in writing by the Local Planning Authority.

and thereafter the said approved facility shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

- 7) The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the improvement of the bus stops on Sturt Road located near to the proposed development:

At the northbound bus stop (on western side of Sturt Road):

- Accessible kerbing (9 metres at 140mm height)
- Real Time Passenger Information display
- Bus stop pole with flag and timetable case
- Bus stop cage and clearway

At the southbound bus stop (on eastern side of Sturt Road):

- Accessible kerbing (9 metres at 140mm height)
- Bus stop cage and clearway

- 8) Prior to the occupation of the development a Residential Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Heads of Travel Plan' document.

And then the approved Travel Plan shall be implemented prior to first occupation and for each and every subsequent occupation of the development, thereafter maintained and developed to the satisfaction of the Local Planning Authority.

- 9) Prior to the first occupation of the development a Travel Information Pack shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy

Framework and Surrey County Council's Travel Plans Good Practice Guide for Developers. The approved Travel Information Pack shall be issued to the first time occupier of each dwelling, upon occupation.

The pack should include:

- Details of local public transport services and location of rail stations and local bus stops
- Details of local car club and lift sharing schemes
- Maps showing local walking and cycling routes and accessibility to public transport, schools and local community facilities
- Health benefits of active travel
- Journey planning tools

10) 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) programme of works (including measures for traffic management)
- (e) provision of boundary hoarding behind any visibility zones
- (f) HGV deliveries and hours of operation
- (g) vehicle routing
- (h) measures to prevent the deposit of materials on the highway
- (i) no HGV movements to or from the site shall take place between the hours of 8.15 and 9.00 am and 3.00 and 3.30pm
- (j) 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.

(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).

HIGHWAY INFORMATIVES

- 1) The applicant is advised that as part of the detailed design of the highway works required by the above conditions, 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.
- 2) 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).

- 3) Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- 4) The developer would be expected to agree a programme of implementation of all necessary statutory utility works associated with the development, including liaison between Surrey County Council Streetworks Team, the relevant Utility Companies and the Developer to ensure that where possible the works take the route of least disruption and occurs at least disruptive times to highway users.
- 5) Notwithstanding any permission granted under the Planning Acts, no signs, devices or other apparatus may be erected within the limits of the highway without the express approval of the Highway Authority. It is not the policy of the Highway Authority to approve the erection of signs or other devices of a non-statutory nature within the limits of the highway.
- 6) 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.

Installation must be carried out in accordance with the IET Code of Practice for Electric Vehicle Charging Equipment: <https://www.theiet.org/resources/standards/cop-electric.cfm>

- 7) 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

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

- 8) 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.

REASON

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and to promote sustainable forms of transport in accordance with the requirements of the National Planning Policy Framework 2019.

POLICY

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2019.

NOTE TO PLANNING OFFICER

The site is currently occupied in the northern section by offices and in the southern section by a builders' merchant. The proposed residential of 160 dwellings would utilise two existing vehicular accesses onto Sturt Road.

Accessibility

The nearest bus stops to the site are located immediately to the south of the existing northern access (northbound) and opposite the existing access (southbound). The bus stops will be upgraded to provide a raised access platform to improve accessibility and with RTP1 to help users. This must be delivered in consultation with Surrey County Council's Passenger Transport Team. Two new informal pedestrian crossing facilities are to be provided on Sturt Road.

The nearest railway station is Farnborough North a 1.5km walking distance.

Access

The proposed development will utilise the existing vehicular accesses but the northern access will be modified with a 2m width footway into the site also to link with the northbound bus stop. A new footway will be constructed at the southern end of the site to provide a dedicated pedestrian route into the site from the south and linking with the new crossing facility on Sturt Road. A detailed drawing will be required showing the entire length of the proposed footway at the southern end and how this will tie in with the existing highway.

Vehicle Movements

The traffic generation data included in the Transport Assessment shows that the development is likely to generate 63 two-way vehicle movements in the AM peak (08.00 – 09.00) and 69 two-way movements in the PM peak (17.00 – 18.00) with 619 two-way daily (07.00 - 19.00) vehicle movements during weekdays.

This compares to the combined trip generation under the current lawful uses of 102 two-way vehicle movements in the AM peak, 95 two-way movements in the PM peak and 665 two-way daily weekday movements.

Comparing the proposed with the current trip generation shows that the proposed development would lead to a net reduction of 39 vehicle trips in the AM peak 26 vehicle trips in the PM peak and 46 vehicle movements across a typical weekday.

Junction Assessments

Because of the reversal of flow patterns an assessment was required to be undertaken on the local highway network.

Traffic modelling was carried out for the northern site access, the southern site access and the following key junctions:

Sturt Road / Mytchett Road / Hamesmoor Road Mini-Roundabout
Sturt Road / Guildford Road / Frimley Green Road Mini-Roundabout
Frimley Green Road / Wharf Road Mini-Roundabout

The results of the modelling indicate the following:

- The northern and southern site access junctions would operate within capacity during both peak periods, both with and without the development
- The Sturt Road / Mytchett Road / Hamesmoor Road junction would operate within capacity during both peak periods, both with and without the development.
- The Sturt Road / Guildford Road / Frimley Green Road Mini-Roundabout would operate within capacity during both peak periods, both with and without the development.
- The Frimley Green Road / Wharf Road Mini-Roundabout would operate within capacity during the evening peak period, both with and without the development.
- The Frimley Green Road / Wharf Road Mini-Roundabout would operate with an RFC (Ratio to Flow Capacity) of over 0.85 on the Wharf Road arm during the morning peak period, both with and without the development. The RFC is below 1 indicating that the junction would continue to operate within capacity.

Parking

The proposed level of parking for the development will be 276 spaces, to include 11 visitor parking spaces. This level of parking meets the minimum parking guidance for residential development set out in Surrey County Council's 'Vehicular and Cycle Parking Guidance January 2018'.

Cycle Parking

The level of cycle parking will be provided in accordance with Surrey County Council's guidance. The minimum required levels are 1 cycle space for 1 and 2-bedroom units and 2 cycle spaces for units with 3 or more bedrooms. A condition has been recommended for the developer to provide details of cycle parking.

Cycle parking should be designed and provided in accordance with the appropriate

government guidance. Current guidance suggests that such parking should be undercover, lit, secure, adequately signed and as close to the destination as possible (within 20 m).

Residential Travel Plan

A Travel Plan Coordinator (TPC) will be appointed to manage and administer the Travel Plan and the monitoring and review programme. Travel surveys will be carried out in accordance with the TRICS Standardised Assessment Methodology (SAM) and at the agreed intervals.