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| APPLICATION NUMBER | SU/20/0318/RRM |
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mrs Laura Jackson

Location: Heathpark Wood East Of Heathpark Drive Windlesham Surrey

Development: Reserved matters application for 116 dwellings and community facilities with associated landscaping, open space, car parking and access from Woodlands Lane and the provision of SANG with associated works (appearance, landscaping, layout and scale being considered) and submission of details to comply with conditions 5 (drainage strategy), 7 (greenfield runoff rates), 9 (programme of archaeological work), 15 (surface materials), 16 (visibility zones), 18 (travel plan), 19 (finished floor levels), 20 (tree reports), 21 (external lighting), 22 (badger method statement), 23 (landscape and ecological management), 25 (SANG management plan), 26 (bat survey), 27 (dormice survey), 28 (cycle and refuse storage areas), 29 (vehicle and cycle parking provisions) and 32 (sound attenuation) all pursuant to outline planning permission 15/0590 allowed on appeal dated 26 July 2017.

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| Contact Officer | Richard Peplow | Consultation Date | 20 December 2021 | Response Date | 11 January 2022 |
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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 commenced unless and until the proposed vehicular/pedestrian access to Woodlands Lane and 20 metres of the new access road have both been constructed and provided with 2.4 x 120m visibility zones in accordance with the approved plans (Drawing No. 18129/003), and thereafter the access visibility zones shall be kept permanently clear of any obstruction over 1m high.
2. The development hereby approved shall not be occupied unless and until space has been laid out within the site in accordance with the approved Parking Allocation Plan (Drawing No. PP.01 Rev C), for vehicles and 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) programme of works (including measures for traffic management)
- (e) vehicle routing
- (f) measures to prevent the deposit of materials on the highway
- (g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (h) 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 proposed development.

4. The details within the approved Travel Plan, dated April 2021, shall be implemented upon first occupation. The approved detailed Travel Plan shall then be implemented and thereafter maintained and developed to the satisfaction of the Local Planning Authority.

5. The development hereby approved shall not be occupied unless and until tactile paving crossings have been provided at the junctions where Heathpark Drive and Pine Grove meet Woodlands Lane to be in accordance with details to be submitted and approved in writing by the Local Planning Authority.

6. The development hereby approved shall not be occupied unless and until the two existing bus stops on the north and south side of Updown Hill, between nos 14 and 16 and adjacent to no. 11 shall be provided with replacement timetable information, poles, flag signs and raised bus borders to assist level access to buses and any necessary bus stop road markings in accordance with details to be submitted and approved in writing by the Local Planning Authority.

7. The development hereby approved shall not be occupied unless and until each of the proposed dwellings together with at least 6 visitor parking bays and at least 2 of the Community Building 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 the approved plans (Drawing No. EVCP.01) and thereafter 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.

Highway Informatives

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.

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.

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).

When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint maybe be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.

A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, 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 2 m in height above ground level shall be erected within the area of such splays.

The developer 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.

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.

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 road works 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.

Note to Planner

The proposal will lead to a reduction in the number of dwellings from 140 to 116 when compared to the previous planning application 15/0590. Sufficient parking will be provided within the site and there is adequate space for vehicles to turn in order for them to leave the site in forward gear. Tracking has been provided which demonstrates that a large refuse vehicle can navigate all sections of the site and is able to turn in order for it to leave in forward gear.

The inclusion of fast-charge Electric Vehicle charging points will encourage sustainable modes of travel to/from the site. Electric Vehicle charging points are to be provided for the community building and at visitor parking areas dispersed throughout the site.

The proposal will include the construction of tactile paving crossing points at the junctions where Heathpark Drive and Pine Grove meet Woodlands Lane, allowing for a safe pedestrian route to Windlesham's local facilities. In addition to this, an uncontrolled crossing point will be provided east of the site access to allow pedestrians a safe place to cross on Woodlands Lane. An improved continuous pedestrian route into Windlesham will be provided through the implementation of tactile paving at key junctions on this route.

Two of the existing bus stops on Updown Road will be upgraded which will encourage further sustainable travel to/from the site. The bus stop improvements will include timetable information, poles, flag signs and raised bus borders to assist level access to buses and any necessary road markings. Whilst there will not be an increase in bus services, the improvements to these bus stops will encourage further use of sustainable transport in the area.

The proposed vehicular access to Woodlands Lane will be provided with appropriate width and junction geometry and visibility splays of 2.4 m x 120 m in both directions which is suitable for the speed of the road and will therefore be sufficient to accommodate the proposed level of development and meet the required standards.

A Construction Transport Management Plan will need to be submitted prior to the commencement of the development. This will also include the route construction traffic will use to and from the site, which will need to be agreed before any works start.

Concern has been raised that the village is already used as a 'rat run' and will have safety implications. This is an existing concern that we cannot address but would welcome some CIL receipts from the development to be used on environmental impacts in Windlesham village.