



APPLICATION NUMBER	SU/20/1070
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr John Whiteman

Location: St Margarets Cottage And The Ferns Woodlands Lane Windlesham Surrey GU20 6AS

Development: Erection of 34 dwelling houses, to comprise 10 No one bed, 6 No two bed, 12 No three bed and 6 No four bed, with associated parking, access and landscaping following demolition of existing dwellings.

Contact Officer	Richard Peplow	Consultation Date	9 February 2021	Response Date	23 April 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) No part of the development shall be commenced unless and until the proposed vehicular access to Woodlands Lane has been constructed and provided with 2.4 x 120 metre visibility splays in accordance with the approved plans (Drawing No. 49515/5501/001 Rev A) and thereafter the visibility splays shall be kept permanently clear of any obstruction between 0.6 and 2.0 metres high.
- 2) The development hereby approved shall not be first occupied unless and until the existing accesses from the site to Woodlands Lane have been permanently closed and any kerbs, verge, footway, fully reinstated.
- 3) 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. DPA-9023-04 Rev C) for 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.
- 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 to and approved in

writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

- 5) The development hereby approved shall not be first occupied unless and until each of the proposed dwellings have been provided with a robust and covered facility for the secure parking of bicycles 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 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) provision of boundary hoarding behind any visibility zones
 - (e) HGV deliveries and hours of operation
 - (f) measures to prevent the deposit of materials on the highway
 - (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.

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.

HIGHWAY INFORMATIVES

- 1) The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs.

www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-drop-ped-kerbs

In the event that the access works require the felling of a highway tree not being subject to a Tree Preservation Order, and its removal has been permitted through planning permission, or as permitted development, the developer will pay to the County Council as

part of its licence application fee compensation for its loss based upon 20% of the tree's CAVAT valuation to compensate for the loss of highway amenity.

- 2) 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.
- 3) 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).
- 4) 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.
- 5) 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.
- 6) 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.
- 7) 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>

- 8) 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>

- 9) 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.
- 10) 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.
- 11) 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 may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.
- 12) 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.
- 13) When a temporary access is approved or an access is to be closed as a condition of planning permission an agreement with, or licence issued by, the Highway Authority Local Highways Service will require that the redundant dropped kerb be raised and any verge or footway crossing be reinstated to conform with the existing adjoining surfaces at the developers expense.

NOTE TO PLANNING OFFICER

Trip generation:

The County Highway Authority (CHA) is satisfied that the revised Trip rate analysis has been carried out using the approved TRICS methodology with the correct parameters applied suitable to this location. The revised trip rate assessment shows that the proposed development could be expected to generate 14 two-way trips in the AM peak and 15 in the PM peak. This is not considered to be a significant increase and it is unlikely to have an unacceptable impact on the free flow of traffic on Woodlands Lane. The junction modelling carried out has also taken into consideration the permitted development at Heathpark Wood. The results indicate that the proposed development would have a negligible effect on queues and delays at the nearby junctions.

Assess, visibility and road safety:

The CHA is satisfied that the 2.4 x 120m visibility splays to be provided at the proposed new site access are commensurate with the measured 85th percentile speeds on Woodlands Lane (44mph eastbound and 42mph westbound) in accordance with DMRB guidance. From Crashmap data there are no recorded road safety issues on the local network. The proposed separation distance of 83.8 metres between the proposed new site access and the access for the permitted development at Heathpark Wood is considered acceptable in highway safety terms.

Parking provision:

The proposed parking provision of 63 spaces accords with Surrey County Council's parking standards. Under this guidance 52 spaces should be provided and an additional allowance can be made in a village location for 3 and 4 bedroom houses to have an extra parking space where viable. 11 extra parking spaces are proposed, including the provision of 4 visitor parking bays. The CHA notes that the proposed provision is less than that recommended under policy WNP.2 of the Windlesham Neighbourhood Plan, which requires a higher parking provision for 3 and 4 bedroom houses where space permits within the development. This would amount to an additional parking requirement of 23 spaces over and above the 63 proposed. The CHA considers 63 parking spaces to be in accordance with SCC parking standards and that the question of any additional provision is an amenity issue rather than a highway safety issue.

Cycle parking:

This must be provided for each of the dwellings and the type and location of the facility shown on a plan. For dwellings provided with a garage it is deemed acceptable that cycles could be stored securely within the garage.