

<b>APPLICATION NUMBER</b>	<b>SU/21/0769/FFU</b>
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**DEVELOPMENT AFFECTING ROADS**  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

**Applicant:** Mr Tom Smailes

**Location:** Frimhurst Farm Deepcut Bridge Road Deepcut Camberley Surrey GU16 6RF

**Development:** Erection of a residential development of 65 dwellings along with associated estate roads and accesses onto Deepcut Bridge Road, car parking, bin stores and external landscaping following the demolition of all existing buildings

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	17 August 2021	<b>Response Date</b>	13 May 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**

**S278 Highway Works:**

- 1) Prior to the first occupation of the proposed development, the existing vehicular access to Frimhurst Farm shall be provided with a vehicle turning head in general accordance with Drawing No. 10 Rev A and subject to detailed design and Surrey County Council's full technical and road safety auditing requirements. Once provided the new turning head shall be kept permanently clear of all obstructions for uninterrupted public use at all times to the satisfaction of the Local Planning Authority.
- 2) Prior to first occupation of the proposed development the applicant shall make any necessary adjustments to the configuration of the traffic signals on the railway bridge as may be considered necessary by Surrey County Council.
- 3) No part of the development shall be first occupied unless and until the proposed vehicular and pedestrian accesses to Deepcut Bridge Road have been constructed and provided with visibility splays in general accordance with Drawing No. 06 Rev B and subject to Surrey County Council's full technical and road safety auditing requirements. Thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high to the satisfaction of the Local Planning Authority.

- 4) No part of the development shall be first occupied unless and until the proposed footways along the site frontage and an informal pedestrian crossing with a central refuge and tactile paving have been constructed and provided with visibility splays in general accordance with Drawing No. 08 Rev A and subject to Surrey County Council's full technical and road safety auditing requirements.
- 5) No part of the development shall be first occupied unless and until the proposed shared foot / cycle path on Deepcut Bridge Road between the application site and the junction with Lake Road has been constructed in general accordance with Drawing No. 09 Rev A and subject to Surrey County Council's full technical and road safety auditing requirements.

**Other Conditions:**

- 6) 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 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.
- 7) 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) 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).

- 8) 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 either in a garage or otherwise 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.

9) Prior to the first occupation of the development a Travel Information Welcome 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 and shall include:

- Details of local bus stops and services and cycle routes and distances to Brookwood, Farnborough North and Frimley railway stations
- Details of local car club and lift sharing schemes
- Maps showing local walking and cycling routes and times to local community facilities including schools, shops, health and leisure services.
- Information to promote the benefits and take-up of active travel

The approved Travel Information Welcome Pack shall then be issued to the first time occupier of each dwelling, upon first occupation.

10) 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 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.

#### **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 2021.

#### **Policy**

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2021.

#### **Highway Informatives**

- 1) With regard to Condition 1 above the County Highway Authority would welcome the construction and adoption of the turning head to form part of the publicly maintained highway.
- 2) With regard to Condition 2 above the applicant is advised that there is currently a dedicated traffic signal head with above ground vehicle detectors that enable a green signal for traffic exiting Frimhurst Farm. As part of the detailed design to provide the adoptable turning head adjacent to the railway bridge, discussions will be needed with Surrey County Council to determine whether this signal head may be removed or retained with adjustment to its configuration, full details of which can be obtained from Transport Development Planning.

- 3) Design standards for the layout and construction of access roads and junctions, including the provision of visibility splays, shall be in accordance with the requirements of the County Highway Authority.
- 4) 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.
- 5) The Applicant is advised that the S278 highway works will require payment of a commuted sum for future maintenance of highway infrastructure. Please see the following link for further details on the county council's commuted sums policy:

<https://www.surreycc.gov.uk/land-planning-and-development/planning/transport-development/delivery-of-development-highway-works>

- 6) 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.
- 7) 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.
- 8) 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).
- 9) 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.
- 10) 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.

- 11) 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.
- 12) 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.
- 13) 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>

- 14) 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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).

### **Note to Planning Officer**

The site is currently occupied by industrial units and one existing residential dwelling. Under the proposed development the existing uses would be replaced by 65 new residential units.

### Access and visibility

62 of the proposed residential units would be served by a new primary vehicular access to the north of the existing accesses onto Deepcut Bridge Road. Visibility splays would be provided in accordance with Manual for Streets guidance (2.4 x 40m).

2 residential units (nos. 2 and 3) would be served by the second existing access into the site with visibility splays in accordance with Manual for Streets.

The existing vehicular access to Frimhurst Farm would be modified and retained as an access to serve one residential unit (unit no. 1) only. The CHA has recommended that this amended access also forms an adoptable turning head be provided to allow any vehicles that cannot proceed southwards on Deepcut Bridge Road, due to the width restriction in place over the railway bridge, to be able to turn around safely. It will also enable (and retain space) for large vehicles to manoeuvre when accessing the private access on the north eastern side of the bridge.

This existing site access has maximum visibility splays of 2.4 x 15.5m, which is substandard for access onto a 30mph road. The CHA is satisfied that under the proposed plans this access would be retained for one dwelling only, meaning a significant reduction in use compared to the existing use by vehicles associated with the current light industrial uses. The CHA also notes that vehicle speeds at this point are greatly restrained by the width restriction over the railway bridge.

Swept path drawings have demonstrated that the proposed access arrangements would allow for refuge vehicles and a fire tender to access and egress the site in forward gear.

#### Accessibility / Sustainability

The CHA is satisfied that the proposed measures to improve accessibility by foot and by cycle to include footways into the site and along the frontage of the development, a new informal pedestrian crossing with pedestrian refuge and a new shared foot / cycle way on the eastern side of Deepcut Bridge Road, linking to existing facilities at the junction with Lake Road, would provide safe and suitable access and facilitate short trips to be made by active travel modes. In particular it would allow residents access by means other than a car to community facilities located at the nearby Mindenhurst development. These measures would also better enable residents to access public transport facilities for trips further afield. The nearest bus stops are either on Lake Road or on Brunswick Road, which will see the introduction of improved services, and both are approximately 600m walking distance from the site. Brookwood railway station can be accessed by cycle via the Basingstoke canal path. Given the range of services and facilities which can be accessed in Deepcut / Mindenhurst and in nearby Frimley, the CHA considers that the proposed residential development is in a sustainable location.

#### Trip generation

Using the approved TRICS methodology the submitted Transport Assessment has shown that the proposed development would likely lead to a substantial net reduction in total daily vehicle movements when compared to the current industrial use of the site. It is also important to note that this will bring a substantial reduction in heavy commercial traffic. There is also shown to be a small reduction in vehicle movements during the peak hours. The CHA is therefore satisfied that the proposed development of 65 residential units would not have a severe impact on the local highway network.

## Parking

The proposed vehicle parking accords with SHBC's adopted Parking Standards. Cycle parking for each dwelling should also be provided in accordance with these standards. Each dwelling should be provided with an electric vehicle fast charging facility in line with SCC's guidance in order to support sustainable travel.

