

APPLICATION NUMBER	SU/21/1268
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: David Holmes

Location: 29 And 30, Brackendale Close, Camberley, GUJ5 1HP

Development: Redevelopment of site to provide 30 no. Affordable Apartments with associated access, hardstanding, carparking, landscaping, Bin and Cycle stores following the demolition of No. 29 and No. 30 Brackendale Close and associated outbuildings.

Contact Officer	Richard Peplow	Consultation Date	31 January 2022	Response Date	25 April 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) No part of the development shall be first occupied unless and until the proposed modified vehicular access to Brackendale Close has been constructed and provided with visibility splays in accordance with the approved plans (Drawing No. 21-J3596 - 01 Rev B) and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high.
- 2) No part of the development shall be first occupied unless and until the proposed pedestrian access to A325 Portsmouth Road and an informal crossing point with dropped kerbs and tactile paving on Brackendale Close have been constructed in accordance with the approved plans (Drawing No. 21-J3596 - 01 Rev B).
- 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. 21-J3596 - 01 Rev B) 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) 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) measures to prevent the deposit of materials on the highway

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).

5) The development hereby approved shall not be first occupied unless and until the proposed development is provided with parking for a minimum of thirty bicycles (one per dwelling) in robust, secure enclosures in accordance with the approved plans (Drawing No. 21-J3596 - 09)

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

6) Prior to the first occupation of the development a Sustainable 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 Sustainable Travel Information Pack shall be issued to the first time occupier of each dwelling, prior to first occupation.

The pack should include:

- Details of local public transport services including access to rail stations
- Maps showing local walking and cycling routes and distances / time to community facilities
- Information to promote the take-up of sustainable travel including the benefits of active travel

7) The development hereby approved shall not be occupied unless and until each of the proposed parking spaces 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 the approved plans (Drawing No. 21-J3596 - 01 Rev B)

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) 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-dropped-kerbs

- 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>

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.

- 9) 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.

Note to Planning Officer

The County Highway Authority is satisfied that the proposed development would provide for safe and suitable access for all users. Vehicular access would be through a modified access onto Brackendale Close (an unadopted road) with suitable visibility splays provided. A separate pedestrian access would be constructed onto Portsmouth Road. Improved pedestrian crossing facilities would be provided on Brackendale Close, under a Mini S278 Agreement. The site has suitable access to public transport services and pedestrian and cycle routes.

The estimated trip generation from the proposed development of 30 flats in comparison to the current use is 104 - 108 vehicle movements per day with 10 -11 movements in each of

the peak hours. This level of trip generation is not expected to have a material impact on the local highway network.

The proposed level of vehicle and cycle parking of one space per flat accords with SHBC's adopted parking standards. The revised plans now provide for one electric vehicle fast charging facility for each of the parking spaces in accordance with SCC's latest guidance.