



<b>APPLICATION NUMBER</b>	<b>SU/21/0344/FFU</b>
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## **DEVELOPMENT AFFECTING ROADS**

### **TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Applicant:** Howarth Homes

**Location:** 99 - 109 Guildford Road Lightwater Surrey GU18 5SB

**Development:** Erection of 5 buildings to comprise 18 terrace style houses and 12 apartments within a flatted block with associated landscaping, access, and car parking. All following demolition of existing buildings on site.

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	26 May 2021	<b>Response Date</b>	07 July 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 vehicular access to Guildford Road has been constructed and provided with 2.4 x 43 metre visibility splays in accordance with the approved plans (Drawing No. 201268/TS/03) and thereafter the visibility splays shall be kept permanently clear of any obstruction over 0.6 metres high.
- 2) 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.
- 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) 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 9.00am and 2.30 and 3.15pm
- (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).

4) The development hereby approved shall not be first occupied unless and until facilities have been provided in accordance with the approved plans (Drawing No. 101 Rev 02) for the secure parking of bicycles within the development site in secure, covered and lit stores,

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

5) 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 and location of rail stations and local bus stops
- Details of any local car club and lift sharing schemes
- Maps showing local walking and cycling routes and isochrone maps showing accessibility to public transport, schools and local community facilities
- Information to promote the take-up of sustainable travel

6) The development hereby approved shall not be occupied unless and until each of the proposed 30 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.

7) The development hereby approved shall not be first occupied unless and until existing accesses from the site to Guildford Road have been permanently closed and any kerbs, verge, footway, fully reinstated.

## **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-drop-ped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-drop-ped-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](http://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.
- 10) 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**

### **Access**

A new bellmouth access would be provided onto Guildford Road with dropped kerb crossing points and tactile paving, implemented through a S278 Agreement. A stage 1 Road Safety Audit has been completed and the CHA is satisfied that suitable visibility splays can be achieved. There would be safe pedestrian access into the site. Existing dropped kerbs along the frontage of the site would be raised.

### **Trip Generation**

The TRICS analysis and trip data provided has shown that the proposed development would lead to a net reduction in vehicle trips both in the AM and PM peak hours and also for the total daily trips, when compared to the existing lawful use of the site as a car sales and repair shop.

### **Sustainable Travel**

The proposed residential development is centrally located within Lightwater with good access within walking distance to schools, shops, health and community facilities. There is good access to local bus services. The nearest train station at Bagshot is within cycling distance. The CHA is therefore satisfied that the proposed development meets the criteria for sustainable development as set out in the NPPF.

### **Parking and Electric Vehicle Charging**

The proposed development would provide 34 parking spaces. The CHA previously commented that this would fall below the recommended provision as set out in Surrey County Council's Vehicle, Cycling and Electric Vehicle Parking Guidance for New Development, which is Surrey Heath's Adopted Parking Standard. In response the Applicant has provided further information setting out the reasons for parking provision to accord with the standards for an 'edge of centre' location, rather than that for a village or suburban edge, based on the accessibility of the development site, public transport provision and local car ownership levels. From a reassessment of this information the CHA accepts that this location can be regarded as being suburban, rather than a village or suburban edge, for the purposes of assessing the parking requirement. However, the CHA does not accept that it is 'edge of centre'.

Under the requirements for a suburban location the recommended parking provision for the site would be 41 spaces. Not taking account of any visitor parking spaces, there would therefore be a shortfall of 7 spaces. This may lead to overspill parking on roads close to the site. The CHA therefore advised that a Parking Stress Survey be carried out on roads within close vicinity of the site. These surveys were carried out on two dates within a 200m walking distance of the site. This was done in accordance with the approved Lambeth Parking Survey methodology.

The CHA has assessed the submitted survey results, which showed there were a

minimum of 31 on-street parking spaces available on unrestricted lengths of carriageway during both surveys. This did not include 19 additional restricted parking bays, where restrictions end after 6pm. The CHA also notes that there are double yellow lines along Guildford Road close to the site and at the junctions with nearby side roads. The CHA is therefore satisfied that if there was overspill parking from the proposed development this would be unlikely to lead to danger on the local highway.

The CHA recommends that in accordance with the latest Parking Guidance (updated November 2021) each of the proposed dwellings be provided with access to a fast charge Electric Vehicle Charging facility, as detailed in Condition 6. Therefore a minimum of 30 bays should have access to a fast charge facility.