

LOCATION:	Princess Royal Barracks, Brunswick Road, Deepcut, Camberley, Surrey, GU16 6RN,
PROPOSAL:	Details to comply with Schedule 6 Part 1 Clause 2.9 pursuant to the section 106 legal agreement dated 17 April 2014 as amended in relation to planning permission 12/0546 in respect of Environmental Improvements to Deepcut Bridge Road.
TYPE:	Modification & Discharge of Obligation
APPLICANT:	Secretary Of State For Defence
OFFICER:	Sarita Bishop

This application is being brought to the Planning Applications Committee as the proposal seeks the approval of details for environmental improvements on Deepcut Bridge Road secured by a Section 106 legal agreement connected to the grant of planning permission by the Planning Applications committee.

RECOMMENDATION: AGREE DETAILS

1.0 SUMMARY

- 1.1 This application is submitted by the Secretary of State for Defence. The application provides the detailed design of environmental improvements on Deepcut Bridge Road between Camberley Manor Care Home to the north and just beyond the British Telecom Deepcut Telephone Exchange to the south.
- 1.2 The scheme would improve the existing streetscape along Deepcut Bridge Road by integration of the on street parking into the design of the highway, provide additional soft landscaping in areas characterised by uniform hardsurfacing and improve the visual appearance of the highway environment by the use of new surfacing materials. Furthermore, a combined footway/cycleway is to be provided along the eastern side of Deepcut Bridge Road whilst safeguarding trees of amenity value.
- 1.3 It is recommended that the details be agreed. The proposed works would also be subject to approval under section 278 of the Highways Act 1980. It is normal practice for changes to arise as part of the section 278 process. To ensure the timely delivery of the proposed environmental improvements delegated authority is sought from the Planning Applications Committee for the Head of Planning to determine such changes arising from this process following consultation with the Chairman, Vice Chairman and local ward Members.

2.0 SITE DESCRIPTION

- 2.1 The former Princess Royal Barracks (PRB) site has an overall site area of some 114 hectares. This former military site has permission for a major residential development totalling 1,200 new dwellings, with associated public open space, community facilities, a primary school, retail and commercial uses and access and highway works.

- 2.2 The redevelopment of the former PRB site also includes works on third party land outside the application site in Deepcut, Frimley Green, Camberley and Lightwater specifically in relation to highway works. The majority of this third party land is within the ownership of Surrey County Council in its role as the County Highway Authority.
- 2.3 The current proposal relates to land within and along Deepcut Bridge Road between Camberley Manor Care Home to the north and just beyond the Deepcut Telephone Exchange to the south. The site is within the public highway or the applicant's ownership. It comprises tarmac road and pavements, grass verges, trees and hedges. Within the road environment, there are speed cushions, raised tables/pedestrian crossings, streetlighting, bus stops, dropped/full height kerbs and on street parking with associated street furniture and utility service boxes and equipment. The majority of the east side of Deepcut Bridge Road is subject to on street parking controls primarily in the form of double yellow lines. The west side of the road is characterised by a combination of white lines, double yellow lines and no restrictions.
- 2.4 Having regard to Policy DM12 of the Surrey Heath Core Strategy and Development Management Policies 2012 which defines district and local centres and neighbourhood parade, the local centre is defined as numbers 51-65 Deepcut Bridge Road for the purposes of this report.

3.0 RELEVANT HISTORY

This site is part of the redevelopment of the redevelopment of the former Princess Royal Barracks. Further information on the wider planning history for this area is set out in more detail under the application for planning permission reference 22/0820/FFU which is elsewhere on this agenda. The following applications are considered to be particularly relevant to the current application.

- 3.1 12/0546 Hybrid planning application for a major residential led development totalling 1200 new dwellings with associated public open space, community facilities, a primary school, retail and commercial uses, access and highways works. Approved 6 April 2014.

As this was a hybrid application full planning permission was granted for the residential conversion of the Officers Mess building (now Phase 6e), the Sergeants Mess building (now Phase 4g) and the Headquarters of the Director or Logistics building (now Phase 4e) to provide a total of 81 flats.

The outline element of the application included the approval of means of access and the following matters to be the subject of later reserved matter applications:

- 1,119 new build dwellings of which 35% would be affordable; (Officer note this would equate to an overall provision of 420 dwellings as it would also address the non provision on the converted buildings);
- A 2 form entry Primary School, together with a nursery facility;
- A foodstore;
- Local shops;
- Space for medical facilities to accommodate GPs/dentists;
- A library building with co-located police desk and village visitor centre;
- A public house

- Retention of the Garrison Church of St Barbara as a religious facility with a replacement church hall;
- Provision of 69.12 hectares of public open space comprising;
- 35 hectares of SANGs and 1.07 hectares of link between the Southern and Central SANGs;
- 19.85 hectares of semi natural open space (ANGST);
- A 2 hectare Village Green;
- 1.16 hectare Allotments;
- 2.54 hectares of formal Parkland;
- Areas of amenity green space within the residential areas;
- Dedicated play spaces within the residential areas
- A care home;
- Improved footpaths, cycleways, public transport linkages and highway improvements; and
- A Sustainable Urban Drainage system.

The Section 106 agreement for this application was signed on 17 April 2014. Schedule 6 Part 1 in the agreement included specific provisions relating to the environmental improvements on Deepcut Bridge Road as follows:

“2.9 Prior to the Occupation of the 230th (two hundred and thirtieth) Dwelling, or within 24 (twenty four) months of Commencement of the Development the Owner shall agree with the Council and the County Council a scheme for Environmental Improvements on Deepcut Bridge Road between Woodend Road and the existing zebra crossing and generally in accordance with drawing number 22729-LEA1214. Such works to include:-

2.9.1 car parking set into bays;

2.9.2 realignment of Deepcut Bridge Road;

2.9.3 landscaping;

2.9.4 high quality paving;

2.9.5 posts, benches and street furniture; and

2.9.6 provision for cyclists to connect to and through the Environmental Improvements on Deepcut Bridge Road from Dettingen Park to the north and Lake Road to the south

2.10 Once agreed the Owner shall not Commence the construction of more than 400 (four hundred) Dwellings until it has entered into a Highway Agreement in respect of these works.”

On 8 March 2016 the original section 106 agreement was varied to bring forward the delivery of the Central SANG to include the SANG hut before the Southern SANG due to unforeseen delays in the Ministry of Defence vacating the site (the first variation).

On 12 May 2017 a second deed of variation to the original section 106 agreement as subsequently amended was signed to

amend various definitions including in relation to the Central SANGs, the combined NEAP/LEAP, the Southern SANGs, the Sports Hub, the Travel Plan Monitoring Fee, the Travel Plan and the Village Green. Various provisions relating to education, open space, highways, sustainable travel, community facilities and the public house were also agreed.

The development commenced on 11 August 2017.

- 3.2 21/1003/MPO Application to vary the section 106 agreement, as varied, in respect of hybrid permission 12/0546, as amended by 18/0619 and 18/1002 to amend the delivery or occupation or payment triggers for the completion of the Village Green and combined NEAP/LEAP, the provision of the Sports Hub, the Formal Park, the Allotments, the Basingstoke Canal Towpath contribution, shared pedestrian/cycle infrastructure, various highway works, bus infrastructure; to amend the clauses to Junction 3 M3 to allow for a payment of a contribution in lieu of works; to amend the highway layout at the junction of Frimley Green Road with Wharf Road and Guildford Road to provide a roundabout scheme, the phased provision of the Southern SANG, update clauses on Central SANGs, amend the mortgagee clauses, option to extend the management company for the SANGs to all non residential land areas, amend the Bellew Road Closure Contribution clause and consequential amendments to the definitions, clauses and plans. Approved (the sixth variation).

This agreement included the following amended provisions for the implementation of the environmental improvements on Deepcut Bridge Road as follows:

“2.9 Prior to the Occupation of the 350th (three hundred and fiftieth) Dwelling, the Owner shall agree with the Council and the County Council a scheme for Environmental Improvements on Deepcut Bridge Road between Woodend Road and the existing zebra crossing and generally in accordance with drawing number 22729-LEA1214.”

“2.10 Once agreed the Owner shall not Commence the construction of more than 500 (five hundred) Dwellings unless otherwise agreed in writing with the Council and County Council until it has entered into a Highway Agreement in respect of these works. These works are to commence within 6 months of entering into a Highway Agreement in respect of these works.”

- 3.3 22/1068/RRM Reserved Matters application pursuant to Condition 4 for the Formal Park (Phase 3b) and the erection of a Church Hall attached to the Garrison Church of St Barbara (Phase 3d) with access, layout, scale, appearance and landscaping being considered and the partial submission of details pursuant to conditions 16 (Ecological Mitigation and Management), 21 (LAP's and LEAPs), 29 (Tree Retention and Protection), 32 (Hard and Soft Landscaping) and 33 (Landscape Management Plan) attached to 12/0546 as amended by 18/0619 and 18/1002 and Schedules 5 Part 10 (formal park) and 9 Part 9 (LEAPS and LAPS) of the Section 106 agreement dated 17 April 2014 as varied. This is under consideration and will be reported to the Planning Applications committee in due course. Any fencing along the Deepcut Road boundary with the Formal Park and former parade ground/car park will be dealt with as part of this application.

4.0 THE PROPOSAL

4.1 This amended proposal provides details of the environmental works to be undertaken on Deepcut Bridge Road and its environs to include the following:

- the widening of the existing footway on the eastern side of Deepcut Bridge Road, from Camberley Manor Care Homes Home to just beyond the Deepcut Telephone Exchange to provide a combined footway/cycleway;
- the relocation of the majority of the informal on street parking from the west side of Deepcut Bridge Road to defined parking spaces on its east side;
- the provision of defined parking spaces and loading bay on the west side of Deepcut Bridge Road;
- the provision of new raised table to the east of 15 Deepcut Bridge Road with the removal of existing speed cushions;
- the provision of a new Zebra crossing on a raised table with Belisha beacons to the east of 81 Deepcut Bridge Road;
- the realignment of Deepcut Bridge Road to also include new planting areas;
- new and re-surfacing of the existing carriageway and footways;
- provision of new kerbs and new dropped kerb accesses;
- removal of existing bollards and replacement with new where necessary;
- hard and soft landscaping, including the provision of timber edging around trees shown to be retained and the use of Cell Web construction, and street furniture.

The proposal would also require the relocation of existing street furniture such as telegraph poles, road signs, bus stops and streetlighting columns.

4.2 The predominant width of the proposed footpath/cycleway would be 3 metres with localised narrowing varying from 2.2 metres to 2.7 metres having regard to the location of existing street furniture or trees/tree roots to be retained. Single parking bays are proposed to be provided opposite 99 (and access to Wilson Court) and 101 Deepcut Bridge Road. The proposed materials would include tarmac and block paving a Charcoal colour finish to visually divide public spaces e.g. between carriageway, footways and crossovers.

4.3 The application is supported by an Arboricultural Assessment. As originally submitted the scheme detailed a higher degree of tree loss as a result of the proposed footway/cycleway particularly between the northern boundary of the former parade ground/car park and the boundary with Camberley Manor Care Home. The scheme has been subsequently amended to enable the retention of as many trees as possible. As a result, the amended scheme proposes the loss of 9 Category B trees and two Category B groups, with the retention of 91 Category B trees, and the loss of 20 Category C trees and one Category C hedge with the retention of 29 Category C trees and one Category C hedged. The five Category A trees are all to be retained. All trees affected are located on the east side of Deepcut Bridge Road.

4.4 The proposed landscaping would include the use of species rich flower grass area within the verges along the eastern side of Deepcut Bridge Road to include the planting of daffodils, ornamental low evergreen and herbaceous planting to include rose, hebe, geranium, liriope and epimedium. To ensure consistency within the scheme, the revised layout requires the softworks plans to be updated. These are awaited but are not considered to materially alter the landscaping proposed.

4.5 It is noted that any additional or replacement planting required along the boundary with the former parade ground/car park and military cemetery would be undertaken when these areas are being upgraded. It has been agreed with the applicant that replacement tree planting will

take place within existing open space within the scheme to mitigate for the loss of trees on Deepcut Bridge Road.

- 4.6 The majority of the proposed works are within the public highway, with the exception of part of the proposed footway/cycleway which is within the applicant's ownership. For information this means that the proposed works within the public highway would not require permission from the Borough Council as they could be undertaken under the County Council's permitted development rights and highway legislation. However, given the clause in the legal agreement, the County Highway Authority has actively engaged with the Borough Council to ensure that the environmental improvements envisaged in the Deepcut SPD and the Section 106 agreement are delivered.
- 4.7 For information a combined footway/cycleway has been provided from Earl of Chester Drive to the Mindenhurst Road roundabout.

5.0 CONSULTATION RESPONSES

- 5.1 County Highway Authority No objection (CHA)
- 5.2 Urban Design Consultant No objection
- 5.3 Arboricultural Officer No objection subject to the submission of amended plans and an Arboricultural Method Statement. These have now been received and comments are awaited.

6.0 REPRESENTATION

- 6.1 A total of 161 individual letters were sent to addresses on Alfriston Road, Brunswick Road, Deepcut Bridge Road, Fernleigh Rise, Minden Court, Wilson Court and Woodend Road on 23 December 2019. The Mytchett, Deepcut and Frimley Green Society, the Deepcut Neighbourhood Forum, the Diocese of Guildford and Taylor Wimpey West London were also notified of this application. Four site notices were displayed on Deepcut Bridge Road on 11 August 2022 with a press notice being put in the Camberley News on 24 August 2022.
- 6.2 Four representations were received in respect of the originally submitted scheme including from the Deepcut Neighbourhood Forum and the Mytchett, Frimley Green and Deepcut Society which objected to the proposal on the following grounds:

Communication

- Consultation should take place with the people most affected by the proposals [*Officer comment: The Borough Council has undertaken extensive public consultation on this application by individual letters including all businesses which front onto Deepcut Bridge Road, the display of a number of site notices along Deepcut Bridge Road and a press notice*];
- Lack of communication with businesses;
- Proposals should be refused, rethought and revised following consultation with local businesses and residents;

Parking related issues [*Officer comment: please see commentary at paragraphs 7.4 and 7.5 below*]

- Limited parking being retained affecting businesses and their clients;
- Removal of parking spaces from outside popular and well established businesses;
- Diverse client base including the young, elderly and disabled will find proposed changes inaccessible and result in loss of clients and therefore business;
- Object to relocation of parking spaces to the other side of the road from where they

are now;

- Relocated spaces too far away from the businesses that need them;
- Introduction of short stay time limits (20 minutes and 1 hour) make spaces unusable for staff and clients of local businesses eg most hair/beauty appointments are longer than an hour [*Officer comment: this is not being progressed as part of these proposals*];
- Potential increase in demand from vacant shops once Mindenhurst is complete has not been taken into account;
- Many of the new parking spaces will be in demand by proposed development on that side of the road including new retail/commercial units, effectively halving current provision for existing businesses;
- There should be the same amount of parking in the new proposals as are existing along Deepcut Bridge Road;

Design [*Officer comment please see commentary at paragraphs 7.2, 7.4 and 7.5 below*]

- Parking bays are too short in length for commercial vehicles to use;
- Proposals do not go far enough to comply with Deepcut SPD;
- Deepcut has not had upgrades in street furniture, lighting etc. and this is opportunity to remedy that omission;
- Conservation kerbs should be introduced for the full length of the parade with an improved surface treatment from Woodend Road to Maultway Gate such as installed in Bordon;
- Given limited use of existing Zebra crossings, question the need for additional crossing;
- A third crossing would reduce parking further and possibly cause possible congestion and air pollution;
- One of the existing Zebra crossings is in the wrong place, should be closer to the park;
- If to go ahead, Belisha beacons should be at ground level or covered to minimise impact from light pollution to adjoining residents;
- Noise nuisance from raised Zebra crossings ;
- Zebra crossings should give the impression of being raised but be at the same level as the existing road;
- Better signage to the public car park (in Woodend Road) with an upgrade for the car park so people will use it more;

6.3 A petition containing 126 signatures was also received objecting to the original submission on the following grounds:

- Loss of parking immediately outside shops and businesses;
- Loss of customers due to time limited parking;
- A reduction in available parking spaces;
- Loss of appropriate parking spaces for essential deliveries

6.3 No representations have been received in respect of the amended plans (letters sent 30 November 2020 and 11 August 2022).

7.0 PLANNING CONSIDERATION

7.1 Whilst the proposal is not an application for planning permission, regard has been had to the hybrid permission and the associated Section 106 agreement as subsequently varied. Policies CP4 (Deepcut), CP11 (Movement), DM9 (Design Considerations) and DM11 (Traffic Management and Highway Safety) of the Surrey Heath Core Strategy and Development Management Policies 2012, the Deepcut SPD the Deepcut Supplementary Document and the National Planning Policy Framework (NPPF) 2021 are also relevant to the consideration of this proposal.

7.2 The main determining issue is whether the proposed scheme is considered acceptable in securing the environmental improvements as set out in the Section 106 agreement, as amended, having regard to the following matters:

- Proposed layout and design
- Tree retention and landscaping;
- Amenity considerations; and
- Highway considerations.

7.2 Proposed layout and design

7.2.1 The NPPF promotes an efficient use of land. Paragraph 124 of the NPPF states that the Government attaches great importance to the design of the built environment. Paragraph 127 requires that whilst not preventing or discouraging appropriate innovation or change, development should be sympathetic to local character and planning decisions should aim to ensure that developments respond to local character and history and reflect the identity of local surroundings and materials.

7.2.2 Policy DM9 states that development should respect and enhance the local, natural and historic character of the environment.

7.2.3 The Deepcut SPD states that the purpose of the environmental improvements to be undertaken on Deepcut Bridge Road, throughout the existing commercial frontage or in combination with any new village centre or node point, is to reduce vehicle impact and to create a pedestrian friendly environment and sense of place including:

- Surface treatment/paving;
- Landscaping;
- Street furniture;
- Regularisation of on street parking;
- Environmental upgrading of the existing shopping parade and links through to Mainstone Close;
- Improvements to the frontage from numbers 99 to 129 Deepcut Bridge Road.

The primary focus for the environmental improvements is identified for the area of Deepcut Bridge Road immediately to the south of Woodend Road in order to enhance the existing retail parade as a focal point. Improvements to the north of Woodend Road would enhance amenity and reduce the impact of traffic and on street parking. It was envisaged that tree planting and landscaping should be used to enhance the area's character and appeal. Soft landscaping should be introduced to soften the existing urban frontage and improvements will be sought to the existing pavements and kerbing in terms of materials. In order to reflect the rural nature of the development, a transition in natural surface materials should occur between the carriageway and pavement.

7.2.4 The plan in the Section 106 agreement indicatively showed planting areas on the west side of Deepcut Bridge Road at its junction with Alfriston Road, outside 81 Deepcut Bridge Road and its junction with Woodend Road. Planting areas were also shown on the east side of Deepcut Bridge Road opposite 81-87 odds and Deepcut Bridge Road, the junction with Woodend Road. A 2 metre footway is indicatively shown on the west side of Deepcut Bridge Road with a 3 metre wide footway on the east side of Deepcut Bridge Road. A new pedestrian crossing is also shown outside 81-83 Deepcut Bridge Road.

7.2.5 The proposed layout includes the resurfacing of all footways and the provision of new dropped and full height kerbing between Camberley Manor Care Home and just beyond the Telephone Exchange. Block paving in a Charcoal colour finish is proposed for the footways on both sides of Deepcut Bridge Road in the vicinity of the new Zebra crossing outside 81 Deepcut Bridge Road with tarmac proposed for the road. The block paving is also proposed for the footways between 51-85 Deepcut Bridge Road on either side of Deepcut Bridge Road and the combined footway/cycleway to the east.

- 7.2.6 New and retained soft landscape areas are proposed on the east side of Deepcut Bridge Road outside North Minden House, opposite Wilson Court, opposite the Woodend Road car park, on both sides of Deepcut Bridge Road in the vicinity of numbers 67-71 odds, 83-85 odds, either side of the junction with Woodend Road extending between number 51-59 odds, extending along the east side of Deepcut Bridge Road bounding the former parade ground/car park, the military cemetery, the Village Green and the Deepcut Telephone Exchange. These exceed the landscaped areas indicatively shown on the Section 106 plan.
- 7.2.7 Existing on street parking is available outside numbers 51-55 odds (Amore Hair Studio and vacant shop) to 63-71 odds (Deepcut Café, Healthy Smile Dental, Top Wok and Tamarind Court) on the west side of Deepcut Bridge Road to serve the local centre. Despite on street parking controls, parking takes place along Deepcut Bridge Road on an ad hoc nature, both on street and on pavement, which diminishes the character of the area.
- 7.2.8 The proposal seeks to formalise the existing on street parking and make the reconfigured and new parking provision an integrated part of the street scene. The proposal details the removal of the three parking spaces outside 51-55 Deepcut Bridge Road. The road is to be realigned in this location to enable the provision of a new soft landscaped area and new block paving. Three parking bays are to be retained in front of the Deepcut Cafe and Healthy Smile Dental. A total of 10 new parking bays are to be provided on the east side of Deepcut Bridge Road opposite the Deepcut Cafe and Healthy Smile Dental (3), numbers 85-87 odds (Deepcut Garage part) (3), the Woodend Car Park (2) and Wilson Court (2). These works to the main part of the local centre will bring a visual cohesion and an overall improvement to the streetscape and are supported.
- 7.2.9 Since the hybrid permission was granted 99-101 Deepcut Bridge Road has been redeveloped to retain one of the frontage buildings with the remainder of the site being redeveloped for housing. The approved layout includes the provision of front gardens to 97 and 99 Deepcut Bridge Road. 123-127 Deepcut Bridge Road has also been converted from offices to residential. There is a mixed residential/commercial character between numbers 101 and 129 Deepcut Bridge Road. Many of the buildings/dwellings use their frontages for parking irrespective of whether the kerbs have been dropped. The proposals would bring a consistency to this part of the street with new kerb works and resurfacing and are supported.
- 7.2.10 The proposed works are considered to be acceptable in layout and design terms having regard to the Deepcut SPD and the provisions in the Section 106 agreement.

7.3 Tree retention and landscaping

- 7.3.1 Policy DM9 states amongst its objectives that and that trees and vegetation worthy of retention should be protected.
- 7.3.2 It is recognised that, in providing the combined footway/cycleway on the east side of Deepcut Bridge Road, there would be a degree of tree loss. This issue has been the subject of detailed negotiation to ensure that tree loss arising from this scheme is minimised. This has resulted in the layout being amended to detail some localised narrowing of the combined footway/cycleway to retain more trees. Furthermore, the methods of construction has also been carefully considered to minimise the impact on the trees to be retained. The Council's Arboricultural Officer is satisfied with the submitted details subject to clarification of the proposed works in relation to the Formal Park boundary (this is to be considered under the reserved matters application 22/1068/RRM), confirmation of surfacing materials and further information on the Cellweb method of construction. Additional information has been submitted and any further views received will be provided to the meeting.

7.4 Amenity considerations

- 7.4.1 The majority of the objections relate to the relocation and provision of car parking in relation to the convenience of car parking for users of the local centre and the associated impact on local businesses. The main change to the on street parking provision relates to the removal of the three spaces outside 55-57 Deepcut Bridge Road. Whilst noting that there would be an overall increase in the number of on street parking bays along Deepcut Bridge Road, the

closest proposed spaces to these businesses would be outside and opposite the Deepcut Café some 38 to 50 metres to the north. It is recognised that these changes will have an impact on both users and businesses. However, when balancing the improvements to the local environment and the proximity of car parking spaces available to users, the relatively small increase in walking distance is considered to be acceptable. Furthermore, it is noted that the reserved matters application 22/1068/RRM proposes the use of the former parade ground/car park some 60 to 77 metres to the south as a public car park. If approved, this would mean that there would be public car parking to the north (Woodend Road) and south of the local centre.

- 7.4.2 Concerns have been raised about the impact on adjoining occupiers in terms of the noise associated with raised crossings. In this regard, Deepcut Bridge Road is the main eastern route between Frimley Green, Deepcut, Camberley and Lightwater. As a result it experiences traffic flows commensurate with the importance of this road to both the village and as a through route to adjoining areas within the Borough. The proposed raised tables are in proximity to both commercial and residential uses. It is recognised that the new raised tables would have some impact on adjoining occupiers in terms of potential noise and disturbance. However, given the relationship of the proposed and existing raised tables/speed cushions, the limited separation distances which are considered to limit the ability to quickly increase vehicle speeds between them and as the speed limit on the majority of Deepcut Bridge Road is 30 miles per hour, the potential impacts are not considered to be so materially harmful that objection should be raised to the proposal in this regard.
- 7.4.3 With regard to the potential impact of the illuminated Belisha beacons, as they would be within the public highway, the County Highway Authority would be responsible for this street furniture. The Council considers that it would be reasonable to shroud the light source to minimise the impact of the flashing lights on adjoining occupiers. Confirmation of this has been sought from the applicant and an update will be given to the meeting.

7.5 Highway considerations

- 7.5.1 Paragraph 110 of the NPPF states that planning decisions should take account of whether safe and suitable access to the site can be achieved for all people. Policy DM11 states that development which would adversely impact the safe and efficient flow of traffic movement on the highway network will not be permitted unless it can be demonstrated that measures to reduce such impacts to acceptable levels can be implemented. Policy CP11 requires all new development to be appropriately located in relation to public transport and comply with the Council's car parking standards.
- 7.5.2 It is noted that the proposed works would take place within the existing public highway or on land which will be subsequently designated as public highway once the works are completed. The County Highway Authority has considered this scheme and raises no objection to the proposal in terms of design or the effective functioning of the highway.
- 7.5.3 As part of its role as the highway authority, it has also been undertaking detailed design checks for the proposed works which are now at an advanced stage. The proposed works would be subject to approval under section 278 of the Highways Act 1980. It is normal practice for changes to arise as part of the section 278 process. To ensure the timely delivery of the proposed environmental improvements delegated authority is therefore sought for the Head of Planning for the determination of such changes arising from this process following consultation with the Chairman, Vice Chairman and local ward Members.

8.0 POSITIVE/PROACTIVE WORKING AND PUBLIC SECTOR EQUALITY DUTY

- 8.1 Under the Equalities Act 2010, the Council must have due regard to the need to eliminate discrimination, harassment or victimisation of persons by reason of age, disability, pregnancy, race, religion, sex and sexual orientation. This planning application has been processed and assessed with due regard to the Public Sector Equality Duty. This proposal is not considered to conflict with this duty.

8.2 In assessing this application, officers have worked with the applicant in a positive, creative and proactive manner consistent with the requirements of paragraphs 38-41 of the NPPF. This included the following:-

a) Provided feedback through the validation process including information on the website, to correct identified problems to ensure that the application was correct and could be registered.

b) Have suggested/accepted/negotiated amendments to the scheme to resolve identified problems with the proposal and to seek to foster sustainable development.

9.0 CONCLUSION

9.1 The scheme would improve the existing streetscape along Deepcut Bridge Road by integration of the on street parking into the design of the highway, provide additional soft landscaping in areas characterised by uniform hardsurfacing and improve the visual appearance of the highway environment by the use of new surfacing materials. Furthermore, a combined footway/cycleway is to be provided along the eastern side of Deepcut Bridge Road whilst safeguarding trees of amenity value. It is therefore recommended that the details be agreed.

10.0 RECOMMENDATION

AGREE details

GRANT delegated authority to the Head of Planning to determine changes arising from the Section 278 process following consultation with the Chairman, Vice Chairman and local ward Members

1. The following details are approved:

Deepcut Bridge Road Environmental Works

General Arrangement Sheet 1 of 5 DC1-ODM-CX-219-XX-DR-03-0001 rev TA18

General Arrangement Sheet 2 of 5 DC1-ODM-CX-219-XX-DR-03-0002 rev TA28

General Arrangement Sheet 3 of 5 DC1-ODM-CX-219-XX-DR-03-0003 rev TA25

General Arrangement Sheet 4 of 5 DC1-ODM-CX-219-XX-DR-03-0004 rev TA23

General Arrangement Sheet 5 of 5 DC1-ODM-CX-219-XX-DR-03-0005 rev TA25

Informative(s)

1. The applicant is reminded that before any works may commence to the public highway, an appropriate agreement under Section 278 of the Highways Act 1980 needs to be in place.