



<b>APPLICATION NUMBER</b>	<b>SU/21/0544/FFU</b>
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## **DEVELOPMENT AFFECTING ROADS**

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

**Applicant:** Max Banham

**Location:** Kings Lodge Care Home 122 Kings Ride Camberley Surrey GU15 4LZ

**Development:** Erection of 2 no two storey buildings with accommodation in the roof and a roof terrace to provide a 24 bedroom specialist early onset dementia nursing home and a 40 bedroom respite and respite centre together with associated car parking (including amendments to the existing parking layout), access arrangements and landscaping.

<b>Contact Officer</b>	Richard Peplow	<b>Consultation Date</b>	20 May 2021	<b>Response Date</b>	11 July 2022
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who having considered any local representations and 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 pedestrian access to King's Ride has been constructed in accordance with the approved plans (Drawing No. AL (9) 902 Rev C).
- 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 (Drawing No. AL (9) 902 Rev C) for 64 vehicles to be parked and for vehicles 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). The development hereby approved shall not be occupied unless and until 13 of the proposed parking spaces are provided with access to 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.

4). The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority for the parking of 16 bicycles in a secure, covered facility and a well-lit location within the development site,

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

5). Prior to first occupation of the development a Travel Plan 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, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the 'Heads of Travel Plan' document (if appropriate, specify) and a named Travel Plan Coordinator shall be appointed.

And then the approved Travel Plan shall be implemented within one month of first occupation of the development and for each and every subsequent occupation of the development, thereafter be maintained and developed 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) 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 8.00 and 9.00 am and 5.00 and 6.00 pm
- (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).

## **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 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).
- 2). 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.
- 3). 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.
- 4). 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.
- 5). 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>

- 6). The developer would be expected to instruct an independent transportation data collection company to undertake the monitoring survey. This survey should conform to a TRICS Multi-Modal Survey format consistent with the UK Standard for Measuring Travel Plan Impacts as approved by the Highway Authority. To ensure that the survey represents typical travel patterns, the organisation taking ownership of the travel plan will need to agree to being surveyed only within a specified annual quarter period but

with no further notice of the precise survey dates. The Developer would be expected to fund the survey validation and data entry costs.

## **Note to Planning Officer**

### Travel Plan

A full Travel Plan is required to be implemented in order to maximise the proportion of trips to the site using sustainable modes, in accordance with NPPF. It is also needed to ensure that vehicle demand for parking does not exceed supply, which could lead to overspill parking on the local highway. The CHA is satisfied that this location allows for a fair proportion of staff travel to the site by means other than by car, but the Travel Plan must be fully implemented to facilitate and promote non-car travel. A full Multi-Modal Survey should be carried out and the results submitted to the LPA within 6 months of first occupation of the development. Auditing and monitoring of the Travel Plan will be required in accordance with Surrey County Council's Travel Plan Guide, including payment of appropriate fees as set out (currently £6,150). Appropriate mitigation measures should be set out within the Travel Plan, in the event of future targets not being met.

### Parking

The revised parking plan allocates 64 vehicle parking spaces for a proposed development of a total of 146 beds. This is a ratio of 1 parking space per 2.3 residents, therefore just short of the recommendation in the LPA's Adopted Parking Standards of 1 space to be provided per 2 residents, which would amount to 73 spaces in total. The submitted Parking Stress Survey results indicate that the current parking provision of 29 spaces for a 64 bed facility, a ratio of 1 space per 2.2 residents, has not led to significant parking stress, as only at one time of day (midday) were all spaces occupied. This has also been verified by the CHA's observations when visiting the site.