

APPLICATION NUMBER	EL/22/3796
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: The Ridge (Oatlands) LLP

Location: 16-18 Oatlands Drive Weybridge Surrey KT13 9JL

Development: Development of 2 detached blocks comprising 33 flats with new vehicular access, associated parking, cycle storage, refuse storage and amenity areas with hard and soft landscaping, and associated engineering and infrastructure works, following demolition of existing houses

Contact Officer	Andrew Slater	Consultation Date	24 January 2023	Response Date	6 February 2023
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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 notes the similarity to other nearby approved development proposals and therefore recommends the following conditions be imposed in any permission granted:

Conditions

1) *New access*

No part of the development shall be first occupied unless and until the proposed vehicular access to the site has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.

2) *Closure of existing access*

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

3) *Construction Transport Management Plan*

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) measures to prevent the deposit of materials on the highway
- (g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (h) 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.

4) Electric vehicle charging

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) and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

5) Parking and turning areas

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 and cycles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. All cycle parking shall be secure, covered and lit. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Informatives

1) New Vehicle Crossovers and Dropped Kerbs

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 or to install dropped kerbs. Please see www.surreycc.gov.uk/roads-and-transport/road-permits-and-licences/vehicle-crossovers-or-dropped-kerbs.

2) Other Works to the Highway

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.

3) Closure and reinstatement of existing accesses/footway

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.

4) Mud/debris on the highway

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).

5) Damage to the highway

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.

6) Accommodation works

The developer is advised that as part of the detailed design of the highway works required by the above condition(s), 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.

7) Statutory utility works

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.

8) Electric vehicle charging

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.

9) A Section 278 Agreement under the Highways Act 1980 will be required to provide the necessary vehicular access to the site and this may require additional works, such as 'Keep Clear' markings or other works in order to tie in to the current Section 278 scheme for the development at 8-14 Oatlands Drive.

Reason

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Policy

The above condition is required to satisfy policy DM7 of the Elmbridge Local Plan April 2015 & CS25 of the Elmbridge Core Strategy, and in recognition of the National Planning Policy Framework 2019

Note for Planning Officer

Please contact the officer shown in the above table if you require additional justification for the County Highway Authority's recommendation on this planning application.

Surrey County Council's ['Transportation Development Control Good Practice Guide'](#) provides information on how the County Council considers highways and transportation matters for development proposals in Surrey.

Site specific comment

The CHA notes that the application may generate significant concerns with local residents, and in the course of considering the application in highway safety and capacity terms provides the following comments to address these:

The proposals are very similar in nature and layout but of a smaller scale than those already approved for the adjacent development at 8-14 Oatlands Drive and the CHA therefore provides similar comments. The adjacent development will provide improvements to bus stop and pedestrian crossing infrastructure in the immediate locality.

Trip rate data - The use of the TRICS database and Census data is accepted by Surrey County Council acting as CHA, however it is appropriate to caveat both of these sources of information with appropriate weaknesses. The Census data is taken from the 2011 census and therefore is potentially up to 9 years out of date. The TRICS data is sourced from a wide variety of sites and locations and as such may not appear initially to be representative of the site in question.

It is recognised these are weaknesses of these data sources, however it is the CHAs opinion that they can still provide an important steer in terms of expected trip rates

The TRICS data for the existing housing element is deemed lower than expected but this will add an element of robustness to the trip rate comparison. Therefore, considering the above caveats, and having carried out an additional comparison of the submitted data for flats with other sites within the TRICS database, the CHA is satisfied with the trip rates submitted. It is considered that the proposals will not demonstrate a significant additional adverse impact on the local highway network given the scale of the development.

In addition, it is considered that the site is sustainable in transport terms given the location in respect of local facilities and public transport opportunities.

New access - The CHA notes the access conforms to current standards in terms of visibility for other highway users.

Considering the above, and on the assumption that the conditions requested are included within any permission granted, the CHA raises no further objections to the proposal on highway safety or capacity grounds.

The Applicant should note that works to the highway including the new access and reinstatement of the old accesses and footway will require the Developer to enter in to a S278 agreement with the CHA.