

<b>APPLICATION NUMBER</b>	<b>EL/23/2860</b>
---------------------------	-------------------

**DEVELOPMENT AFFECTING ROADS**  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

**Applicant:** Wynngate

**Location:** Land at 12 and Land West of 10 to 26 Claygate Lane Esher Surrey KT10 0AQ

**Development:** Development comprising of 6 houses (2 detached and 2 pairs of semi-detached) and 3 flats and associated hard and soft landscaping following demolition of the existing house.

<b>Contact Officer</b>	Lamine Diallo	<b>Consultation Date</b>	9 November 2023	<b>Response Date</b>	18 March 2024
------------------------	---------------	--------------------------	-----------------	----------------------	---------------

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 new vehicular access to Claygate Lane has been constructed and provided under provision of a Section 278 Agreement with the Highway Authority at the developers' expense. The layout and visibility splays shall be in general accordance with drawings 2022/6635/007. Thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.05m high.
- 2) The development hereby approved shall not be first occupied unless and until a pedestrian inter-visibility splay measuring 2m by 2m has been provided on each side of the access to Claygate Lane, the depth measured from the back of the footway and the widths outwards from the edges of the access. No obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.
- 3) The proposed access arrangements will include the provision of double yellow lines on either side of the access to prevent vehicles obstructing visibility. This change in Traffic Regulation Order (TRO) must be agreed with the CHA parking team and implemented at the developers' expense.
- 4) 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 by the Local Planning Authority for 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 purposes.
- 5) 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 cycles to be parked. All cycle

parking should be secure, covered and lit. Thereafter, the parking areas shall be retained and maintained for their designated purposes.

6) The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast-charge Electric Vehicle charging point (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 by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

7) 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) no HGV movements to or from the site shall take place between the hours of 8.00 and 9.30 am and 3.00 and 4.30 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up/waiting within Claygate Lane during these times.

(e) 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.

## **Reasons**

Conditions 1,2,3,4, and 7 are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Conditions 5 and 6 are required in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2023.

## **Policies**

The above conditions are required in order to meet the objectives of the NPPF (2023), and to satisfy policy CS25 of the Elmbridge Core Strategy (2011), and policy DM7 of the Elmbridge Development Management Plan (2015).

## **Highway Informatives**

1. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, ([www.ccscheme.org.uk](http://www.ccscheme.org.uk)) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.

2. 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).

3. 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

4. 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.

5. 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.

6. The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway 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 (including Stats connections/diversions required by the development itself or the associated highway 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/permits-and-licences/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).

### **Note to Case Officer**

1. Although the pre-application discussions concerned a smaller scheme, we still consider the increase in traffic compared to the existing would not be significant.

Furthermore, the location of the site is sustainable with shared pedestrian/cycle surfaces on the eastern footway allowing residents to access Hinchley Wood Station on foot or by bike within 15 minutes. Indeed, the Transport Assessment has illustrated that bus stops, Hinchley Wood Railway Station and Thames Ditton Rail Station fall within the 2km walk catchment areas.

2. The amended plans showing a shared path represent an improvement of the internal layout of the proposal. However, the dimensions of refuse vehicles currently used in Elmbridge for tracking are 10.4m long and 3m wide.