

**APPLICATION
NUMBER**

SP/22/1615

DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: C/O Agent Mr Tom Cole

Location: Bugle Nurseries Upper Halliford Road Shepperton TW17 8SN

Development: Outline application with approval sought for scale, access and siting, with details of appearance and landscaping reserved, for the demolition of existing buildings and structures, removal of waste transfer facility and the redevelopment of the site for up to 80 residential units and the provision of open space and a play area, plus associated works for landscaping, parking areas, pedestrian, cycle and vehicular routes.

Contact Officer	Chris Duncan	Consultation Date	5 December 2022	Response Date	6 January 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, recommends the following conditions be imposed in any permission granted:

Conditions

1) New / modified access

The development hereby approved shall not be commenced unless and until the proposed vehicular access to Upper Halliford Road has been provided with visibility zones in accordance with Drawing Number MBSK221014-08 P1 and thereafter the visibility zones shall be kept permanently clear of any obstruction measured from 0.6m above the road surface.

2) Closing off vehicular access

During and after the construction of the development hereby approved, there shall be no means of vehicular access from the site to Upper Halliford Road over the existing access at the northern boundary of the site.

3) Provision for Sustainable Travel Modes

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:

(a) Provision of a puffin pedestrian crossing facility on Upper Halliford Road close to the site access including dropped kerbs, tactile paving and zig zag lines;

(b) Provision of a safe and step-free route for pedestrians to travel from the proposed development onto the western footway of A244 Upper Halliford Road.

4) Parking and turning

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. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

5) 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.

6) Electric vehicle charging points

The development hereby approved shall not be occupied unless and until each of the proposed dwellings have been 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) for the charging of electric vehicles in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reasons

Conditions 1, 2 and 5 above are required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and accord with the National Planning Policy Framework 2021 and policy CC2 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

Conditions 3 and 4 above are required in order that the development should not prejudice highway safety, nor cause inconvenience to other highway users, and accord with the National Planning Policy Framework 2021 and policies CC2 and CC3 of Spelthorne Borough Council's Core Strategy and Policies Development Plan Document February 2009.

Conditions 3 and 6 above are required in order that the development facilitates sustainable travel options, in accordance with objectives of Chapter 9 Promoting Sustainable Transport of the National Planning Policy Framework (2021).

Informatives

- 1) Internal road(s)

The Highway Authority has no objection to the proposed development, subject to the above conditions but, if it is the applicant's intention to offer any of the roadworks included in the application for adoption as maintainable highways, permission under the Town and Country Planning Act should not be construed as approval to the highway engineering details necessary for inclusion in an Agreement under Section 38 of the Highways Act 1980. Further details about the post-planning adoption of roads may be obtained from the Transportation Development Planning Division of Surrey County Council.

Details of the highway requirements necessary for inclusion in any application seeking approval of reserved matters may be obtained from the Transportation Development Planning Division of Surrey County Council.

2) Accommodation works

The developer 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) Apparatus on the Highway

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.

4) 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 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/permits-and-licences/the-traffic-management-permit-scheme>. For details on applying for a Section 278 agreement, please see: <https://www.surreycc.gov.uk/land-planning-and-development/planning/transport-development>

5) Mud 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).

6) 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.

7) Surface course material

When access is required to be 'completed' before any other operations, the Highway Authority may agree that surface course material and in some cases edge restraint may be deferred until construction of the development is complete, provided all reasonable care is taken to protect public safety.

8) Pedestrian inter-visibility

A pedestrian inter-visibility splay of 2m by 2m shall be provided on each side of the access, the depth measured from the back of the footway and the widths outwards from the edges of the access. No fence, wall or other obstruction to visibility between 0.6m and 2m in height above ground level shall be erected within the area of such splays.

9) 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.

10) 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.

Note to Local Planning Authority

Trip Generation

The existing nursery use of the site does generate a small number of vehicular movements. Surveys of the site access have demonstrated that there were 6 two-way vehicle movements across the site access in its busiest hour of the survey period (08:00-09:00). It is considered that there is some potential for the site to attract slightly more vehicular movements without requiring any further planning permissions, but it is not likely to be significant.

The Transport Assessment provided includes an analysis of the likely trip generation of the proposed development using the TRICS database. The provided data shows that the peak hour departures would be approximately 30 vehicles between 08:00-09:00, and peak arrivals would be 31 between 17:00-18:00. It is unlikely that this scale of trip generation would cause any capacity issues at any of the junctions on Upper Halliford Road.

Traffic modelling at the site access junction with Upper Halliford Road was undertaken as part of a previous application on the site. The previous assessment assumed greater traffic demand generated by the site as the proposal was for a greater quantum of development. This modelling demonstrated that the junction would operate within capacity, without significant queuing. The modelling demonstrated that the impact on the flow of Upper Halliford Road would be very minor.

Access Arrangement

The Transport Assessment provided proposes to modify the existing access to Upper Halliford Road in the centre of the site, which would be widened and provided with footways on either side. A drawing has been provided which demonstrates that visibility of 120m in either direction is

achievable, and this is adequate to satisfy the applicable national standards contained within the Design Manual for Roads and Bridges.

Parking

The Transport Assessment provided uses Spelthorne Borough Council and Surrey County Council's parking guidance documents to identify acceptable parking provision levels for each use on site. Overall, 158 spaces have been provided for the residential development, 149 of these allocated to particular units. 3 spaces are available in the southwest corner of the site as unallocated parking, whilst 6 additional, and unallocated, parking bays will be provided next to the play area / green space allowing access to it. Generally, it is considered that the spaces are reasonably located with respect to the dwellings which they will serve. Spelthorne's Parking Standards recommend a minimum of 152 parking spaces for this scale of development, and therefore the proposed provision is in accordance with the guidance.

Pedestrian Accessibility

The site is located in fairly residential surroundings, and there are not a large number of services in the immediate vicinity. That said, there are a fairly significant number of local facilities, including bus stops, a rail station shops, a community centre, a church, and schools within a 15 minute walk. Further facilities including two additional schools, a supermarket, a shopping centre and another rail station are within 25 minutes' walk. The internal layout of the site contains footways throughout, which are a continuation of the existing footways on Upper Halliford Road.

Early discussions identified the local demand for a new crossing facility across Upper Halliford Road, in the vicinity of the development site. Upper Halliford Road is a busy road with a speed limit of 40mph. There is an existing controlled crossing approximately 650m south of the site access. To the north of the access, there is no formal pedestrian crossing provision. The proposed crossing would therefore provide a necessary pedestrian facility to enable pedestrian access to the bus stop and public park opposite the site, but also the schools and other facilities to the east of Upper Halliford Road.

The proposed crossing is provided with signal controls. As discussed in the pre-application meeting, SCC is not insistent that this type of crossing be provided, and considers that pedestrian refuge islands could be sufficient. It is understood, however, that the applicant does wish to provide the signalised crossing, and this would provide a safer and more convenient facility to pedestrians. It should be noted that the Transport Assessment refers to a pelican crossing, however SCC no longer endorse these crossing designs and would therefore request that a puffin crossing is implemented. Feedback has been sought from SCC colleagues in Road Safety, and the Police. They have raised no objections to the proposed crossing, but have recommended that high friction surfacing be provided either side of it. If a signalised crossing is to be implemented, a full assessment of whether this type of crossing is appropriate will be required from the applicant.