

**APPLICATION
NUMBER**

WA/2023/00294

DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Nick Keeley

Location: Land Centred Coordinates 505938 138328 Knowle Lane, Cranleigh

Development: Outline Application with all matters reserved except access for erection of up to 162 dwellings (including 30% affordable dwellings) built in up to 3 phases including access road, pedestrian and cycle accesses, parking, public open space, biodiversity enhancement and landscaping and other associated infrastructure and works.

Contact Officer	James Lehane	Consultation Date	6 February 2023	Response Date	4 April 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:

1. The development hereby approved shall not be first occupied unless and until the proposed traffic calming scheme on Knowle Lane has been delivered through a Section 278 Agreement with the County Highways Authority.
2. The development hereby approved shall not be first occupied unless and until a scheme has been delivered in accordance with plans to be submitted to and approved in writing by the Local Planning Authority to provide an improved walk and cycle route, including surfacing and lighting, along public rights of way routes 566 and 378 connecting the site to Cranleigh High Street (B2128).

Knowle Lane lacks suitable pedestrian infrastructure however delivery of the above-described improvements would provide a safe and attractive non-motorised route between the proposed development and the High Street.

3. The development hereby approved shall not be first occupied unless and until Section 106 contributions have been provided to the County Highways Authority towards the planned improvement schemes on Cranleigh High Street to improve pedestrian and public transport infrastructure. In the context of contributions secured from other local schemes and the scale of development proposed, the appropriate contributions for these proposals are £40,404.71 towards the High Street infrastructure improvement scheme and \$24,452.83 for the Public Transport Measures.

The Cranleigh High Street improvement scheme has been the subject of public consultation and

has the below aims:

- Create an attractive environment for residents and visitors.
- Encourage more active modes of transport (like walking and cycling).
- Improve air quality and introduce more greening.
- Encourage more people to visit and stay longer.
- Improve the local economy.

Included as part of the scheme is an enhancement to the layout of the High Street junction with Knowle Lane to improve pedestrian permeability.

Given the increased vehicular and pedestrian movements into Cranleigh High Street that would result from the proposed development, a contribution towards delivery of the above-described improvements would represent an appropriate mitigation and measure to increase the sustainability of the location for residential development.

4. The development hereby approved shall not be first occupied unless and until the proposed vehicular access to Knowle Lane 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 0.6m high.
5. The development hereby approved shall not be first 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 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.

It is noted that the application is in outline only and that the above requirement may be addressed as part of a future reserved matters application.

6. The development hereby approved shall not be first occupied unless and until facilities for the secure, covered parking of bicycles has been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

It is noted that the application is in outline only and that the above requirement may be addressed as part of a future reserved matters application.

7. Prior to the 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 and Surrey County Council's "Travel Plans Good Practice Guide". The approved Travel Plan shall be implemented in line with the agreed trigger points and the Applicant shall thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.
8. 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) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (k) 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, 4 and 8 are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Conditions 2, 3, 5, 6 and 7 are in recognition of Section 9 “Promoting Sustainable Transport” in the National Planning Policy Framework 2021, and to accord with policy ST1 of Waverley Borough Council's Local Plan and the Surrey Local Transport Plan.

Policy

Policy ST1 of Waverley Borough Council's Local Plan 2018, Surrey Local Transport Plan 4 and the National Planning Policy Framework 2021.

Informatives

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. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular, Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a ‘cabled route’ within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

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. 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.

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.