

<b>APPLICATION NUMBER</b>	<b>WO/19/1177</b>
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**DEVELOPMENT AFFECTING ROADS**  
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

**Applicant:** Woking F.C And GolDev Woking

**Location:** "Land South Of Hoe Valley School And East Of Railway Tracks, Egley Road, Woking, Surrey, GU22 0NH"

**Development:** "Redevelopment of site following demolition of existing building to provide health club building (Class D2) also incorporating external swimming pool, spa garden, terrace and tennis courts (including tennis court airdomes), provision of 36 dwelling houses (Class C3) up to a maximum of 3 storeys in height, vehicle parking, hard and soft landscaping, ancillary works including ancillary structures and fencing/gates and new vehicular access from existing road serving Hoe Valley School (Environmental Statement submitted)."

<b>Contact Officer</b>	Abigail Solway	<b>Consultation Date</b>	11 December 2019	<b>Response Date</b>	25 March 2020
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who recommends a S106 agreement should be secured before the grant of permission:

To secure the Travel Plan auditing fee of £6,150 (indexed linked to RPIx, from date of signing the S106).

**Conditions**

- 1) 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 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.
- 2) The development hereby approved shall not be first occupied unless and until at least 20% of the available parking spaces for the gym are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v 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.

- 3) The development hereby approved shall not be occupied unless and until at least 100% of the dwellings are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v 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.
- 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:
  - (a) The secure parking of bicycles within the gym development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
- 5) 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,
  - (j) No HGV movements to or from the site shall take place between the hours of 8.30 and 9.15 am and 3.15 and 4.00 pm (adjust as necessary according to individual school start and finish times) nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, in local roads during these times,
  - (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.
- 6) The development hereby approved shall not be first occupied unless and until the proposed pedestrian crossing improvements on Egley Road have been provided in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority, with a Stage 1 and 2 Road Safety Audit being undertaken.
- 7) The development hereby approved shall not be first occupied unless and until the kerb upstand at the dropped kerb for cyclists to get to and from the cycle path on Egley Road to Lilac Road has been dropped and made flush with the road, in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority.
- 8) The submission, agreement, implementation, maintenance, monitoring, review and modification as necessary of the Travel Plan, broadly in line with the Travel Plan dated November 2019. Prior to first occupation the Travel Plan shall be submitted for approval, and implemented upon first occupation. The applicant shall implement and monitor the

approved Travel Plan in accordance with Surrey County Council's Travel Plan guidance, and for each subsequent occupation of the development thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

### **Reasons**

- 1) The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.
- 2) The above conditions are required in recognition of Section 9 "Promoting Sustainable Transport " in the National Planning Policy Framework 2019.

### **Policy**

The above conditions are required in order to meet the objectives of the NPPF (2019), and to satisfy the Woking Borough Council Local Plan.

### **Highway Informatives**

- 1) 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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice).
- 2) 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) 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).
- 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) The permission hereby granted shall not be construed as authority to obstruct the public highway by the erection of scaffolding, hoarding or any other device or apparatus for which a licence must be sought from the Highway Authority Local Highways Service.

- 6) The developer is advised that a standard fee may be charged for input to, and future monitoring of, any Travel Plan.
- 7) 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.
- 8) 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.
- 9) 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 Case Officer**

#### **Pedestrian Crossing**

An initial plan showing improvements to the capacity of the main crossing point to the north of the access has been drawn up for consideration in accordance with the above condition. The best approach would be an increase in the crossing width of at least 2m on the western side of the central island. This increase would be to the northern side of the existing crossing point. In addition there should be a similar increase in crossing width on the eastern side of the crossing's central island.

These increases in crossing widths would require the central island to be extended to the north, placing the landing area on the eastern side beyond the two adjacent trees (in the direction of the most pedestrian demand), therefore allowing the adjacent footway to be widened locally in an effort to reduce the risk of bottlenecks.

The improvements should also involve:

- A320 crossing should be a toucan to tie into cycle facilities either side
- As a staggered arrangement, far side pedestrian/cycle aspects should be adopted (replacing existing nearside)
- The signal poles / detection is to be repositioned
- The controller and MOVA Dataset should be reconfigured

The final approved scheme will need to go through stage 1 and 2 Road Safety Audits. Subject to the outcomes of this, the scheme may need to be amended accordingly. The works should then be undertaken through a Mini S278, or full S278 agreement with Surrey County Council.

#### **Dropped Kerb**

The kerb upstand at the junction of Egley Road and Lilac Road is currently dangerous as cyclists accessing the path from the service road at Lilac Road would do at an angle, and the upstand could cause wheels to slide along the kerb rather than mount the path. It should be completely flush with the road to be safe.

#### **Travel Plan Comments**

Some additional information is required:

- the number of employees expected to be employed here, and the number to be on site at any one time;
- the expected number of club members;
- confirmation that David Lloyd will fund the TPC role (para 5.2) – wording should also be included to state that the TPC's contact details will be provided to SCC and to the LPA on appointment;
- the contact details of a member of David Lloyd's staff, who has responsibility for travel planning/planning matters;
- a list of travel planning measures implemented at other David Lloyd clubs.

In addition, please see the following comments:

1. Para 3.3 refers to a 6% reduction in staff car drivers, from 68% to 62%. The travel plan should include a table showing targets for all modes of travel, with interim targets for Yrs 1, 3 and 5.
2. Para 5.4 should also refer to the TPC liaising with TPCs at local businesses and schools, in particular the TPCs at Hoe Valley School and Woking Sportsbox.
3. Details of how the car park will be managed with regard to staff parking is required.
4. Para 6.3 refers to possible initiatives to help promote walking, which includes the provision of changing facilities. Para 6.4 states showering + changing facilities will be available, and Table 8.1 states that showers etc will be provided. Should the word possible be removed then from para 6.3?
5. Para 7.2 states "...it is not considered appropriate to set out an onerous monitoring and review strategy given the accessible nature of the site." All travel plans must be monitored, ie regular monitoring reports must be produced, and these monitoring reports are then audited by SCC. The auditing process necessitates a travel plan audit fee (this is described in SCC's travel plan guidance.) The fee maybe secured via a S106 agreement, or via wording to be included in the travel plan which commits to the payment of the fee.
6. The wording in paras 7.4 and 7.5 is contradictory, in that para 7.4 states monitoring will begin at full occupation and para 7.5 states the monitoring period will cover 5 yrs from first occupation. To clarify, SCC's travel plan guidance requires that a baseline survey is undertaken 3 months after first occupation, with monitoring surveys undertaken on the first, third + fifth anniversaries of the baseline survey. This should all be described in the travel plan.
7. Para 7.5 refers to the monitoring period covering 5 years. Reference should also be made to monitoring continuing until Yr9, if targets are not met by Year 5. What form will the annual mode share monitoring surveys take? In addition, wording is required to say that the results will be shared with the LPA, as well as SCC.

8. Remedial measures, to be implemented if it looks like targets aren't going to be met, should be described.