

APPLICATION NUMBER	EP/20/0797
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Ms Hannah Thomas-Davies

Location: 107-111 East Street, Epsom, Surrey.

Development: Demolition of the existing buildings and erection of part 3 storey, part 4 storey building comprising 23 residential flats (8 x 1 bedroom, 11 x 2 bedroom and 4 x 3 bedroom) with associated car and cycle parking and refuse storage

Contact Officer	Gemma Ruff	Consultation Date	23 June 2020	Response Date	21 June 2021
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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) No part of the development shall be first occupied unless and until the proposed modified access to Kiln Lane has been constructed and provided with visibility zones in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority (in general accordance with SK05 Rev A) and thereafter the visibility zones shall be kept permanently clear of any obstruction over 0.6m high.
- 2) The development shall not be first occupied unless and until the existing private access road has been widened to 5m between Kiln Lane and the access to the proposed parking area, in general accordance with (GA)02 Rev A, and thereafter shall be kept permanently retained and maintained.
- 3) The development hereby approved shall not be first occupied unless and until the existing access from the site to East Street has been permanently closed and any kerbs, verge, footway, fully reinstated.
- 4) 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) HGV deliveries and hours of operation
 - (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.

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 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 purpose.

6) 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 Kiln Lane, the depth measured from the back of the footway (or verge) 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.

7) 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) 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.

8) The development hereby approved shall not be first occupied unless and until the facilities for the secure parking of 27 bicycles have been provided in accordance with the approved plans and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

9) Upon first occupation residents shall be provided with a travel information pack, including information for residents regarding the availability of and whereabouts of local public transport / walking / cycling / car sharing clubs / car clubs and include a £50 oyster card contribution as set out in the Transport Statement (May 2020) to the satisfaction of the Local Planning Authority.

Reason

Conditions 1 - 6 are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Conditions 7 - 9 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 policies DM 35, DM 36 and DM 37 of the Epsom and Ewell Borough Council Development Management Policies.

Highway Informatives

1) 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/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.

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) 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 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) 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.

6) 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.

7) 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.

Note to Case Officer

The application seeks permission for 8 x 1 bed/ 11 x 2 bed and 4 x 3 bed flats, to be accessed via an existing vehicular access off Kiln Lane. The applicant has carried out a Stage 1 Road Safety Audit, submitted via email on 20th August 2020, to assess the use of this access and proposed modifications to the access. The Road Safety Audit has picked up a number of items which will be addressed at detailed design stage when a request for S278 Agreement is submitted to the County Highway Authority for works to the highway. The proposals include widening of the existing private access road to a width of 5m to assist turning movements. The applicant has confirmed additional width from the application site will be used to widen the access road.

17 car parking spaces are proposed to serve the residential units. In accordance with Epsom and Ewell's Parking standards this is a shortfall of 8 car parking spaces. Given the adequate on street parking restrictions within the vicinity of the application site, and sustainable nature of the application site the County Highway Authority raises no objection to the application on these grounds.

The applicant has engaged in discussion with the County Highway Authority and Epsom and Ewell refuse collection team be consulted on the planning application. It is proposed that waste will be collected as per the existing waste collection arrangements on East Street. The County Highway Authority raises no objection to this proposal.

As parking spaces are to be allocated the County Highway Authority recommends that all car parking spaces are provided with electric vehicle charging infrastructure.

Review of the highway extent indicates that the proposed vehicular access to the development which is to be widened to 5m does not fall within the public highway and is not a public right of way. However, this is land owned by Epsom and Ewell. As this land does not fall within the public highway it is beyond the remit of the County Highway Authority to make recommendations regarding safety on private land. However, the County Highway Authority is aware that concern has been raised regarding increased use of this access by vehicles. Following discussions with Epsom and Ewell it is understood that a hard landscaping condition shall be applied should the application be granted planning permission, to ensure pedestrians have priority along the widened access road.