



APPLICATION NUMBER	SU/22/1001/FFU
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mr A Searchfield

Location: Westcroft Park Farm , Windlesham Road, Chobham, Woking, Surrey, GU24 8SN

Development: Construction of 20 dwellings with associated parking, access and landscaping following demolition of existing buildings (except Post Box Cottage)

Contact Officer	Richard Peplow	Consultation Date	4 October 2022	Response Date	7 March 2023
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who has assessed the application on safety, capacity and policy grounds and recommends the proposal be refused on the grounds that:

Refusal Reason

Sustainable transport

It has not been demonstrated to the satisfaction of the County Highway Authority that the proposed development would provide safe and suitable access to the site for all users, giving priority to pedestrian and cycle movements and facilitating access to public transport. The proposed development would not therefore offer a genuine choice of transport modes and promote sustainable transport, contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012, Surrey Local Transport Plan 4 and Section 9 of the National Planning Policy Framework 2021.

Policy

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012, Surrey Local Transport Plan 4 and the National Planning Policy Framework 2021.

Note to Case Officer

The County Highway Authority considers the proposed development of 20 new dwellings to be a major development. In accordance with the above policies a development of this size should offer opportunities for trips to be made by means other than by car. Access from the site is onto Windlesham Road, a rural, unlit road with bends and a posted speed limit of 40mph. There are no footways in either direction. Although there are grass verges these are not continuous, so to get to the next nearest villages on foot would require walking in the road. The site is 2.5km from the next nearest village, Chobham. The CHA therefore considers there are no schools, shops, medical or other community facilities or access to public transport within a safe, walkable distance. Access to

local public footpaths would meet a leisure need only rather than for essential daily trips. An unlit, rural road is not considered a desirable, safe route for daily cycling trips for example for commuting or travel to school. Given the lack of suitable, safe alternatives residents of the proposed development would be reliant on the private car for the large majority of journeys. The CHA therefore considers that this is not a sustainable location for a new residential development.

In response to the further consultation (issued 01/02/23):

The CHA has reviewed the further highways supporting information and comments as follows:

The new submission re-evaluates the trip generation from the existing permitted use as an equestrian centre / polo club, in comparison to the proposed residential use. It is argued that taking into account that peak demand for equestrian facilities is at weekends, the total trip generation of the existing permitted use would be greater than previously estimated and that the net impact of the proposed development would be a material reduction in vehicle trips.

However, the above does not take into account that the existing and proposed uses are not comparable when considering trip generation. The existing equestrian use is an end destination and as such is considered a trip attractor. An equestrian facility could be expected to be located in a rural area. In contrast a new residential development would be a trip generator, with all trips being new trips onto the local network and with a high proportion of these likely to be made during the am and pm peak times.

Regardless of the issue of trip generation however, the new submission does not address the fundamental reason for which the CHA previously recommended refusal. Of greatest priority is to consider the needs of the end user, that is future residents. Would the proposed development provide residents with suitable, easy access via sustainable modes of travel to get to amenities, including schools, shops, medical centres, leisure facilities and public transport services? As per our previous consultation response the CHA believes the answer to this is no. There are no existing suitable safe, lit pedestrian and cycle facilities to provide access on foot or by bike, and there are no accessible public transport facilities. To give one example, the nearest school to the site is at Valley End. Even if using the proposed permissive path and local bridleway, a walking route to the school would still include an unlit carriageway with no footway and narrow verges. This would not meet the criteria for a Safe Route to School. As such Surrey County Council would in future need to pay for the provision of taxis to get children from the proposed residential development to school.

It is also argued that the existing use is associated with horses, tractors and slow moving vehicles getting from one part of the existing site to the other and that a reduction in these movements would be a road safety benefit. However, this is countered by the fact that the proposed residential use would also generate trips by service and delivery vehicles.

Given the above the CHA's recommendation for refusal still stands.