

21/0875 Land East Of Four Oaks Nursery Highams Lane Chobham Woking Surrey GU24 8TD Annex A

DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: H. & M Woolford & Creese

Location: Land East Of Four Oaks Nursery Highams Lane Chobham Woking Surrey GU24 8TD

Development: Change of use of land from equestrian use to mixed use equestrian and Gypsy/Traveller site (two pitches) comprising the siting of 2 mobile homes, 2 touring caravans and erection of x2 ancillary utility rooms and installation of hard landscaping.

Contact Officer	Richard Peplow	Consultation Date	29 July 2022	Response Date	8 September 2022
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THE COUNTY HIGHWAY AUTHORITY has undertaken an assessment in terms of the likely net additional traffic generation, access arrangements and parking provision and are satisfied that the application would not have a material impact on the safety and operation of the adjoining public highway. The County Highway Authority therefore has no highway requirements.

Note to Planning Officer

Sustainable Transport Advice

The County Highway Authority (CHA) considers that the application site is not an ideal location in sustainable transport terms for residential use, as it is not easily accessible by modes of transport other than the private car. It is not located within a reasonable and safe walking distance from key services and facilities such as jobs, shops, schools, health and leisure facilities. Highams Lane is an unlit rural road with a posted 40 mph speed limit. There are no footways and it is not on a recommended cycle route. There are no public transport facilities within a recommended walking distance of the site.

Residents of the proposed development would therefore be dependent on the private car for access to normal day to day services and facilities. Hence the development would be contrary to the sustainable transport objectives of the NPPF and policy CP2 of the Core Strategy. The NPPF does, however, recognise that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Notwithstanding this advice, the CHA acknowledges that there are three dimensions to sustainable development - economic, social and environmental - hence the sustainability of the site should not be assessed purely in terms of transport mode and distance. It also acknowledges that planning policy does permit the conversion and re-use of buildings in the Green Belt and hence some developments will not be able to meet the requirements of locational and transport policies. Therefore, it is for the Local Planning Authority to weigh up the CHA's sustainable transport advice against the other policies in the NPPF and the Core Strategy, particularly those relating to rural areas, in order to determine whether or not the proposed development would be sustainable in its wider sense. Typically, the CHA would strongly endorse siting development in locations with better provision for sustainable transport modes, however despite the unsustainable location in transport terms, the CHA recognises this is a decision that should include economic and social aspects, and therefore raises these concerns with the LPA in recognition they will give this aspect due attention.

If the LPA is minded to refuse the application, the CHA would recommend the following reason for refusal:

The proposed development is located where there are no pedestrian or cycle links nor access to public transport and is therefore considered unsustainable in transportation terms. Residents would be dependent on the private car for access to normal day to day services and facilities, and the proposed development would therefore be contrary to the sustainable transport objectives of the NPPF 2021, policy CP2 of the Surrey Heath Core Strategy 2012 and objectives within the Surrey Local Transport Plan (LTP3).