

APPLICATION NUMBER	SU/20/0913
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: C/O Jonathan Barlow

Location: 45 And Land To Rear Of 43 And 47 Station Road, Frimley, Camberley,

Development: Outline application for the erection of a three storey building to provide 19 no one and 6 no two bedroom flats together with associated parking and access, following the demolition of the existing house.

Contact Officer	Richard Peplow	Consultation Date	15 February 2021	Response Date	22 April 2021
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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 Reasons

- 1) It has not yet been demonstrated to the satisfaction of the County Highway Authority that the proposed development would not lead to overspill parking on Station Road adding to existing parking stress and causing potential conflict with highway users, including pedestrians. The proposed development could therefore prejudice highway safety, contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and Section 9 of the National Planning Policy Framework 2019.
- 2) It has not yet been demonstrated to the satisfaction of the County Highway Authority that the proposed development would allow for safe vehicular access to and from the site particularly for emergency services and refuse collection vehicles. The proposed development could therefore prejudice highway safety, contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and Section 9 of the National Planning Policy Framework 2019.

POLICY

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012 and the National Planning Policy Framework 2019.

NOTE TO PLANNING OFFICER

The application is an outline proposal with all matters reserved including access. However, the County Highway Authority needs to be satisfied at this stage that the principle of safe access to the site has been demonstrated. The CHA accepts that the development is in a sustainable location that may allow residents to walk to local facilities, including the railway station and bus stops. This may therefore reduce the need for residents to travel by car. However, given that Frimley is not a major town centre the CHA considers it likely that residents would still have ownership of a private vehicle and undertake a proportion of journeys by car. To be in accordance with Surrey County Council's parking standards the proposed development would need to provide one parking space per unit. The submitted proposal provides for 14 spaces for the proposed 25 units representing a shortfall of 11 spaces. There is no provision for visitor parking. It is likely therefore that the proposal would lead to overspill parking onto Station Road.

Station Road appears to be a road with significant existing parking pressure. Many of the properties have no off-street parking facilities. From visiting the site the CHA observed that vehicles were parked on both sides of the road for almost the entire length of Station Road. Some vehicles were parked partly on the footway, reducing the footway width and causing a safety hazard to pedestrians. Due to the narrowness of the road the parked vehicles effectively reduced the carriageway to a single lane and there were very few spaces available to allow vehicles travelling in opposite directions to pass. The proposed development is likely to exacerbate these existing issues, as the increase in traffic generation could interfere with the free flow of traffic along Station Road, and the low level of parking could result in further injudicious parking on the adjacent highway and footway, potentially causing danger and inconvenience to pedestrians and other highway users.

The above parking situation and narrowness of the road may also impact the ability of larger vehicles including fire tenders and refuse collection vehicles to reach the site and turn in and out of the proposed access. Swept path drawings would need to be provided to demonstrate that it is viable for a fire tender to enter and to turn within the site in order to access and egress in forward gear. Similarly plans for refuse collection would need to be provided and if it were proposed for refuse collection to take place within the site this would need to be accompanied by swept path drawings.

Although a Transport Assessment or Transport Statement would not normally be required for this size of development, given the above issues at this location the CHA recommends that any future proposal be accompanied with a detailed assessment of the traffic and parking impacts to include a parking stress survey on Station Road.