



APPLICATION NUMBER	SU/23/1224/F FU
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DEVELOPMENT AFFECTING ROADS
TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Mohan Everett

Location: Threapwood , 36 The Maultway, Camberley, Surrey, GU15 1PS

Development: Redevelopment of site to provide a housing development (Class C3) comprising a mix of houses and flats, with associated landscaping, car & cycle parking

Contact Officer	Bruno Schatten	Consultation Date	14 December 2023	Response Date	7 February 2024
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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) Safety of the access

The proposed development would lead to a significant intensification of an existing access onto The Maultway, a classified road with a 50mph speed limit. It has not yet been demonstrated to the satisfaction of the CHA, that safe vehicular and pedestrian access would be provided as part of the the proposed development. The development would therefore be prejudicial to highway safety contrary to Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012, the Surrey County Council Local Transport Plan (LTP4) and section 9 of the National Planning Policy Framework 2023.

2) Sustainable travel

It has not yet been demonstrated that the proposed development would be provided with suitable, safe and convenient means for future residents to use sustainable modes of transport (public transport/walking/cycling) to access schools, employment and leisure facilities, contrary to the sustainability objectives of the Surrey Heath Core Strategy 2012, the Surrey County Council Local Transport Plan (LTP4) and section 9 of the National Planning Policy Framework 2023.

Policy:

Policies CP11 and DM11 of the Surrey Heath Core Strategy 2012, the Surrey County Council Local Transport Plan (LTP4) and section 9 of the National Planning Policy Framework 2023.

Note to Case Officer:

The CHA would require the existing access to be relocated a minimum of 25m away from Oaken Copse, due to the intensification that the scheme would bring. The new access would need suitable and appropriate geometry and visibility, as well as providing dropped kerbs and tactile paving for pedestrian benefit. The proposed access would also be subject to a satisfactory Stage 1 Road Safety Audit.

In order to meet policies and objectives stated in the LTP4, bus stop improvements to the nearby existing bus stops on The Maultway should be made to promote sustainable travel. In addition, pedestrian phases (push button crossing facilities) should be provided at the existing traffic signals on the A30, A325 and The Maultway junction. This is a key route from the development site to several schools and would highly benefit users travelling in this direction.