



SUNNINGDALE PARISH COUNCIL

The Pavilion, Broomhall Lane, Sunningdale, SL5 0QS

☎ 01344 874268

Email: info@sunningdaleparish.org.uk

www.sunningdale-pc.org.uk

Clerk: Anne Martin

Alistair de Joux,
Planning Officer
RBWM

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Reference 16/00645 Chobham Road junction improvements

The proposals being put forward under 16/00645 are (almost) identical to 09/01219 which was granted permission on 12th August 2009. However, there have been significant developments since 09/01219 was granted permission both in planning policy and in the traffic developments in this area, which fundamentally change the circumstances. The Parish Council therefore does not regard this as a renewal of extant permission but objects to the application as contrary to Planning Policy and failing to meet the requirements to show the viability of the scheme and its impact on the residents of Sunningdale.

Runnymede Council have made it a condition of their planning permission that this junction is upgraded before the B1 element of the DERA redevelopment is occupied and the 2009 renewal is about to expire. Clearly this puts pressure on the developer to resolve this matter, but the worse outcome would be a traffic scheme that does not alleviate traffic problems and changes the nature of the village.

Sunningdale Parish Council strongly object to this application for the following reasons:

1. Viability of the proposed traffic scheme.

There is no evidence presented by the applicant that the solution proposed in this application is the right one to resolve the traffic issues of these 2 junctions. The road traffic capacity assessments which were done when the application was renewed in 2009 predicted road traffic up to 2017 only. In the intervening period traffic volumes have grown significantly, and there have been changes along the Chobham Road such as the building out of the curb at the A30 junction which narrows the road, a restriction of weight on the railway bridge, the introduction of residential parking along the road and permission granted for a pedestrian crossing over the Chobham Road.

The scheme would involve the loss of several parking spaces in an area where parking is already a major issue and loss of parking would have a serious detrimental impact on the retailers along the Chobham Road, threatening their viability.

An independent traffic survey is essential taking all these matters into consideration, including the likely impact on the traffic on the level crossing – point 2 below, and on pedestrian movements.

2. Proximity to Sunningdale Railway Level Crossing

The supporting documentation submitted under 16/00645 by Barton Willmore (19th February 2016, Ref 25773/A3/NS/MO/ef) makes no mention of Sunningdale Railway Level Crossing and no consultation

document can be seen from Network rail or South West trains for this or the previous application.

Yet, the Broomhall junction is only some 100 metres away from the Level Crossing, with the high probability of traffic backing up at the proposed new traffic intersections.

Network Rail classifies all level crossings with a 'collective risk number' calculating the risk for all people using the crossing and classifying every level crossing in the UK from 1 (Highest risk) to 13 (least risk). Sunningdale Level crossing is classified at number 3 'Very High Risk'. It is a high risk and high volume crossing. The most recent published Network Rail census lists 100 trains a day, 13,991 Vehicles and 816 Pedestrians or Cyclists a day at this level crossing.¹

At peak times when the railway level crossing barriers are down there are very significant traffic queues on the A30 from the Bagshot direction. When the railway crossing barriers are raised vehicles will, under the proposed scheme, then have to negotiate a further two traffic lights within 200 metres. Resultant tail backs from both A30 intersections towards the level crossing are inevitable. This, therefore, is likely to increase the risk of an accident at an already high-risk level crossing. Network Rail and South West Trains must be consulted as their approval is essential to the viability of this scheme.

3. National Planning Policy Framework

Since the 2009 application, the NPPF has come into force in March 2012 and it is our contention that this scheme is in violation of Condition 32 and 35.

3.a Condition 32 states that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

1. the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
2. safe and suitable access to the site can be achieved for all people; and
3. improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

It is the contention of the Parish Council that the cumulative impacts of the development are severe as the scheme threatens the viability of shops, parking and residential amenity of the village.

Furthermore, the scheme fails to comply with Condition 35 on almost every point. It will create a significant increase in street clutter (24 traffic signals), it reduces the size of pavement, makes access to RBWM shoppers car park difficult, does not prioritise pedestrians and takes no account of cyclists.

3.b Condition 35 of the NPPF states that Plans (for transport) should be located and designed where practical to

1. give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
2. create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;

¹ The Current Network Rail risk assessment is dated January 2014 with the next risk assessment due date of April 2016.

4. Neighbourhood Plan and Change of Village Setting to Urbanised area

In the Neighbourhood Plan (NP), adopted in April 2014, Sunningdale is classified as a 'Leafy Residential Suburb'. The scheme is contrary to Policy DG1.3 of the NP which states that development proposals in such areas 'should enhance the sylvan, leafy nature of the area, where possible and appropriate, this should include the planting of trees and/ or shrubs along the street.

The pedestrian activated traffic lights on the A30 zebra crossing between Broomhall Lane and the Chobham Road will be replaced with a total of 24 timed vehicle traffic lights (14 at Broomhall, Lane and 10 at Chobham Road) within 120 metres of each other. Features designed to enhance the character of Sunningdale such as the Jubilee clock, the Jubilee bench, a number of raised flower beds and grass features will need to be removed. The A30 / Chobham Road intersection is the centre of Sunningdale and the focal point of the Christmas festivities. The current small junctions will be changed into urban intersections and Sunningdale's leafy residential suburb designation will change into that of an urbanised settlement.

Furthermore, the scheme is contrary to NP Policy DG3.1 in that the increased traffic volumes anticipated conflict with the pedestrian access to the retail outlets and cafes in Sunningdale.

The Parish Council strongly objects to the scheme and recommends:

1. **An independent traffic survey and viability study be conducted**
2. **Network Rail must be consulted and their comments reports to the public**
3. **Alternative proposal should be created – not only the developer originated scheme.**
4. **The residents be invited to Public Consultation with the Developers**
5. **The Borough upholds the NPPF and NP policies, and adopts a resolute position on this in its dealings with the developer.**

Yours sincerely



Anne-Catherine Buxton,
Chairman

cc Cllr Loxton, Cllr Jateson, Tony Carr.