



We object to this application in its present form, namely the size of this development. Some 1200 extra dwellings are planned which the Surrey Heath Planning Department have already indicated as being unsustainable.

Though we recognise the need for extra housing and that the PRB site can accommodate a housing development, we feel that 1200 new homes is a step too far.

Despite the arguments against such a large development raised during the consultation on the “Core Strategy” and the subsequent EiP, the decision was taken to consider development of the Princess Royal Barracks site at up to 1200 new dwellings. This application does not seem to honour the implied promises that any development would be sympathetic to both the concerns of the surrounding communities and the environment.

A particular complaint has been the lack of adequate road infrastructure in Deepcut and the surrounding communities to support either the existing level or the expected increased levels of traffic that can be expected as a result of such a development.

Local residents already have to endure difficulties in travelling along Deepcut Bridge Road, Frimley Road, Red Road, The Maultway, Sturt Road, Lake Road and Wharf Road. All of these roads will be more severely affected, resulting eventually in effective grid-lock at peak periods.

Traffic.

Regarding the junction of Frimley Green Road, Wharf Road, Guildford Road and Sturt Road, the Transport Assessment accompanying this application recognises that this junction complex is already operating above capacity in the AM and PM peak periods (**See TA Table 10.41 Junction 14: Capacity Analysis (ARCADY) – Wharf Road/ Frimley Green Road/ Sturt Road (Double Mini Roundabout) – 2011**).

The same document shows at (**Table 10.42 Junction 14: Capacity Analysis (ARCADY) – Wharf Road/ Frimley Green Road/ Sturt Road (Double Mini Roundabout) – 2026 Future Baseline**), the projected figures for increased delays at this junction by 2026 without the traffic generated by the PRB development, these are shown to be significant.

It then goes on to show the projected increase in traffic expected at (**Table 10.43 Junction 14: Capacity Analysis (ARCADY) – Wharf Road/ Frimley Green Road/ Sturt Road (Double Mini Roundabout) – 2026 Future Baseline + proposed PRB Development Traffic**), and goes on at Paragraph 10.18.9 to state that “...*It highlights the fact in comparison to the results set out in Table 10.42 there will be a slight increase in queues and delays and hence the RFC at the junctions...*”.

The figures actually show that there would be an increase in delays (Minutes per vehicle) of up to double the counts set out in Table 10.42. **We cannot accept this as a slight increase.**

In the **Environmental Statement** under **Wider highway improvements** mitigation measures are proposed to counter the increased traffic flow at these junctions.

Paragraph 3.2.38

“Frimley Green Road/Wharf Road/Strut Road: A scheme that changes the junction from two mini roundabouts to a signalised junction which incorporates safe pedestrian crossings. This will alleviate potential traffic congestion and give pedestrians a safer crossing over the junctions.”

Those of us who actually live in the area and experience current traffic believe that the Applicant’s inadequate proposals will invariably lead to traffic gridlock.

It is claimed in the Transport Assessment at Paragraph 11.9.8 that:

“It is the case that this improvement would be a significant alteration to environmental conditions in and around Frimley Green. Discussions are ongoing with both the SCC and the local communities to agree whether it is considered to be an appropriate solution at this location.”

Not only are we unaware of any such consultation but we also disagree that such measures would achieve any significant benefit for the local residents.

The Applicant's proposals in respect of the provision of bus services operating to and from the new development lacks real detail although some mention is made of promoting the existing services which, as all residents know, have been consistently cut to a skeleton service. The Council should demand far more detail is of how a much more frequent and reliable bus service is going to be operated. If such enhanced provision of bus services is to be provided it must be sustainable and not suspended again after a period of time.

In short, we find the data provided in the Transport Assessment fails to recognise the real impact that this development will have on the local area, to be open to debate and designed to obfuscate rather than to inform.

The application offers a health facility but with the caveat that if no GPs take it on it will return to the developers for commercial use. How will the suggested medical centre be integrated into the Surrey Heath Clinical Commissioning Group? What impact will the development have on Frimley Park Hospital?

It seems very clear that the Applicant's current proposals are aimed at maximizing the site owner's sale price whilst minimizing the mitigation of the impact of the development to both existing and new residents. I hope the Council will seek to redress this balance in its consideration of the application.

Yours sincerely,

Kevin Daley (Chair, MFGD Society)