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Regulation 12 Statement of Consultation Camberley Town Centre Masterplan and Public Realm Supplementary Planning Document

February 2015

This Regulation 12 Statement sets out how Surrey Heath Borough Council undertook statutory consultation on the Camberley Town Centre Masterplan and Public Realm Supplementary Planning Document (SPD).

Consultation on the SPD took place between the 13th January – 24th February 2015.

A Statutory Notice under the Town and Country Planning (Local Planning) (England) Regulations 2012 Regulation 12 –Public participation was placed in the Camberley News and Mail on the 15th January 2015. The Statutory Notice set out the dates of consultation and that copies of the SPD were available to view at Parish Councils and local libraries. The consultation was also advertised on twitter and Facebook

Letters and e-mails were sent out to those bodies prescribed as specific consultation bodies and those prescribed as Duty to Co-operate bodies in the Town and Country Planning (Local Planning) (England) Regulations 2012, including Neighbouring Local Authorities, Surrey County Council, Hampshire County Council, CCG and the M3 LEP

Letters and e-mails regarding the consultation were sent to over a 1000 residents and businesses in and adjacent to Camberley Town Centre.

Exhibition Boards were set up in the Council's reception area and in the Surrey Heath Museum, with two manned drop-in sessions held in the library between 5-7pm. A further manned drop-in session for Parishes was held at West End Parish Council on the 9th February from 4-6pm.

Abbreviations

Camberley Town Centre Area Action Plan (AAP)

Camberley Town Centre Masterplan and Public realm Supplementary Planning Document (SPD)

| Responses to Vision and Key Principles/Objectives and Development Strategy | | |
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| Respondent | Comment | Council's Response |
| David Powell Chairman The Camberley Society | If access to Knoll Road Car park is changed this should not be onto Portesbury Road | Noted |
| David Powell Chairman The Camberley Society | Excellent document in particular reference to opening up views into the Royal Military Academy | Noted |
| Surrey County Council | No comments on the document | Noted |
| Environment Agency | No comments on the document | Noted |
| Savills on behalf of Thames Water | Seeks amendment to the Masterplan to ensure opportunities for SuDs are incorporated into the town centre and public realm. This would reflect Policy TC1 of the Camberley Town Centre Area Action Plan (AAP) | Noted Amend Public realm section to make reference to the ability to incorporate SuDs. |
| Mr S White | Vision is great for Camberley, hopefully it will happen as soon as possible | Noted. |
| Mr R Young | Both the vision and strategy make sense and make a better use of space. Making the A30 frontage more attractive and welcoming is a good move. | Noted |
| Anneli Harrison Office of Rail Regulation | Note that the plans at this time do not affect the current(or future) operation of the mainline network nor do they outline plans for a new railway or station | Noted |
| Mr M Arnold | In favour of the SPD | Noted |
| Runnymede Borough Council | No comment at this time | Noted |
| Resident-over 65 | The plans seem to be aimed at the young or fully fit. There is no mention of accessibility for people with disabilities. Street signage clutter should be reduced but street signs should be clearer | Noted. The Council will ensure that signage, seating and public realm materials meet the needs of all users, including those with disabilities. The Council may in the future undertake a signage audit and develop a signage strategy to ensure that signs give |

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| | | simple and essential information. |
| Resident-over 65 | How will existing and proposed shops be serviced. | The SPD considers servicing arrangement for both existing and proposed retail development as set out in section 3.5 Movement Strategy. |
| Resident-over 65 | Supports possible renovation of northern area of the High Street. There is no room for future development east of Knoll Road. | Noted. Proposals for development east of Knoll Road Knoll were identified in the Council's adopted Camberley Town Centre Area Action Plan. These are the Police Station, Portesbury School and Hillside |
| Resident-over 65 | Whilst limited development along London Road is welcomed consider tree planting on the A30 and random crossing points will have a detrimental impact on the A30 as a through route. | Any planting or works affecting the A30 will not have a detrimental impact on the A30 as a through route. |
| Mr T Kiernan | Considers the plan is excellent | Noted |
| Mrs S Hickmott | Welcomes improvements to the A30 | Noted |
| Mrs S Hickmott | Removing roofing to the Mall would be a retrograde step | There are opportunities for opening up Obelisk Way and Princess Way to allow movement from the Park Street area of the town centre to the High Street. The Council is awaiting proposals for refurbishment of The Mall but do not expect these to involve the removal of all of the roof. |
| Mrs S Hickmott | Welcomes new access to buses and trains but better shelters should be provided | Proposals for Pembroke Broadway will allow for the provision of improved bus shelters. |
| Equality Member Working Group | The needs of the various protected groups as defined under the Equality Act 2010 be considered in their fullest in the planning and design of Camberley Town Centre, with a specific focus on adopting the best practice guidance for ensuring Camberley is a Dementia friendly destination: as any mention currently appears to be missing; and that all future Planning Policies emphasise that the needs for these | Noted. The Council will ensure that signage, seating and public realm materials meet the needs of all users, including those with dementia. The Council may in the future undertake a signage audit and develop a signage strategy to ensure that signs give simple and essential information. The Council will work with disability and dementia groups in taking forward the public |

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| | groups must be met.” | realm strategy for the town centre. |
| M Wilmore | Considers the development strategy is good and likes the vision | Noted |
| Mr D Chesneau | Supports much of the document, including more trees, high quality street environment and public realm, opening of east –west links and upgrading the station. The Council should turn these ideas into practice as soon as possible. | Noted |
| Mr I MacDonald | Supports much of the document, including more trees, high quality street environment and public realm, opening of east –west links and upgrading the station. The Council should turn these ideas into practice as soon as possible. | Noted |
| Mr D Hughes | Supports much of the document, including more trees, high quality street environment and public realm, opening of east –west links and upgrading the station. Should not have to wait for a bureaucratic process | Noted |
| Mr I McLaughlin | Supports much of the document, including more trees, high quality street environment and public realm, opening of east –west links and upgrading the station. The Council should turn these ideas into practice as soon as possible | Noted |
| Mr D Chesneau | Concerned regarding the prospect of the redeveloped London Road Block being six stories high. This would be over-bearing having regard to the human scale of Camberley | The Inspector at the Examination in Public on the Camberley Town Centre Area Action Plan (AAP) concluded that a scheme for this site should deliver a high quality distinctive built form and as such it may be acceptable for it to depart from established building lines and heights. This wording was reflected in Policy TC14 of the AAP. The role of the SPD is to |

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| | | take forward and add detail to the polices in the AAP |
| Mr D Hughes | Concerned regarding the prospect of the redeveloped London Road Block being six stories high. This would be over-bearing having regard to the human scale of Camberley. However if it supports a department store agrees to it. | The Inspector at the Examination in Public on the Camberley Town Centre Area Action Plan (AAP) concluded that a scheme for this site should deliver a high quality distinctive built form and as such it may be acceptable for it to depart from established building lines and heights. This wording was reflected in Policy TC14 of the AAP. The role of the SPD is to take forward and add detail to the polices in the AAP |
| Mr I McLaughlin | Concerned regarding the prospect of the redeveloped London Road Block being six stories high. This would be over-bearing having regard to the human scale of Camberley. Seeks confirmation the new London Road block will not exceed 3-4 floors in height. | The Inspector at the Examination in Public on the Camberley Town Centre Area Action Plan (AAP) concluded that a scheme for this site should deliver a high quality distinctive built form and as such it may be acceptable for it to depart from established building lines and heights. This wording was reflected in Policy TC14 of the AAP. The role of the SPD is to take forward and add detail to the polices in the AAP |
| Mr M Tierney | Seeks confirmation that the London Road Block will not exceed 3-4 stories in height London Road Block will have a very large footprint and extra height creep should not be allowed. | The Inspector at the Examination in Public on the Camberley Town Centre Area Action Plan (AAP) concluded that a scheme for this site should deliver a high quality distinctive built form and as such it may be acceptable for it to depart from established building lines and heights. This wording was reflected in Policy TC14 of the AAP. The role of the SPD is to take forward and add detail to the polices in the AAP |
| Mr D Chesneau | Supports the retention of the facades of the more significant buildings facing London Road | Noted |
| Mr D Hughes | Supports the retention of the facades of the | Noted |

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| | more significant buildings facing London Road | |
| Mr I MacDonald | Supports the retention of the facades of the more significant buildings facing the London Road. | Noted |
| Mr I McLaughlin | Supports the retention of the facades of the more significant buildings facing London Road | Noted |
| Mr I MacDonald | Supports the proposal that the A30 service road be eliminated and improved with trees planted along the central reservation | Noted |
| Mr D Chesneau | Supports the opening of the east-west links but the Mall should be roofed to protect pedestrians, particularly between the Main Square car park and the Mall and between the Mall and the future London Road Block | There are opportunities for opening up Obelisk Way and Princess Way to allow movement from the Park Street area of the town centre to the High Street. The Council is awaiting proposals for refurbishment of The Mall but do not expect these to involve the removal of all of the roof. |
| Mr D Hughes | Supports the opening of the east-west links but the Mall should be roofed to protect pedestrians, particularly between the Main Square car park and the Mall and between the Mall and the future London Road Block | There are opportunities for opening up Obelisk Way and Princess Way to allow movement from the Park Street area of the town centre to the High Street. The Council is awaiting proposals for refurbishment of The Mall but do not expect these to involve the removal of all of the roof. |
| Mr I MacDonald | Supports opening up of east –west links with those in the town centre remaining roofed. Particularly between the Main Square car park and the Mall and between the Mall and the future London Road block. In Princess Way it would only be necessary to introduce a new entry door panel into the Mall to allow the formation of a corridor from east to west whilst retaining the current roof | There are opportunities for opening up Obelisk Way and Princess Way to allow movement from the Park Street area of the town centre to the High Street. The Council is awaiting proposals for refurbishment of The Mall but do not expect these to involve the removal of all of the roof. |
| Mr I McLaughlin | Supports the opening of the east-west links but the Mall should be roofed to protect pedestrians, particularly between the Main | There are opportunities for opening up Obelisk Way and Princess Way to allow movement from the Park Street area of the |

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| | <p>Square car park and the Mall and between the Mall and the future London Road Block. There is a need for more covered walkways, not less. Rather than removing the covered area outside Boots there is opportunity to provide a covered pedestrian walkway that spans east to west. Should consider covering the walkways from the High Street centre and Southern Cross walks leading east towards the Council Offices and the Cultural centre.</p> | <p>town centre to the High Street. The Council is awaiting proposals for refurbishment of The Mall but do not expect these to involve the removal of all of the roof.</p> |
| Mr M Tierney | <p>Rather than removing the covered area outside Boots there is opportunity to provide a covered pedestrian walkway that spans east to west. Should consider covering the walkways from the High Street centre and Southern Cross walks leading east towards the Council Offices and the Cultural centre</p> | <p>There are opportunities for opening up Obelisk Way and Princess Way to allow movement from the Park Street area of the town centre to the High Street. The Council is awaiting proposals for refurbishment of The Mall but do not expect these to involve the removal of all of the roof.</p> |
| Mr D Chesneau | <p>Need to reconsider the proposed locations for taxi ranks to avoid late –night disturbance of residents</p> | <p>Recognise resident’s concerns and licensing issues. Until more detailed design work on the public realm for the High Street undertaken no location for taxi ranks will be fixed in the SPD.</p> |
| Mr I MacDonald | <p>Need to reconsider the proposed locations for taxi ranks to avoid late –night disturbance of residents</p> | <p>Recognise resident’s concerns and licensing issues. Until more detailed design work on the public realm for the High Street undertaken no location for taxi ranks will be fixed in the SPD.</p> |
| Mr D Hughes | <p>Need to reconsider the proposed locations for taxi ranks to avoid late –night disturbance of residents</p> | <p>Recognise resident’s concerns and licensing issues. Until more detailed design work on the public realm for the High Street undertaken no location for taxi ranks will be fixed in the SPD.</p> |
| Mr I McLaughlin | <p>Need to reconsider the proposed locations for taxi ranks to avoid late –night disturbance of residents</p> | <p>Recognise resident’s concerns and licensing issues. Until more detailed design work on the public realm for the High Street undertaken no location for taxi ranks will be fixed in the SPD.</p> |
| Mr S Annalls | <p>Consider the proposal for the taxi rank near to St George’s Court is unacceptable due to</p> | <p>Recognise resident’s concerns and licensing issues. Until more detailed design work on the</p> |

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| | night –time disturbances. | public realm for the High Street undertaken no location for taxi ranks will be fixed in the SPD. |
| Mr E Hill | No need for more taxi ranks | Recognise resident’s concerns and licensing issues. Until more detailed design work on the public realm for the High Street undertaken no location for taxi ranks will be fixed in the SPD. |
| Mr D Chesneau | The Bear Public House should be retained rather than partially demolished | The SPD seeks the retention of the Bear public house; however there may be demolition of some of the later extensions. |
| Mr D Chesneau | Not all existing cycle parking is shown. Include those near Halfords and approach road next to Allders. Should have cycle provision at the theatre. | Noted Amend as necessary |
| Mr D Hughes | The Bear Public House should be retained as it is one of the few physical reminders of the town centre of the past | The SPD seeks the retention of the Bear public house, however there may be demolition of some of the later extensions |
| Mr I McLaughlin | The Bear Public House should be retained as it is one of the few physical reminders of the town centre of the past | The SPD seeks the retention of the Bear public house, however there may be demolition of some of the later extensions |
| The Theatres Trust | Supports the strategic objectives which acknowledge that the town centre is home to a range of leisure, community and cultural uses. Supports the aim of enhancing the cultural offer. | Noted |
| The Theatres Trust | Supports the preferred approach for enhancements to the cultural quarter around Camberley Theatre. Reflects guidance in the National Planning Policy Framework. Expects to be consulted on plans for enhancements affecting the Theatre. | Noted |
| Resident over 65 (2) | Principles set out are sound | Noted |
| Resident over 65 (2) | Improvements along the A30 frontage look very good | Noted |
| Resident over 65 (2) | Improvements at the northern end of the High Street will be very beneficial | Noted |

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| Mr E Hill | Supports idea of opening up the park and Obelisk to Knoll Road but considers other side of Knoll Road is bleak and presents a barrier to the town centre which the proposed pedestrian thoroughfares will not alleviate. | Noted. The AAP did not propose major changes for the west side of Knoll Road. The role of the SPD is to add detail to the policies in the AAP |
| Mr E Hill | Considers Southern Road is bleak and barren. Priority should be given to Southwell Park Road in terms of junction layout and improvements are needed to the timings and cluster around the pedestrian crossing on Southwell Park Road. | The AAP at Policy TC18 did not identify this crossing as a highway improvement. The role of the SPD is to add detail to the policies in the AAP |
| Mr E Hill | Two sets of traffic lights at Park Street and Southern Road are a nightmare which give priority to people coming out of side turnings | The AAP at Policy TC18 did not identify these as a highway improvement. The role of the SPD is to add detail to the policies in the AAP |
| Mr E Hill | The London Road Area needs improvement and the town centre offer should be presented if only by posters. The addition of a large retail outlet would be a vast improvement. Concern that this would present the car park to the road which can resemble a gulag. If the High Street is pedestrianised the service road will become redundant. Extra space freed up by the closing of the service road can be used in the development or for screening. | Noted. The role of the AAP and the SPD is to provide for improvements along the London Road frontage. The Council will work with Surrey County Council with regard to potential changes to the service road |
| Mr E Hill | Considers Park Street a success. Agrees that there is too much street furniture | Noted. The SPD and public realm work will seek to ensure that street furniture is less cluttered. |
| Mr E Hill | Victorian buildings should be retained in the High Street. The plethora of shop fronts ruin the High Street however considers that the Council will not be able to realistically impose expensive refurbishment. | The AAP at Appendix 56 sets out High Street Shopfronts Design Guidance. Future alterations to shop fronts will need to have regard to this guidance. |
| Mr E Hill | Supports the strategic objectives of revealing the assets, releasing the potential, raising the offer and reinforcing the future. | Noted |

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| Mr E Hill | Considers that a pedestrian friendly zone along Pembroke Broadway will not happen due to goods entrances, multi storey car park and multitude of bus stops and busses. Will not create a café culture in this area. | The AAP and SPD sets out how a pedestrian friendly zone could be achieved by redevelopment of Pembroke Broadway and changes to the road layout. |
| Mr E Hill | Considers that north end of Park Street is not the right place for a main square. | Noted. |
| E and S Elstead | There is a real deterioration in traffic flow around the town centre and there is no point increasing footfall into the town if people cannot drive and park without sitting in a jam. Roads need reviewing in particular the A30 junction into the Atrium car park and Southwell Park Road is jammed back to The Avenue because of poor flow. | Noted. Future works to be undertaken at the Meadows Roundabout and Frimley Road and London Road will help improve traffic flows along the A30. Better signing of car park availability will help with queuing. |
| E and S Elstead | An improved fast train service might see people travel by train, especially those coming from a distance. | Network Rail in its Wessex Rail Study recommends improved services to and from Camberley Station |
| Mel Andrews | Visions set out are impressive but slightly overbearing for a small quaint town. Would not like the town to be too busy with trees and decorative feature which could be problematic for the elderly and disabled. | Noted Improvements to public realm will need to ensure that they do not create obstacles and meet the needs of all users. |
| Mel Andrews | In favour of new shops at the northern end of the High Street but may be too big and overbearing. Need good and convenient parking otherwise the highways around the shops will become too congested | The Inspector at the Examination in Public on the Camberley Town Centre Area Action Plan (AAP) concluded that a scheme for this site should deliver a high quality distinctive built form and as such it may be acceptable for it to depart from established building lines and heights. This wording was reflected in Policy TC14 of the AAP. The role of the SPD is to take forward and add detail to the policies in the AAP |
| Mel Andrews | The materials used for the pavements around the High Street area and any new footway | Noted Improvements to public realm, including materials for paving, will need to |

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| | should be of a smooth even layer. No small brickwork as these sink and make it dangerous for older people. This is happening in the High Street outside Weatherspoons. | ensure that they do not create obstacles and meet the needs of all users. |
| Mel Andrews | The illustration of the new building at the end of the High Street looks unattractive. Should try and incorporate something Victorian and retain the Old Thai House as it is an unusual piece of interest. | The Inspector at the Examination in Public on the Camberley Town Centre Area Action Plan (AAP) concluded that a scheme for this site should deliver a high quality distinctive built form and as such it may be acceptable for it to depart from established building lines and heights. This wording was reflected in Policy TC14 of the AAP. The role of the SPD is to take forward and add detail to the policies in the AAP. The design of the building is yet to be agreed. |
| Mrs P McDonald | Support the vision and key principles. Concerned that it is an ambitious plan depending to a large extent on financing by a developer and reliant on a prestigious anchor store. Concern it may be delayed or never realised. Would be delighted if a prestige store was persuaded to invest in Camberley but has concerns about the viability of such a large increase in retail units in the present climate, particularly having regard to the demise in a number of shops and the empty new units in Park Street and Pembroke Broadway. The London Road frontage would remain in its sorry state and the High Street continues to decline. Feel there should be a Plan B to improve these two areas if Plan A proves not feasible. | Noted. The AAP covers a period up to 2028 which allows the Council to take a long term view over delivery. The role of the SPD is to add detail to the policies in the AAP to enable delivery. |
| Mrs P McDonald | Raises concern over access roads. Supports the vision regarding improvements to streets and spaces, particularly the focus on | Noted |

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| | greening, the use of high quality materials and street furniture. Considers a water feature to be an excellent idea. | |
| Mrs P McDonald | Agree that buildings should be of high quality and respect the Edwardian/ Victorian character where possible. Keeping and enhancing the Granary would be excellent. | Noted |
| Mrs P McDonald | Joining up the cultural and civic area and enhancing the quality of green spaces is welcomed. Measure to integrate Camberley park is needed. Replacing the library building would be low on a priority pecking order when there are other areas which need attention. | Noted |
| Mrs P McDonald | Welcomes improvements to the station area. | Noted |
| Mr C McDonald | Supports vision and objective but considers that it is wildly optimistic to anticipate all future changes must have a wholly positive impact and exceed expectations of residents and visitors. There is a lack of realism in the SPD | Noted. The AAP covers a period up to 2028 which allows the Council to take a long term view over delivery. The role of the SPD is to add detail to the policies in the AAP to enable delivery |
| Mr C Mc Donald | There is a fundamental omission in the SPD in that all the streets and spaces identified for enhancement are within the town centre. The claim that Camberley is a place easy to get to and move through is in direct conflict with chapter 7 of the AAP which notes at para 7.1 that concerns over access to the town centre is a significant local issue. This is reflected in Apra 7.3 of the AAP. Policy TC7 calls for accessibility to the town centre by all modes of transport. Of the eight measures set out in Policy TC7 measures i, iv and viii obviously include works outside of the town centre. These projects have yet to be identified in the Infrastructure Delivery Plan and Town Centre Access Strategy as anticipated in Para 7.4 of | The Traffic Study which was part of the evidence base for the AAP considered issues of 'rat running' over a wider area than the Town Centre. The Council in determining schemes which come forward through the AAP will consider highway issues. |

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| | <p>the AAP. It is premature to prepare a masterplan which only identifies projects in the town centre as requiring contributions. It is seriously misleading to adopt a document on which developers and others will rely on for clear guidance as to what they are expected to contribute to. If the Council, for other reasons, feels it must press ahead with the masterplan then the SPD should include or be accompanied by a transport assessment which deals with such external locations. My neighbours and I consider one such project to be enhancement of the Avenue/Stockwell park Road route to and from the centre to restrain and limit use by the motor whilst making is safe and more comfortable as a principal pedestrian and cycle route. Although the county recognise the need for an embryonic scheme there is little realistic prospect of a cash strapped highway authority being able to prioritise this scheme, which must therefore be financed by town centre developers.</p> | |
| Mr C McDonald | <p>Significant new retail space at the northern end of the High Street depends on the viability of the new anchor store. This seems doubtful given the relatively recent loss of a department store in that area and a slimming down of the only other department store</p> | <p>Noted Loss of Alders was due to the group going into administration.</p> |
| Mr C McDonald | <p>Further invigoration of the civic and cultural centre would enhance quality of life but query giving priority to these projects in a period of long term austerity.</p> | <p>Noted, The AAP and the SPD look at a plan period up to 2028</p> |
| Mr C Mc Donald | <p>Supports all proposals for Pembroke Broadway</p> | <p>Noted.</p> |

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| <p>J and K Property Consultants on behalf of Camberley Working Men's Club</p> | <p>Supports the overriding objective of enhancing the town centre but raises concern on the document solely focussed on the London road Block. This has failed to materialise despite it being allocated in several Local Plan documents. Flexibility should be introduced so that incremental forms of development can take place that support the overall objectives of enhancing the town centre without requiring the onerous planning obligations that might more properly relate to the redevelopment of the London Road Block.</p> | <p>The regeneration of Camberley Town Centre was set out in the Core Strategy Policy CP10 which stated an AAP would be prepared to address delivery. This SPD adds detail to the policies in the AAP. The London road Block has therefore not been allocated in several Local Plans. The AAP does not exclude other types of suitable development in the town centre. However any redevelopment would need to have regard to the Council's policies in the adopted Core Strategy and the adopted AAP. These policies include policies on design and public realm improvements.</p> |
| <p>J and K Property Consultants on behalf of Camberley Working Men's Club</p> | <p>Considers that due to CPO orders and lack of planning application the site has not yet emerged. The LPA are under obligation only to allocate sites where there is evidence to indicate they will be delivered in the plan period. Seeks deletion of the 2nd and 3rd paragraph in section 4.2 of the SPD and replace it with</p> <p><i>The opportunity area identified in the Town Centre Action Plan includes the land between London Road and Obelisk Way and Park Street and High Street, as well as some units to the south of Obelisk Way. A significant proportion of this area is now in a single ownership and the Council has expressed its intention to use compulsory purchase powers if necessary to complete the land assembly of a site that benefits from planning permission. In recognition of the delays that have occurred with this scheme the Council will give favourable consideration to smaller scale schemes that can</i></p> | <p>The AAP covers the period to 2028. This is reflected in Policy TC14 of the AAP. The opportunity areas in the AAP were subject to an Examination in Public in December 2013 and found to be sound. The SPD role is to add detail to policies in the adopted AAP. The proposed wording would be a change to policy and as such no change is proposed.</p> |

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| | <p><i>achieve valuable contributions to town centre vitality and viability where it can be demonstrated that they would not prejudice the key elements of the London block regeneration scheme.</i></p> <p><i>As part of any planning application submitted for substantial parts of the London Road block there needs to be within the Design and Access statement a masterplan that reflects the substantive elements set out in this SPD.</i></p> | |
| <p>J and K Property Consultants on behalf of Camberley Working Men's Club</p> | <p>The third bullet point in this section refers to a requirement for a new appropriate sized public space identified along London Road/ Obelisk Way and public realm improvements. No other part of the draft SPG appears to identify an open space along Obelisk Way other than the graphic on page 45. This are includes the CWMC which is a site not owned by The Mall and therefore not capable of delivery by them. In contrast there are several references to the creation of a new public space surrounding The Bear public house at the junction of Obelisk Way and Park Street. It is considered that no reasoned justification has been put forward for the creation of a new public open space along the eastern section of Obelisk Way (from the Working Men's Club toward High Street). This site is not available as part of The Mall ownership and is not deliverable by them.</p> <p>The third bullet should be deleted and replaced with the following:</p> <p><i>Requirement for a new appropriately sized public space at the junction of Obelisk Way and Park</i></p> | <p>The Council through the public realm strategy is seeking to improve open space within the town centre, including existing open space.</p> |

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| J and K Property Consultants on behalf of Camberley Working Men's Club | <p>Frontage and Building Lines Page 49</p> <p>The final bullet point refers to the building line along Obelisk Way allowing for an open and pedestrianised street. Improvements to pedestrian circulation and the quality of the retail offer of the town are supported. However, the Council must recognise that in order to secure the opening up of Obelisk Way and its pedestrianisation that various legal rights have to be changed and suitable measures put in place to secure the adequate servicing of existing retail units. Clearly this might take place in the context of larger scale regeneration. However, the objective of securing pedestrianisation and the opening up of Obelisk Way may not be necessary or even appropriate in the context of more incremental development that could itself still comply with the overall objective of enhancing the town centre's vitality and viability.</p> <p>As currently framed the guidance only allows for one eventuality being the implementation of the London Road Block however as phrased the bullet point is not specific to the London Road Block and may be misapplied unless the objective is clarified further. To be robust the supplementary planning guidance should be amended to recognise that the London Road Block may not materialise in the timescale and form currently envisaged. The guidance should allow for this eventuality and not prejudice other more incremental development that could still make positive contributions to the town centre as a whole.</p> | <p>The Council through the public realm strategy is seeking to improve open space within the town centre, including existing open space.</p> <p>The AAP does not exclude other types of suitable development in the town centre. However any redevelopment would need to have regard to the Council's policies in the adopted Core Strategy and the adopted AAP. These policies include policies on design and public realm improvements.</p> |

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| | <p>The bullets should be deleted and replaced with the following: <i>The design treatment of the London Road Block with its frontages to High Street, Obelisk Way and Park Street should encourage local distinctiveness and respect the wider setting of the town centre. Opportunities to secure the uncovering and pedestrianisation of Obelisk Way should be explored as part of the comprehensive redevelopment of the London Road Block.</i></p> | |
| <p>J and K Property Consultants on behalf of Camberley Working Men's Club</p> | <p>Public Space and Movement Guidance Page 50 The guidance refers to the creation of a new public space around the Bear Public House at the intersection of Park Street and Obelisk Way. Elsewhere the guidance recognises that Gateway buildings on the London Road Block can present opportunities for focal points by means of scale and massing. It is considered that there is also an opportunity to create a new public space at the junction of Obelisk Way and High Street in the context of the proposed anchor store that will be located on this part of the London Road Block. Again a feature building with a potential increase in storey heights will provide a focus to any new public space and provide improved pedestrian circulation. It is proposed that the first paragraph should be altered as follows: <i>The London Road Block opportunity area will need to address the public space and public realm at the intersection of Park Street with Obelisk Way and Obelisk Way with High Street.</i></p> | <p>The Council through the public realm strategy is seeking to improve open space within the town centre, including existing open space.</p> <p>The AAP does not exclude other types of suitable development in the town centre. However any redevelopment would need to have regard to the Council's policies in the adopted Core Strategy and the adopted AAP. These policies include policies on design and public realm improvements</p> |

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| | <p><i>Creating new public squares at these two junctions will establish destination points for this part of the town centre. Park Street has recently seen significant change with the Atrium development. Public realm improvements required from the London Road Block development will need to have regard to these changes by introducing new public spaces Street furniture signage and materials and additional eating and drinking uses.</i></p> | |
| Mr R Walls | <p>Applaud many aspects but dismayed by any absence of any consideration of the effects of increased traffic close to our home. Parking on both sides of the Avenue encourages games of chicken as cars approach at speed from both directions. Parked cars lead to poor vision for drivers attempting to exit from Southwell park Road. Additional traffic will make this worse.</p> | <p>The Traffic Study which was part of the evidence base for the AAP considered issues of 'rat running' over a wider area than the Town Centre. The Council in determining schemes which come forward through the AAP will consider highway issues.</p> |
| Mr R Walls | <p>Redesign of Southwell park Road and Charles Street has failed and adds considerably to danger and frustration for traffic exiting from Southwell Park Road. Junction needs urgent redesign and traffic lights.</p> | <p>The Traffic Study which was part of the evidence base for the AAP considered issues of 'rat running' over a wider area than the Town Centre. The Council in determining schemes which come forward through the AAP will consider highway issues.</p> |
| Mr R Walls | <p>No explanation of how the statement to encourage bicycles will be done. Camberley is mainly flat and with rapidly increasing density of housing close to the centre would be very suitable for short journeys. It is clear the plan has no real intention of encouraging cycling. The cycle route on the Frimley Road is intended to prove that there is no local interest in the uses of the bicycle as a method</p> | <p>This will be explored through future work with Surrey County Council to improve cycle routes.</p> |

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| <p>Mr J Wilson and 44 Respondents from the Avenue Cambrian Close and Heatherley Road: Rowland No 6, Flat 1 The Avenue, 63 The Avenue, 12 The Avenue, 20 The Avenue, 27 The Avenue, 4 The Avenue, 41 The Avenue, 39 The Avenue, 43 The Avenue, P Leatherdale, 73 The Avenue, 71 The Avenue, 61 The Avenue, 63 The Avenue, 36 Heatherley Road, 38 Heatherley Road, N and E Winters, 60 The Avenue, 32 The Avenue, 51 The Avenue, CA Green 26, 37 The Avenue, D Bradley 25 Cambrian Close, 12 Cambrian Close, 27 Cambrian Close, TG Osborne 33 Cambrian Close, No 10, 4 Cambrian Close, 74 The Avenue, I Moore 22 Heatherley Road, Jon Tarasewicz 32 Heatherley Road, K Thornhill 6 Forest Hills, 3 Forest Hills, M Nicholson 2A Forest Hills, 62 The Avenue, 65 The Avenue, R Yelland 53, 75 The Avenue,</p> | <p>of transport.</p> <p>Have over the last 2 years lodged two petitions with the LAC regarding volume and speed of traffic and our demands for traffic mitigation and control. We are demanding that traffic mitigation plans for The Avenue and Heatherley Road are incorporated into the Town Centre Area Action Plan. We do not want to see traffic volumes increase any further.</p> <p>We have reviewed your plan for the town centre and remain very concerned about traffic access to the town. We believe it is overly optimistic in terms of Camberley having 'good access to the town centre from West, South and East' (page 14). With 60% of proposed parking spaces being located in the south side of the TCA, traffic wishing to access southern carparks, will do so through rat run residential roads on the south side of the town.</p> <p>We have already witnessed Saturday tail backs, due to town centre parking failures, with frustrated and angry drivers, resulting in revving engines, skidding tyres, especially on the junction of Southwell park Road and The Avenue.</p> <p>Nowhere in the masterplan does it consider the amenity of 'close to town residential roads' and the effect that the development will have. Residents of The Avenue and Heatherley Road, have endured the last five years of</p> | <p>Recognise resident's concerns. The Traffic Study which was part of the evidence base for the AAP considered issues of 'rat running' over a wider area than the Town Centre. The Council in determining schemes which come forward through the AAP will consider highway issues.</p> <p>Proposed improvements to the A30 and The Meadows Gyratory should make rat-running less attractive. Once the effect of these improvements have been considered than a review of whether further improvements are required will be considered.</p> <p>The Council's car parking team is aware of previous tailback issue and is seeking ways to address it. It is outside the scope of this SPD.</p> |
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| | <p>living HELL, with increasing volumes and speed of traffic, with rat running traffic going into and out of town. Traffic volumes have increased exponentially in this time frame, we believe in line with town centre improvements made to date.</p> <p>Having delivered two petitions in the last 18 months to LAC, we are demanding that Traffic Mitigation plans for The Avenue and Heatherley Road should be incorporated in to the TCAAP, we <u>do not</u> want to see traffic volumes increase further.</p> <p>To-date we cannot see how planned improvements to the A30 will deliver vastly improved/upgraded traffic loading to our little town centre. This worries us. The changes planned would seem to be more aesthetic, than based on getting increasing traffic volumes in, parked and out, quickly.</p> <p>Unless Surrey heath Borough Council deliver and Access Plan that delivers fast and efficient access (and exit), this will impact negatively on residents and visitors.</p> <p>With Surrey County Council unable/unwilling to help us, our question remains what are SHBC/ Developers (CIL monies) going to do, to deliver traffic mitigation, to The Avenue and Heatherley Road?</p> | |
| Mr A Hart | Agrees with the 5 principles but should add in the RMA and the redevelopment of the leisure centre as key objectives | Noted. Both the RMA and the leisure centre lies outside of the boundary of the Camberley Town Centre AAP. The role of the SPD is to |

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| | | add detail to policies in the AAP. |
| Mr A Hart | Land use should be maximised | Noted |
| Mr K Clarke | Congratulations on the whole document. There are some great ideas for the improvements of the town centre. Gratifying to see the grid system retained. | Noted |
| Mr K Clarke | Supports promotion of the Obelisk but it will require work and better security. | Noted The Council is working on a heritage strategy for the Obelisk. |
| Mr K Clarke | Considers that the Old Thai House should also be retained as well as the other properties to be retained | The Inspector at the Examination in Public on the Camberley Town Centre Area Action Plan (AAP) concluded that a scheme for this site should deliver a high quality distinctive built form and as such it may be acceptable for it to depart from established building lines and heights. |
| Mr K Clarke | Supports retention of the Bear Public House. Pity its original name of Ancient Foresters was not retained | Noted |
| Mr K Clarke | Any new car park should have careful regard to design and parking bay widths. | Noted. New car parking would have regard to widths of bays. |
| Mr K Clarke | Need to ensure that the local character of Camberley is reinforced. | Noted. The AAP and the SPD seek to ensure that the character of the Victorian/ Edwardian High Street is retained and improved. |
| Mr K Clarke | Need to ensure that parking of cycles is safe if want to encourage cycling | Noted. Cycling racks should ensure cycles can be parked safely |
| Mr B Robbins | Considers the cost alone would place Surrey Heath BC in debt for many years and is ill thought out. Unlikely a developer or investor will contribute to what has become a sad little town. Proposals are wishful thinking with little to draw people into town at this time The High Street is just tottering along. The A30 depicts a rundown town. | Noted. The AAP covers a period up to 2028 which allows the Council to take a long term view over delivery. Latest reports show that Camberley Town Centre is trading well. |
| Mr B Robbins | Consider proposals for commercial development on Pembroke Broadway risible. | |

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| | Serves as a through route and ring road around the town centre. Proposed plan has little regard to high speeds along the road. | |
| Barton Willmore on behalf of the Mall Limited Partnership | The Mall is very supportive of the long held aspiration to enhance Camberley Town Centre. The Mall wishes to bring forward comprehensive proposals that can be realised in the short/medium term. The Mall is already working with the Council and retailers to develop its ideas. Raise concern that some aspects of the masterplan could unwittingly frustrate the redevelopment proposals for the town centre and hinder the shared aspiration for the project to be completed by 2018. Many of these concerns were raised at the Examination in Public on the AAP in December 2013. | Noted. The concerns raised at the EIP were considered by the Inspector. The Inspector concluded that changes were not necessary to the AAP to make it sound. The SPD adds detail to the adopted AAP. To date no workable alternative has been demonstrated. |
| Barton Willmore on behalf of the Mall Limited Partnership | Section 3 Concept. Consider it premature to fix the new anchor retail store in absence of a scheme which has been proven to be viable and deliverable therefore the masterplan concept should be confirmed as being flexible and illustrative | Noted. The concerns raised at the EIP were considered by the Inspector. The Inspector concluded that changes were not necessary to the AAP to make it sound. The SPD adds detail to the adopted AAP. To date no workable alternative has been demonstrated. |
| Barton Willmore on behalf of the Mall Limited Partnership | Movement framework Inappropriate to dictate alignment of pedestrian routes between Park St and High Street in advance of a redevelopment scheme for the London Road Block is agreed. Object to the requirement for the application proposals to connect the east and west sides of Obelisk Way and Princes Way, which in particular in the case of Obelisk Way, could impact on the layout and consequently the viability of the redevelopment scheme. Would | Noted. The concerns raised at the EIP were considered by the Inspector. The Inspector concluded that changes were not necessary to the AAP to make it sound. The SPD adds detail to the adopted AAP. To date no workable alternative has been demonstrated. |

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| | <p>prefer the wording 'preference for' or 'subject to no operational workability'</p> <p>We welcome the identification of the London Road Block as the location for a new car park. However, defining the location, scale and access arrangements for the new car parking is premature in advance of a redevelopment proposal being prepared and will restrict the layout options available.</p> <p>While it is appropriate to establish the principle of additional car parking provision, to define the new car parking location within the Strategy is considered unnecessary and could have significant implications for the design and layout of a future redevelopment proposal, which is likely to frustrate and potentially delay delivery of the regeneration of this Opportunity Area, which would be contrary to the objectives of the Strategy. As such, it should be confirmed that the vehicular movement strategy plan is illustrative only and that flexibility of location in the eventual planning application is confirmed as acceptable.</p> <p>The strategy states that the London Road Block is serviced from Park Road. The Mall object to this limitation being imposed by the Strategy, in the absence of a scheme for the London Road Block, which has been proven to be deliverable, being agreed. Accordingly we request that this requirement is removed from the Strategy.</p> | |
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| <p>Barton Willmore on behalf of the Mall Limited Partnership</p> | <p>4.2 London Road Strategy diagram & Public Space and Movement Guidance It is premature to identify fixed locations for features, such as movement corridors, public squares and landmark features. To identify fixed locations for these features, within a redevelopment area at this stage in the process is premature in the absence of a fixed scheme for the site which has been proven to be viable and deliverable. This approach may prove counterproductive as it may frustrate and restrict future development proposals and may prevent a viable scheme coming forward without having to seek revisions to the Strategy, which is likely to result in delays to delivery of a viable scheme. In particular, we object to the identification of a central hub at the intersection of Park Street and Obelisk Way (page 50), and reference to Obelisk Way being opened as a pedestrian street, throughout the Strategy, and on the “Strategy diagram highlighting key components” on page 45 of the Strategy. We would be more comfortable if this were termed as the “aspiration” rather than a “requirement Funding/Viability Our Client generally supports the suggested improvements to the highway network and public realm, and understands that some funding will need to be provided, subject to viability testing. However, it should be confirmed that new development should not be prevented from coming forward in the event of an absence of full funding for the</p> | <p>Noted. The concerns raised at the EIP were considered by the Inspector. The Inspector concluded that changes were not necessary to the AAP to make it sound. The SPD adds detail to the adopted AAP. To date no workable alternative has been demonstrated.</p> |
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| | <p>improvements identified, provided that the impacts of the proposed development can be made to be acceptable without these improvements coming online.</p> <p>Frontage and building lines We note the aspiration to transform the character of the London Road block and in particular the frontage, however we consider the masterplan and public realm strategy is too specific in terms of how this is to be achieved. The strategy should be flexible to allow a viable scheme to be delivered. For example, we consider that the requirement for the anchor store to be in a contemporary and distinctive style, and for retention of the post office façade, should be referred to as aspirations not requirements.</p> <p>Access and servicing We object to the proposal that entry and exit to the LRB car park should be from Park Street. In the absence of a fixed scheme for the site which has been proven to be viable and deliverable it is premature to set this restriction. Similarly, it is premature to establish restrictions regarding the access point for service vehicles, without certainty regarding the layout of the redevelopment scheme. This certainty may only be forthcoming at the detailed design stage and flexibility at the outline application stage should be preserved and not removed through the wording of the Masterplan.</p> | |
| Barton Willmore on behalf of the Mall Limited Partnership | <p>Pembroke Broadway We acknowledge that the enclosed nature of part of Princess Way means that this route is</p> | Noted. Any alignment of pedestrian movements on Pembroke Broadway would not impact on the London Road Block. |

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| | closed at night. However, as we note above, it is considered inappropriate to dictate the alignment of pedestrian routes in advance of a redevelopment scheme for the London Road block being agreed, as this will have the effect of predetermining aspects of the layout such as linkage and frontages and connections with the wider Town Centre. | Inspector. The Inspector concluded that changes were not necessary to the AAP to make it sound. The SPD adds detail to the adopted AAP. To date no workable alternative has been demonstrated. |
| Surrey Heath Youth Council | Seeks covered seating and safe places to sit and eat. Seating should have backs | Noted. The SPD will seek seating arrangements in the town centre to meet the needs of all users. |
| Surrey Heath Youth Council | Use of lighting along paths for safety and art. | Noted. The SPD sets out different types of lighting |
| Surrey Heath Youth Council | Use of interactive art panels along the links between the town centre and the cultural area. Use of sculptures and water features. | Noted. The SPD recognises the value of public art to help create a place. |
| Surrey Heath Youth Council | Re-development of the library area can create an entertainment area | The SPD recognises this opportunity. |
| Surrey Heath Youth Council | Need for a drop –off area in the town centre | The SPD in the Pembroke Broadway Section includes a drop –off area. |
| Response to High Street Pedestrianisation | | |
| Mr S White | Supports Option B of a fully pedestrianised High Street. Part pedestrianisation would be a poor compromise. A solution for short term and disabled parking could be found by developing the relief road behind the High Street premises. | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr R Young | Prefers Option A Shared pedestrian and vehicle access. Service access only north of St George's Road and full vehicular access elsewhere | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr S Duckworth | Supports Option B of a fully pedestrianised High Street with service access only | Full pedestrianisation is unlikely to be achieved. However through public realm |

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| | throughout the High Street. Option A should have service access only north of St George's Road with full access elsewhere | improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr M Arnold | Supports Option B relating to pedestrianising the whole of Camberley High Street | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Resident-over 65 | Supports Option A with short term parking | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr T Kiernan | Supports Option B for a fully pedestrianised High Street to ensure it is integrated into a renovated Camberley and does not become a Cinderella area following the upgrading of London Road and a new anchor store. The new service road between High Street and Knoll Road or the cultural area car park could allow for a small amount of short term parking | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mrs S Hickmott | If option B is chosen then additional parking spaces for disabled rivers should be provided, particularly in Park Street. The additional disabled parking in St George's Street is welcome. | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| D Chamberlain | Supports Option B with service access only throughout the High Street | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular |

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| | | movement is subsidiary to this. |
| Mr D Chesneau | Supports Option B complete pedestrianisation apart from access for service vehicles. Option 1 would lead to traffic congestion due to narrowing of the High Street and reduced parking | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr D Chesneau | There are other options for the High Street that are not included in the SPD, such as excluding traffic at weekends and other peak shopping times. This would allow for disabled access and deliveries at quieter times. | These options will not provide for the public realm improvements to provide pedestrian friendly areas into the High Street as set out in the overarching approach to the public Realm in the AAP. The role of the SPD is to add detail to the AAP |
| Mr D Hughes | The High Street should be totally pedestrianised but with clear signage for free car parking | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr I MacDonald | Supports Option B complete pedestrianisation apart from access for service vehicles. This option has been applied in many towns with proven success. Option 1 would lead to traffic congestion due to narrowing of the street with reduced parking. | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr I McLaughlin | Supports Option B complete pedestrianisation apart from access for service vehicles. Option 1 would lead to traffic congestion due to narrowing of the High Street and reduced parking. | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr M Tierney | Supports Option B. Shop service can access via the rear service road. An open pedestrian High Street will naturally form a vibrant town centre. | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within |

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| | | the High Street and that any vehicular movement is subsidiary to this. |
| Mr I McLaughlin | Need to ensure High Street; Obelisk Way and St George's Road are dedicated pedestrian only. Shops to the east of the High Street have rear access via the service road from Knoll Road. Rear access to the High Street west should be via the London Road Block. | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Resident over 65 | Need to ensure High Street, Obelisk Way and St George's Road are dedicated pedestrian only. Shops to the east of the High Street have rear access via the service road from Knoll Road. Rear access to the High Street west should be via the London Road Block. | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Resident over 65 (2) | Supports Option B pedestrianisation | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr E Hill | Supports Option B which would also allow for the removal of the enormous amount of street furniture. If the High Street is pedestrianised the Boots service area could be accessed from St George's Road. The service area behind Sainsbury's should be eliminated and serviced from the House of Fraser service area on Pembroke Broadway. If the A30 service road is eliminated then vehicular access to High Street (including High Street north) becomes less of a necessity | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. This approach to servicing would not be feasible due to the size of lorries and the quantity of goods being delivered. It would be difficult to trolley this amount of goods through The Mall |
| Barton Willmore on behalf of the Mall Limited Partnership | Note that the Strategy sets out two options for the pedestrianisation of the High Street. | To date no workable alternative has been demonstrated. |

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| | <p>Neither of the options presented allows for the LRB to be serviced from the High Street, presumably because elsewhere in the Strategy, it is stated that the LRB should be serviced from Park Street only.</p> <p>However, in the absence of a fixed scheme for the site which has been proven to be viable and deliverable, it is premature to fix a location of service access. As such, the option to potentially service LRB from High Street should be retained, at least until a scheme has been confirmed.</p> | |
| <p>Mel Andrews</p> | <p>Prefers option A. It is not necessary to pedestrians the whole of the street. Pedestrianisation works in the wider areas on the Atrium side. Need to consider the needs of disabled and frail who have blue badges. There are existing convenient spots to park along High Street, including outside of Weatherspoons.</p> | <p>Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this.</p> <p>The need for disable parking will be taken into account through partial pedestrianisation.</p> |
| <p>Mrs P McDonald</p> | <p>Considers that pedestrianisation of the station end of High Street whilst allowing dual use at the London road end would be a good compromise. More important that high quality design, materials and the use of greenery are used. Supports restricted use and disabled parking along the length of the High Street.</p> | <p>Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this.</p> |
| <p>Mr A Hart</p> | <p>Supports Option B pedestrianisation</p> | <p>Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this.</p> |
| <p>Mr K Clarke</p> | <p>Supports Option B pedestrianisation</p> | <p>Full pedestrianisation is unlikely to be</p> |

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| | | achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Mr B Robbins | High Street needs total pedestrianisation. There is too much traffic and HGVs turning. Parking is a joke. Shop owners are losing trade | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. Recent reports show the town centre is trading well. |
| Mr C Mc Donald | Long term choices should await the views of the redevelopers of the northern end of the High Street and their advisors | Full pedestrianisation is unlikely to be achieved. However through public realm improvements the Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this. |
| Surrey Heath Youth Council | Supports part pedestrianisation for safety reasons | Noted. The Council's approach will be to ensure that pedestrians have priority within the High Street and that any vehicular movement is subsidiary to this but will still allow for movement along the High Street. |
| Other comments | | |
| Resident –over 65 | Camberley needs a variety of shops not just cafes | Noted. |
| Resident –over 65 | Should be more public toilet facilities. | Noted. There are a number of public toilets available in the town centre, including within the Mall. |
| Resident –over 65 | Doubts whether the income from all the improvements will exceed outgoings and make the proposals viable | Noted. The AAP covers a period up to 2028 which allows the Council to take a long term view over delivery |
| Mr R Young | Concern that short term parking is reduced as this is crucial to the ongoing success of | Short term parking is available at car parks within the town centre. Partial |

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| | High Street shops | pedestrianisation of the High Street will retain some parking |
| Mr R Young | Document was difficult to sort through the range of options available and what was proposed. | Noted. The document covers a number of issues. Re-arranging some of the sections such as the public realm section will make the final version more legible |
| Mr R Young | Makes no sense to incorporate the rail station as it is barely a branch line with limited options. No point in making it a focal hub unless it actually goes somewhere | Noted. Network Rail in its Wessex Rail Study recommends improved services to and from Camberley Station. The Camberley Town Centre Area Action Plan allocates the station site as a re-development opportunity. |
| Mr M Arnold | Considers consultation was a low key approach | Noted. Letters were sent to over a thousand local residents and businesses. The consultation was advertised on the Council's website and on twitter and Facebook. All Parishes and local libraries were sent copies of the SPD and how to consult. Exhibition boards were in place at the Council's reception and in the Museum. A manned exhibition was held at the museum for two evenings. A further manned exhibition was held at West End Parish Council. |
| Mr A Jarvis | The SPD still includes reference to the Kings Ride Junction despite multiple representations at the Examination in Public (EIP) on the Camberley Town Centre AAP. Expects a newly published plan of the junction to make Policy TC8 of the AP clearer. | Noted The Planning Inspector at the EIP had regard to representations made and concluded Policy TC8 and the inclusion of the Kings Ride junction sound. To date Surrey County Council as the Highway Authority do not have more detailed drawings or timescale. Surrey County Council Officers have been in e-mail correspondence with Mr Jarvis indicating that at this stage the likely potential scale of the works which will be required to this junction is still to be determined. Those improvements listed for London road |

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| | | with Knoll Road and Kings Ride, Junction of Knoll Road with Portesbery Road and junction of High street with Portesbery Road were saved as part of Policy TC6 the Surrey Heath Local Plan 2000 and improvements to the Knoll Road/ London road junction were originally identified in the Surrey Heath Local Plan 1985, all were identified in the Surrey Heath Local Plan 1994. |
| Blain Rodenberg | Hard to comment re lack of information regarding 4 Kings Ride. It appears the council wish to take part of our already narrow front garden which provides off road parking. Without parking the property is unsuitable for a young family. The property will be devalued. Despite requests nobody at the council, or authorities concerned, appear to have responsibility or definite knowledge on this subject despite promised answers. Property requires urgent modernisation works and repair which cannot take place until the matter is resolved. It is causing frustration and stress to our family. | Noted The Planning Inspector at the EIP had regard to representations made and concluded Policy TC8 and the inclusion of the Kings Ride junction sound. To date Surrey County Council as the Highway Authority do not have more detailed drawings or timescale. Surrey County Council Officers have indicated that at this stage the likely potential scale of the works which will be required to this junction is still to be determined. Those improvements listed for London road with Knoll Road and Kings Ride, Junction of Knoll Road with Portesbery Road and junction of High street with Portesbery Road were saved as part of Policy TC6 the Surrey Heath Local Plan 2000 and improvements to the Knoll Road/ London road junction were originally identified in the Surrey Heath Local Plan 1985, all were identified in the Surrey Heath Local Plan 1994. |
| Mr T Steggles | Raised concerns regarding graffiti along the A30 London Road | Comments and photos received were forwarded to the relevant Council department for action. |
| M Wilmore | Need to consider traffic more in the SPD. Need to organise the traffic flow. Impacts on | Issues regarding traffic were considered in the Council's adopted Camberley Town Centre |

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| | residents in The Avenue. Traffic is not sufficiently directed into and out of the A30. The poor entry design of the Atrium and town centre car parks does not help. Land could be acquired from the army to widen the A30 | Area Action Plan. Surrey Heath Borough Council is working with Surrey County Council with regard to necessary Highway improvements. |
| Mr D Chesneau | Camberley is a small town so to compete with larger neighbours it will need to do so on quality not just quantity. The improvement of the High Street is a top priority. The Council must work with retailers to improve individual buildings | Appendix 6 of the AAP sets out High Street Shopfront design guidance. Policy TC 12 of the AAP sets out how the integrity of the High Street character area should be protected. |
| Mr I MacDonald | Camberley is a small town so to compete with larger neighbours it will need to do so on quality not just quantity. The improvement of the High Street is a top priority. The Council must work with retailers to improve individual buildings | Appendix 6 of the AAP sets out High Street Shopfront design guidance. Policy TC 12 of the AAP sets out how the integrity of the High Street character area should be protected. |
| Mr I McLaughlin | Camberley is a small town so to compete with larger neighbours it will need to do so on quality not just quantity. The improvement of the High Street is a top priority. The Council must work with retailers to improve individual buildings | Appendix 6 of the AAP sets out High Street Shopfront design guidance. Policy TC 12 of the AAP sets out how the integrity of the High Street character area should be protected. |
| Mr D Hughes | Camberley is a small town so to compete with larger neighbours it will need to do so on quality not just quantity. Any development must embrace the whole centre from Park Street to High Street and from the station to the A30. The High Street should retain its history above the shop fascias | The AAP and the SPD set out the proposed regeneration of Camberley Town Centre as a whole. Policy TC 12 of the AAP sets out how the integrity of the High Street character area should be protected. Appendix 6 of the AAP sets out High Street Shopfront design guidance. |
| Mr D Chesneau | Council should take into account that Camberley may not be a top 100 retail destination and may not have a fast train service to London. Neither- of these issues should be a disaster. They provide an | Noted. The AAP and the SPD seek to deliver an excellent place to live and work. |

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| | opportunity to create a sense of local community to be an excellent place to live and work. The SPD must be underpinned by a clear and ambitious delivery plan. | |
| Mr D Chesneau | Re-order document so public realm section has greater prominence | Noted. The document covers a number of issues. Re-arranging some of the sections such as the public realm section will make the final version more legible |
| Mr I MacDonald | Many people walk into Camberley along Park Street from park Road. The lack of a crossing at that end of Pembroke Broadway is often dangerous and fails to encourage people to walk rather than drive. Also the sheltered resident's property to be finalised in Park Street and the proposed construction of sheltered accommodation on the Holiday Autos site will necessitate the re-think of a crossing in this part of town. | Noted Proposals for Pembroke Broadway will have regard to crossing points and making the area more pedestrian friendly |
| Mr I MacDonald | The Magistrates Court has been unused for many years and is an eyesore. This should not continue and it could be used constructively for the community in the short term until a commercial use is found. | The AAP recognises the need to improve the vitality of this area. Policy TC19 of the AAP sets out proposals for the redevelopment of the site. |
| Mr M Tierney | Consider limiting taxi ranks to the outer edge of Camberley. Limit taxi ranks to the Station, The Broadway, Atrium and Knoll Road. Consider using the east central service road across from the theatre. | Recognise resident's concerns and licensing issues. Until more detailed design work on the public realm for the High Street undertaken no location for taxi ranks will be fixed in the SPD. |
| Mr M Tierney | Need better control of High Street cumulative drinking clubs. Restrict night time economy. Reduce number of licenses or set reasonable hours such as 23.00 in the week and 23.59 on Friday and Saturday nights. | This is an issue for licensing |
| Mr E Hill | Any new transport interchange should be discreet. The best option would be to hide it | Policy TC17 and Policy TC18 of the AAP set out proposals for the re development of these |

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| | between the current hideous office building and the railway line. Reducing the impact of Pembroke Broadway and Knoll Road as barriers to pedestrian movement may mean just putting in extra crossings | area. The SPD adds a level of detail to this policy. |
| Mr E Hill | Considers that the provision of extra housing and office space will bring aspects that detract from the town. There is no requirement for further offices. | Both these uses are recognised as being suitable town centre uses. |
| Mr E Hill | If proposed improvements can only come about through additional finance from retailers and developers which make the town more crowded then question whether these improvements are strategic or piecemeal. If the town is more crowded than this may have a detrimental impact. | Noted |
| Mr E Hill | Considers high quality materials palette through the centre will be a waste of money since current palette is used as a means of disposing of rubbish, smoking detritus and chewing gum. | Any public realm materials will need to be durable and easy to maintain |
| Mr E Hill | There is little need to enhance either cycling or walking access into the town centre. The plethora of cycle lane markings is unnecessary | Policy TC7 of the AAP seeks improvements in terms of accessibility for all modes of transport, including cycling and walking. The SPD adds detail to the policy in the AAP. |
| Mr E Hill | Pretentious to call proposed new Camberley Town centre unique as shops will reflect those in other areas. | Noted. The AAP and SPD will enhance Camberley Town Centre and will allow for the retention of features that reflect Camberley's character. |
| Mr E Hill | There should be no accessibility to the Royal Military Academy (RMA) from the town centre. Due to security risks this will not be feasible. | The SPD sets out how in a concept sketch part of the green character of the RMA could be incorporated into the town centre whilst ensuring the security of the RMA. |
| Mrs P McDonald | Considers a good deal of cosmetic work could be undertaken now such as improving | Noted |

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| | Bissengen Way and the unkempt frontage of the hotel next to the station. Bulbs and trees could be planted in the central reservation near the Jolly farmer. | |
| Mr A Hart | Users of the A30 could be encouraged to stop in Camberley by offering them 3 hours free parking then they may stop and shop and eat in the town centre. False economy to stop people parking in the town. If people can park for free it will increase footfall. | Noted. The AAP at Policy TC7 sets out measures for improving accessibility for all modes of transport. The role of the SPD is to add detail to policies in the AAP. |
| Mr K Clarke | Little mention of the museum. Need to consider larger premises. | Noted. This could be considered in any redevelopment of the cultural area. |
| Mr B Robbins | All the large stores are to the west of Camberley. The route along the A30 consists of empty shops and down at heel shop fronts. | Proposals for the improvements of the public realm along the A30 are being explored with Surrey County Council. The regeneration of Camberley Town Centre may help the regeneration of the A30 in this area. |