

APPENDIX A.2, Annexe 1

Response from County Highways Authority

The following conditions be imposed in any permission granted :-

Conditions:

1. The proposed road and vehicular access to the A31 Farnham Bypass including the temporary vehicular bridge over Borelli Walk and the River Wey shall be designed and constructed prior to the implementation of WA/08/0279 *[Note: This reference number will need to be changed to WA2012/0912 in the event that the renewal application for the main consent is granted]*. No development shall begin before that junction, the bridge, access road and site compound have been completed broadly in accordance the application drawings and the requirements the of the County Highway Authority. Once constructed the access and bridge shall be retained free of any obstruction to its use in accordance with a duration to be agreed with the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M3 of the Waverley Borough Local Plan 2002.

2. The proposed access road including its junction with the A31 Farnham by-pass shall be closed upon completion of the development and prior to occupation of the development approved by WA08/0279. *[Note: This reference number will need to be changed to WA2012/0912 in the event that the renewal application for the main consent is granted]* All kerbing, verges, replacement trees, landscaping and highway margins shall be fully reinstated by the applicant, in a manner to be agreed in writing with the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M3 of the Waverley Borough Local Plan 2002.

3. Prior to the construction of the proposed access or any other associated works on the highway, the applicants shall apply for and implement a temporary 40mph speed limit on the A31 Farnham by-pass and install two vehicle activated speed enforcements signs and other traffic management signage in accordance with details to be agreed with the County Highway Authority. All of which shall be fully implemented by the applicants all at their own expense, including any necessary costs associated with the making, securing and implementation of any traffic orders or legal processes.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M3 of the Waverley Borough Local Plan 2002.

4. The proposed gates across the access road shall be kept open at all times during construction, unless otherwise agreed by the Local Planning Authority.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M3 of the Waverley Borough Local Plan 2002.

5. Prior to the commencement of development the applicant shall submit details of a 'Borelli Walk Management Plan', which shall identify and include the following:
 - a) Installation of CCTV monitoring and 24 hour recording.
 - b) Inclusion of appropriate drainage measures to prevent rainfall ponding in the subway
 - c) Management details for the treatment of flood water and removal of graffiti.
 - d) Details for the decommissioning of the temporary bridge access upon its closure.
 - e) Details for the provision of the proposed footbridge following the decommissioning of the temporary construction access with the reinstatement of a footpath along the approximate route of the existing Borelli Walk.

Once agreed the plan shall be fully implemented by the applicants all at their own expense, including any necessary costs associated with making, securing and implementing any traffic orders or legal processes.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M3 of the Waverley Borough Local Plan 2002.

6. The applicant is advised that the method of construction statement required by WA08/0279 will need to include the following:
 - a) The location of wheel washing facilities within the site, such that no extraneous matter is carried onto the A31.
 - b) The provision of a suitably sized vehicle parking, turning and compound within the construction site to provide adequate space for the queuing and management of exiting vehicles.
 - c) Details for the safe management and control of inbound and outbound vehicles along the construction access, such that incoming vehicles do not queue back onto the A31.
 - d) The submission and agreement of the proposed traffic management required during the construction and subsequent operation of the access in order to minimise traffic disruption to the A31.
 - e) The provision of appropriate traffic management measures on the A31, in conjunction with vehicle activated signs, to ensure compliance with the proposed temporary 40mph speed limit.
 - f) The provision of a hard standing within the existing verge on the eastbound A31 Farnham by-pass between South Street and the proposed access for the safe positioning of a mobile speed enforcement vehicle.
 - g) The re-positioning, if necessary of the gates on the proposed access road

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M3 of the Waverley Borough Local Plan 2002.

7. Any traffic management requiring lane closures on the A31 Farnham by-pass shall not be implemented or take place before the hours of 9am or after 5pm Monday to Friday.

Reason

In order that the development should not prejudice highway safety nor cause inconvenience to other highway users in accordance with Policies M2 and M3 of the Waverley Borough Local Plan 2002.

Informatives:

1. The applicants are advised that in seeking the approval of the Highway Authority in regard to condition 1 above for the provision of the new access to the A31, they will first be required to submit and agree with the Local Planning Authority the Method of Construction Statement and secure the approval from the Highway Authority for the implementation of the temporary 40mph speed limit. All works will need to be carried out under the terms of a Section 278 Agreement to be entered into with the Highway Authority and subject to Stage 1,2 and 3 Road Safety Audits and achieve full technical approval. It is advised that the applicant commences this process a minimum of 6 months prior to the intended commencement of construction of the access.

Note to Case Officer.

The application proposes the construction of a temporary construction bridge over Borelli Walk to provide access to the East Street Development site. This access is proposed following the refusal of planning permission WA2010/0372 for the use of the existing road network for construction traffic.

The access proposed as part of this application seeks to achieve a balance between its wider impact on Borelli Walk, the River Wey, the tree screen and that of providing a safe and suitable means of access and egress. There are a number of issues which the Highway Authority has considered in forming this response. The main issues for consideration are (i) the impact caused by the construction of the temporary access and (ii) its impact once constructed.

Traffic Impact.

During Access Construction - In order to construct the access, the previous application noted that one lane of the A31 would be closed to accommodate the construction of the temporary access and bridge. It would take between 12-16 weeks to construct the access and bridge. Within that time, the formation of the junction itself would take between 8-10 weeks. It is during this time that there would be greater disruption on the A31. It is not in the interests of the Highway Authority nor the applicant for the carriageway to be reduced to one lane for any longer than is absolutely necessary. In agreeing a method of construction plan and the required traffic management details, the Highway Authority will only permit the lane closure for works that require it for safe working practices and for when the new junction works tie into the existing carriageway. The Highway Authority will work with the developer to ensure that the lane reduction is only in place when absolutely necessary and potentially for less than the 8-10 weeks specified.

The developer notes that the reduction of the A31 to one eastbound lane would mean that the Hickley's Corner Traffic Signals could still operate within their theoretical operational capacity during off-peak times. However the applicant has considered that the point at which drivers may divert through the town is when the signals reach 90% of their operational capacity.

The applicant has assessed the traffic impact and identified how much traffic might deviate through town when the signals begin to reach this level. They estimate that an additional 238 vehicles could pass through the town in the morning peak hour and 186 vehicles in the evening peak hour.

These are estimations derived by desktop traffic modelling and in reality drivers will quickly adjust their patterns to achieve the shortest or most convenient journey. Any additional queuing at any point on the network can lead to re-routing, so if queues become significant on the A31, drivers would have to balance their decision to re-route with the corresponding delays they might experience by diverting through the town.

All the while the Hickley's corner traffic signals can still operate within their operational capacity, the likelihood of re-routing is minimised. Once the signals approach their capacity re-routing becomes more likely. Traffic flow can vary due to the weather, school holidays, the time of year, or for a number a of other reasons. Because of these variations traffic may not decide to detour from the A31 on a regular basis, or even at all.

In order to minimise the risks of traffic re-routing through the town condition number 3 above has been expanded from that previously proposed to include 'other traffic management signage'. Such signage could include appropriate signage at key points on the highway network to deter such re-routing.

The Highway Authority would require any traffic management to be continually monitored and where necessary adjusted to minimise undesirable effects. The traffic management on the eastbound approach to the A31 traffic signals would utilise the existing layout where traffic merges from two lanes to one lane immediately east of Weydon Lane. That would remain as one lane heading eastbound through the Hickley's Corner junction except where the road widens to two lanes east of the Firgrove Hill bridge. At that point the traffic management would comprise two lanes, one for straight ahead traffic, the other an extended left turn lane for traffic accessing the town via South Street. This slightly longer dedicated left turn lane should assist in the reduction of any queues entering the town from the A31.

It has already been stated that the works on the A31 would require the temporary reduction in the east bound speed limit, which in so doing would permit the lanes to be reduced in width. The safety margins required for the construction of the access would also need to be considered and may prohibit any temporary narrowing. The Highway Authority will require a method of construction statement which will shall look at this aspect in more detail. The statement shall ensure that any traffic management is optimised to ease traffic flow and provide appropriate levels of safety for all those using and working in the highway.

In summary of the above, the construction of the temporary access will clearly cause some disruption on the A31 and in the town; however this will be over a limited period. The

Highway Authority therefore remains satisfied that the developer will take appropriate steps to keep that disruption to a minimum.

After Access Construction - The principle of the construction access is to allow the peak impact of the East Street construction traffic to be removed from the town centre by allowing it to access the construction site from the A31.

--The current consent identified that the access would operate most intensively during weeks 7-14 of the main construction. During this period there would be approximately 65 arrivals and 65 departures each day. This equates to 8 arrivals and 8 departures per hour. In practice the developer estimates that these figures could be lower. The arrival and departure of vehicles will need to be carefully managed, which it is expected will be agreed by the method of construction statement. The Highway Authority is satisfied with this will provide sufficient safeguards.

During the latter stages of development when the excavation activities for the East Street development have ceased, some construction vehicles may need to enter and leave the site via Dogflud Way or by East Street, simply because the built form of new development may not allow the passage of vehicles or materials from the south to the north of the site. By this stage the A31 access will have been built so there will be little impact arising from any combined construction activity.

Access & Speed Limit

The proposed access which remains largely unchanged from the 2011 consent has previously been the subject of a Stage 1 Road Safety Audit and discussion with Surrey County Council's Area Highway Manager for Waverley. The proposals were also discussed with Surrey Police.

The access provides a deceleration lane called a diverging taper allowing vehicles to slow down and turn into the access away from the main carriageway. The proposal includes the provision of a temporary 40mph speed limit which will restrain vehicle speeds before and after the proposed access. The reduced speed limit would remain in force until the access is removed. It would affect the eastbound carriageway between the traffic signals at the junction with Weydon Lane and potentially as far as the junction with the Shepherd & Flock roundabout. Surrey Police requested a fixed speed camera on the A31 to enforce the temporary speed limit. It is unlikely however that this level of enforcement will be achievable due to the lack of available resources to administer the camera. Instead, it is proposed that vehicle activated signs will be erected as part of the works to restrain speeds in line with the proposed limit.

The application will require the works to be constructed by way of a Legal Agreement to be secured between the Highway Authority and the applicant under Section 278 of the Highway Act 1980. It will also require full technical approval and be the subject of two further stages of safety auditing. All of this will require details to be agreed with the Highway Authority at the detailed design stage as detailed in the conditions recommended above.

Public Footpath/Borelli Walk.

Personal Safety of Subway – In considering the previous proposal concerns were raised by Surrey County Council’s Countryside and Road Safety Audit Teams and by Surrey Police’s Crime Reduction Officer in regard to personal safety. The applicants have confirmed that the subway will be lit. The entry points at either end have been straightened from the original proposal to allow clear vision through the subway. The applicants have also confirmed that the subway will be monitored by the provision of CCTV cameras. The applicants have also confirmed that as part of their management procedures, the subway will be kept clear of graffiti.

Levels - The base of the subway is lower than the existing ground levels in order to provide the necessary head clearance and levels of the carriageway passing above. The subway will be constructed so that rainwater does not collect within the subway, using appropriate drainage techniques to ensure that the risk of its flooding is kept to a minimum. If the river bursts its banks the subway will need to be pumped dry once the flood waters have receded. This will form part of agreed management measures to be put in place by the applicant,

Process - The existing footpath will be diverted to align with and through the proposed subway. Once the temporary construction access has been decommissioned the applicant will be required to remove the subway structure and to form the new footbridge to Borelli Walk. This will require the construction of an additional section of footpath along the line of the existing Borelli Walk path. The path diverted for the purpose of providing the subway shall be removed after the removal of the construction access bridge. Details in this regard will be agreed as part of the Borelli Walk Management Plan.

Summary

The original planning consent for the East Street development W08/0279 already includes conditions requiring the provision of a method of construction statement:

“No development shall start until a Method of Construction Statement, to include details of:

- (a) temporary access from A31 Farnham Bypass (Eastbound only)*
- (b) parking for vehicles of site personnel, operatives and visitors*
- (c) loading and unloading of plant and materials*
- (d) storage of plant and materials*
- (e) programme of works (including measures for traffic management and access/ junction/highway works scheduling)*
- (f) provision of boundary hoarding behind any visibility zones*

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction period.”

And the provision of wheel washing facilities:

“Before any of the operations which involve the movement of materials in bulk to or from the site are commenced, facilities shall be provided as must be agreed with the Local Planning Authority, in order that the operator can make all reasonable efforts to keep the public highway clean and prevent the creation of a dangerous surface on the public highway. The agreed measures shall thereafter be retained and used whenever the said operations are carried out.”

In providing the access there are still a number of details that will need to be dealt with, as set out in this response. The existing planning conditions applied to WA08/0279 provide the necessary safeguards required to provide a safe construction access to and from the A31. Further conditions and informatives are nonetheless included within my recommendation as advice to the applicant on matters that will need to be included in the method of construction statement and in regard to details required in the submission for technical approval. All of these are of a nature where it is normal practice for them to be considered and addressed at the detailed design stage.

Having considered the application, the Highway Authority are satisfied that the proposed access can be satisfactorily accommodated on the highway network and raises no objections subject to the conditions identified above and the requirements of WA2008/1279.

Signed:

Date: 19/07/2012