

**JOINT PLANNING COMMITTEE**

**5 July 2016**

**UPDATE SHEET**

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Correspondence received and matters arising following preparation of the agenda

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**Item A1**

**WA/2015/2387**

**THE WOOLMEAD, EAST STREET, FARNHAM**

Additional representation

One additional letter of representation has been received, raising the following new material issues:

- In the 'without Brightwells' access scenario, vehicles turning into the new access from Woolmead Road could not do so without making a dangerous sharp turning movement from the left hand lane, because there is no radius to enable cars to turn in from the right hand lane.
- In the 'with Brightwells' access scenario, a 'left-in, left-out' system is proposed. Residents could only access the car park from the east and could only leave the car park by heading west and negotiating the town's gyratory system.
- The Woolmead Transport Assessment states its reliance upon the findings and conclusions of CNS' 2008 Transport Assessment and Environmental Statement associated with the Brightwells application (WA/2008/0279). However the CNS 2008 TA failed to properly assess the effects of reconfiguration of the main Royal Deer junction, where both traffic and pedestrian waiting times would be more-than-doubled to accommodate an extra traffic phase, deliberately choking the entire town.
- The Transport Assessment also fails to consider and assess the impact of westbound vehicles on Woolmead Road being unable to access Bear Lane without circumnavigating the entire gyratory system, and the resulting impact on High Park Road.

- The servicing proposals are also impractical, showing articulated HGVs facing westbound in two new delivery bays on East Street, adjacent to the Woolmead precinct. In the 'without Brightwells' access scenario, delivery lorries would need to partially obstruct both the pavement and the right hand lane of East Street. In the 'with Brightwells' scenario, CNS' proposals only allow buses to pass through the part-pedestrianised section of East Street, and only in the eastwards direction. The Plans show the articulated lorries facing westwards
- This is an Outline Application for up to 96 homes. The Application fails to provide any Appropriate Assessment ('AA') of the likely significant in-combination effects upon the Thames Basin Heaths SPA or the Frensham Common (Wealden Heaths) SPA.

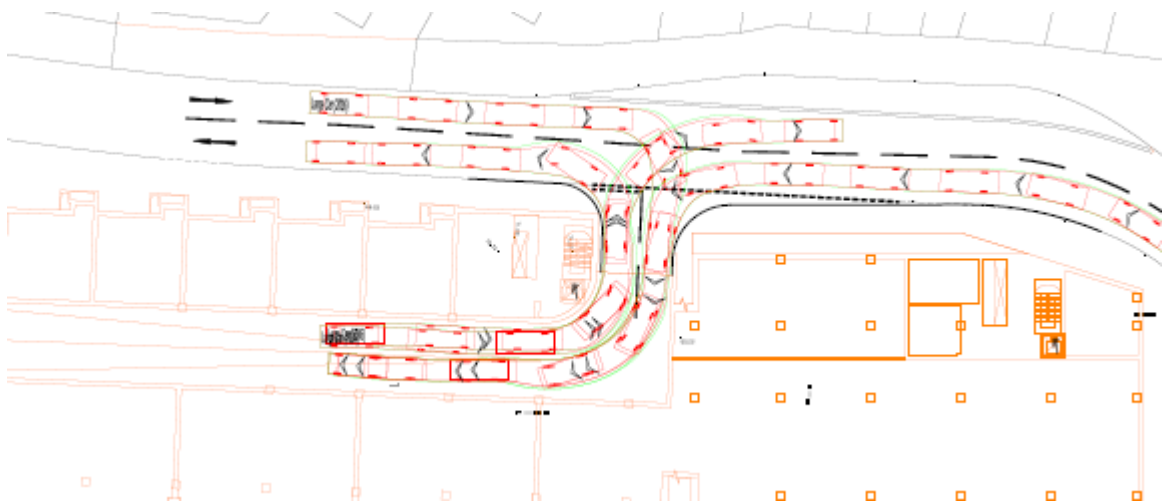
### Responses from Consultees

The applicant has submitted an additional swept path drawing to demonstrate that vehicles can satisfactorily turn in into the proposed access from the right hand lane under the 'without Brightwells' scenario. The County Highway Authority has reviewed this additional plan and is satisfied that an acceptable radius for vehicles turning into the proposed access from the right hand lane is achievable:



Pre Brightwells Scenario

With regards to the proposed access arrangements in relation to the 'with Brightwells' scheme, the County Highway Authority have identified that the left turn indicatory arrow on the 'with Brightwells' version of Cannon Consulting Engineers Drawing number K851/200 Rev C (shown on page 12 of the agenda) is incorrect, as there is no need to restrict right turns out of the site. Furthermore, there is no need to control this access, which would be lightly used as vehicular access to the residential units and would be akin to any priority T junction in a busy town centre location. The following plan has been submitted to demonstrate that vehicles are able to turn right out of the site and head eastwards:

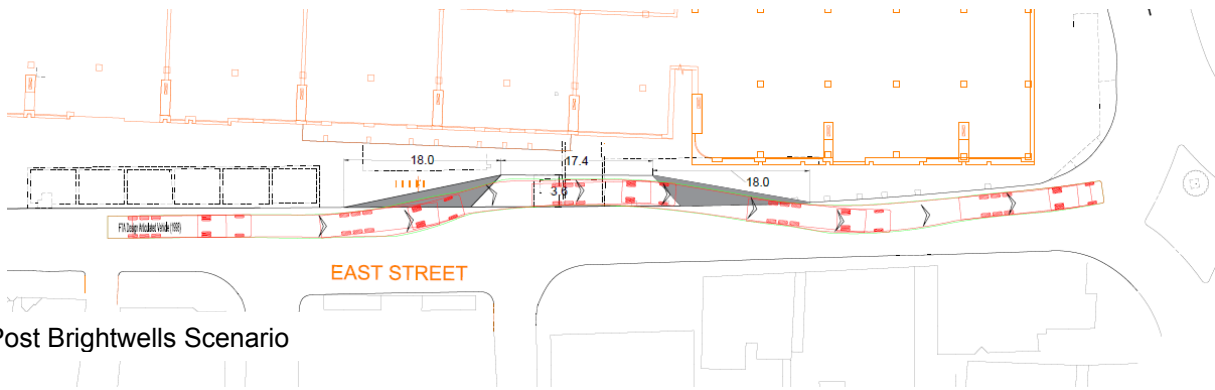


Post Brightwells Scenario

In response to concerns raised by the letter of additional representation in relation to the Crest Nicholson 2008 Transport Assessment and Environmental Statement associated with the Brightwells application (WA/2008/0279), the County Highway Authority has reaffirmed their position in relation to the current application and have advised that for the purpose of this current application, the County Highway Authority has assessed the application on the premises that the proposal is unlikely to generate a material increase in vehicular movements associated with those that could arise / be generated by the existing uses on the site.

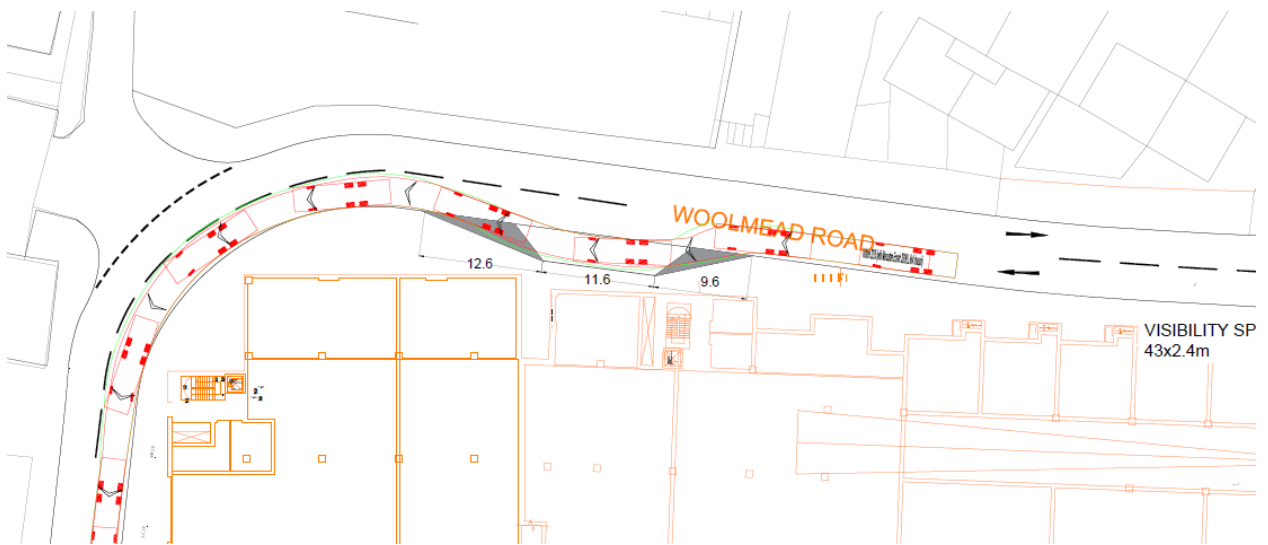
With regard to vehicle access to Bear Lane from westbound vehicles on Woolmead Road, in the 'without Brightwells' vehicles would continue to access Bear Lane from the site using the existing established highway network route. The principle of the two way road network indicated in the 'with Brightwells' scenario has already been approved under the Brightwells application and is subject to a Section 278 Agreement. Members are advised that the 'with Brightwells' scenario submitted in support of this current application demonstrates that the proposal can be accommodated into this new road network. Members will recall that the Brightwells application has been approved and remains extant.

The servicing proposals plan has been amended to show HGVs facing the eastward route of the part-pedestrianised section of East Street:



Post Brightwells Scenario

The proposed lay-by arrangement located on Woolmead Road will primarily accommodate refuse vehicles associated with waste collection for the residential element of the development.



Post Brightwells Scenario

It is proposed that vehicles would deliver to each unit using a timed loading bay located on East Street. Deliveries are likely to be made within controlled hours and would be agreed with the Local Authority. The details of the proposed lay-by arrangements will be agreed as part of a Section 278 Agreement.

The County Highway Authority has confirmed that as the existing subway is a privately owned crossing, they have no control over its loss. Notwithstanding this, the County Highway Authority are not proposing any replacement pedestrian link to the north of the site as there is an existing pedestrian crossing to East Street in the form of the two central islands and the junction of Woolmead Road/East Street/Dogflud Way which enables pedestrians to cross the highway network safely in two stages. Officers are concerned that the provision of any surface pedestrian links across Woolmead Road may compromise the safety of pedestrians or result in disruption to the flow of traffic.

The County Highway Authority maintains their original position to raise no objection to the proposed scheme, subject to the completion of a S106 agreement to secure highways contributions, a Section 278 Agreement to agree details of the highway works and subject to highway conditions.

The Council's Air Quality Officer has considered the issues raised in above representation and maintains her original position to raise no objection to the proposed scheme, subject to conditions.

### Response from Officers

The additional letter of representation indicates that the proposal should be accompanied by an Appropriate Assessment ('AA') in order to comply with the required Habitats Regulations. In relation to the likely significant effect upon the Thames Basin Heaths SPA, the proposal includes an commitment to contribute to a section 106 agreement to make appropriate contributions under the Councils avoidance strategy. This would in Officers view satisfactorily avoid any significant effect on the SPA. Natural England agrees with this approach. The Avoidance Strategy has been prepared within the Thames Basin Heaths Delivery Framework and the provisions of South East Plan Policy NRM6. The approach is regarded as lawful and in compliance with the Habitats Directive and Regulation.

The site does not fall within the Frensham Common (Wealden Heaths) SPA Buffer Zone.

### Amendments to conditions

Condition 3 should be amended to include the additional highway drawings:

#### 3. Condition

The plan numbers to which this permission relates are FNM\_ATP\_001, FNM\_ATP\_002, FNM\_EXT\_000, FNM\_EXT\_100, FNM\_EXT\_200, FNM\_EXT\_300, FNM\_EXT\_400, 2750-A-3001, 2750, 2750-A-3002, , 2750-A-3003, , 2750-A-3004, , 2750-A-3009, , 2750-A-3011, 2750-A-3012, 2750-A-3013, 2750-A-3015, 2750, 2750-A-3018, K851/200 Rev E, K851/201 Rev A, K851/202, K851/210 Rev B, K851/221, Indicative Ground Floor Plan: Retail, Indicative 1ST Floor Plan: Residential, Indicative 2nd Floor Plan: Residential, Indicative 3rd Floor Plan: Residential, Basement Plan (unnumbered), Indicative Proposals: East Street Elevation 1 of 3 (unnumbered), Indicative Proposals: East Street Elevation 2 of 3 (unnumbered), Indicative Proposals: East Street Elevation 3 of 3 (unnumbered), Indicative Proposals: Sections (unnumbered), Indicative Proposals: Massing/Context (unnumbered) and K851/200 Rev C. The development shall be carried out in accordance with the approved plans. No material variation from these plans shall take place unless otherwise first agreed in writing with the Local Planning Authority.

Reason

In order that the development hereby permitted shall be fully implemented in complete accordance with the approved plans and to accord with Policies D1 and D4 of the Waverley Borough Local Plan 2002.

**Revised Recommendation A**

That subject to the completion of a S106 legal agreement to secure infrastructure contributions towards highway improvements, early years and secondary education, recycling, playing pitches and equipment to secure Thames Basin Heaths SPA contributions within 3 months of the date of the resolution to grant permission, permission be **GRANTED subject to conditions 1 to 2 and 4 to 21 and informatives 1 to 22 as set out on the Report plus amended condition 3 as set out on the Update Sheet.**

**Recommendation B (remains as set out on the Report)**

That if requirements of Recommendation A are not met, permission be refused for the reasons set out in the Report.