

AREA PLANNING COMMITTEE
UPDATE SHEET

Correspondence received and matters arising following preparation of the agenda

Item A1

WA/2017/0369

LAND AT FIRETHORN FARM AND 44 - 45 LARKFIELD, PLOUGH LANE, EWHURST

Responses from Consultees

County Highway Authority

The County Highway Authority has submitted an Independent Safety Audit which has been undertaken by the applicant at the County Highway Authority's request. The Safety Audit considers the safety implications of the proposed site access and off-site highway improvements.

To summarise, the Safety Audit did not identify any safety problems with the proposed access arrangement. However, two safety problems with the proposals at the existing junction of The Green and Cranleigh Road were identified. These problems and associated recommendations from the Safety Audit have been set out by the County Highway Authority as follows:

1. Risk of side impact collisions

The drawing provided for audit shows the corner of this junction built out with a visibility splay for vehicles turning out of the proposed access across this corner. It was noted on the audit site visit that this junction is already built out to create deflection, and that signage has been located there, possibly to try to prevent see through. This street furniture is currently located in the proposed visibility splay and is reducing visibility for vehicles turning out of the proposed access. This problem is compounded by a large amount of dense vegetation which also overhangs the street furniture also restricting visibility. Due to this lack of visibility there is the potential for a vehicle turning out of the proposed access to fail to see another vehicle traveling through this junction and to pull out into their path. This resulting collision could cause injury to either party. It should also be noted that as the kerb line has already been built out it is unclear to the audit team if this is proposed to be built out further or if this is an error on the drawing, however this does not detract from the problem raised above.

Recommendation

Ensure adequate visibility is provided for both vehicles entering and exiting the proposed access. This could be achieved by trimming back vegetation and relocating street furniture clear of the visibility splay.

2. Risk of junction overshoot collisions

It is proposed to revise the existing give-way junction into a STOP junction; however the location of the proposed new signage appears to have minimal forward visibility due to being set back into the junction. The alignment of the highway curves away on the approach meaning the sign is located on the inside of the bend and there is also overhanging vegetation from an adjoining property further reducing forward visibility. The current give-way junction has two sets of road markings and a second sign on the offside to inform vehicles of its location. The drawing provided for audit shows a single marking and single sign on the nearside so there is a risk that vehicles will fail to see these and overshoot the junction, if a vehicle were to overshoot the junction it could collide with another vehicle which could cause injury.

Recommendation

Ensure the STOP junction is suitable for this junction and that any signing and lining is correctly located so it has suitable forward visibility to inform motorists approaching.

The County Highway Authority has confirmed that both recommendations have been accepted by the Applicant and drawings have been amended accordingly.

The County Highway Authority, further to their formal consultation response, advises that the independent Road Safety Audit demonstrates that the proposed site access and improvements works at The Green junction with Cranleigh Road, are acceptable on technical grounds. The County Highway Authority considers that the works proposed at The Green junction with Cranleigh Road would deliver a net-benefit in highway safety terms.

Additional representations

1 additional letter has been received raising objection to the scheme on the following grounds:

- Incorrect address for the site.

- Neighbouring properties ‘Firethorn House’ and ‘Firethorn Farm Cottage’ have not been identified as individual houses and have therefore not been identified as most impacted by the development.
- No information has been provided with regard to surface water and foul drainage.
- The proposal is too large for Ewhurst.
- There is not the infrastructure to sustain the proposed development.

In response, officers would advise that matters of impact on neighbouring properties, flooding and drainage, sustainability and infrastructure have been fully assessed in the officer report. With regard to the address, the existing field has historically formed part of Firethorn Farm (now Marwood Farm) which is accessed via Plough Lane. Officers are satisfied that no one has been prejudiced by the way in which the site address has been written.

Amendment to condition

In light of the amended site access plan, following the recommendations of the Road Safety Audit, it is recommended that Condition 3 as set out on page 73 of the Agenda Report is amended to reflect the updated plan, to read as follows:

3. Condition

The plan numbers to which this permission relates are: FD16-1367-50-SK (Site Location Plan), SK21610-01A (Development Site Access & Off-Site Speed Limit Measures) and HED.1219.003 Rev C (Site Topography Plan). 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

That, subject to conditions 1, 2 and 4 – 16 as set out on pages 72 – 78 of the Agenda Report, condition 3 as set out on the Update Sheet, and informatives 1 – 24 as set out on pages 78 – 82 of the Agenda Report, permission be GRANTED.
