SURREY
COUNTY COUNCIL

APPLICATION NUMBER	WA/2022/00217

DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Applicant: Peker Holdings

Location: LAND CENTRED COORDINATES 504865 134616 HORSHAM ROAD ALFOLD CRANLEIGH

Development: Construction of new vehicular access into the site from Horsham Road and new car park

Contact Officer	Richard Cooper	Consultation Date	18 January 2022	Response Date	28 February 2022

The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY who has assessed the application on safety, capacity and policy grounds and recommends the proposal be refused on the grounds that:

Refusal Reasons:

1. It has not been demonstrated to the satisfaction of the County Highway Authority that safe and suitable access can be provided from the site onto Horsham Road (A281). The proposal would therefore have an unacceptable impact on highway safety, contrary to Policy ST1 of Waverley Borough Council's Local Plan 2018 and the National Planning Policy Framework 2021.

2. It has not been demonstrated to the satisfaction of the County Highway Authority that the number of parking spaces proposed is sufficient to accommodate the demand from golf course users. Any overspill parking onto Horsham Road would have an unacceptable impact on highway safety, contrary to Policy ST1 of Waverley Borough Council's Local Plan 2018 and the National Planning Policy Framework 2021.

3. It has not been demonstrated to the satisfaction of the Highway Authority how future access to the golf course would provide opportunities to travel by sustainable modes of travel, given the remote location of the proposed site access where there are no footways or streetlighting, contrary to Policy ST1 of Waverley Borough Council's Local Plan 2018 and the National Planning Policy Framework 2021.

Note to LPA Planner:

The County Highway Authority (CHA) has assessed the Transport Statement submitted in support of the proposed development and has the following concerns:

1. The recorded speeds are lower than expected, particularly for eastbound traffic. This may be the result of road works that were taking place in close proximity to the location of the proposed site access in July 2021 when the ATC survey was undertaken. The CHA considers two ATC surveys should have been undertaken for both the east and west bound traffic directions, located at point 160m from the proposed site access, in order to determine the appropriate level of visibility that is required.

2. The 2.4m x 160m visibility splays shown on the submitted drawing cross land classified as public highway. There are an extensive number of highway trees that would need to be removed to facilitate these visibility splays, and the the CHA strongly objects to the removal of such a large number of trees on environmental and climate emergency grounds. This is on the basis that the site already has an historic established access and no justification has been provided to demonstrate why this access cannot continue to be used for all activities on the site.

3. No assessment has been provided to justify the number of parking spaces that are proposed for golf course users. A parking accumulation analysis should be provided to establish parking demand. This assessment should take a first-principles approach based on the historic use of the golf course, rather than rely on TRICS data.

4. The proposed development is located remote from any infrastructure for non-car users, and it has not been demonstrated in the Transport Statement that opportunities to promote sustainable travel to the golf course have been taken up.