

Public Document Pack

Legal and Democratic Services



To: All Members of the Planning Committee

Dear Councillor

PLANNING COMMITTEE - WEDNESDAY, 13TH FEBRUARY, 2019

Please find attached the following report for the meeting of the Planning Committee to be held on Wednesday, 13th February, 2019. This report was not included in the original Agenda pack published previously.

1. **UPDATE REPORT** (Pages 3 - 4)

This report provides an update for agenda item 05, Development Site at 65 London Road, Ewell, KT17 2BL - 18/00573/FUL

For further information, please contact Democratic Services on 01372 732121

Yours sincerely

A handwritten signature in black ink, appearing to read 'K. Beldan'.

Chief Executive

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**UPDATE REPORT
PLANNING COMMITTEE – 13 FEBRUARY 2019**

ITEM 05: 18/00573/FUL

Development Site at 65 London Road, Ewell, Surrey, KT17 2BL

The following amendments are required following an error in the description of the A240 being described in parts of the report as Kingston Road when it should be Ewell By-Pass. This comes about as the A240 Ewell By-Pass becomes the A240 Kingston Road at the next roundabout towards Kingston.

The amended words are in bold.

Revised paragraphs:

- 9.28 The proposed car parking provision within the site would not be sufficient to accommodate the demands of staff and customers of the store. This would lead to queuing on both the **A24 London Road and A240 Ewell By-Pass (North and South)**, as customers wait for space to become available in the car park, causing severe congestion at this very busy junction.
- 9.29 The revised layout in connection to servicing would cause a conflict of traffic movements at the entrance to the store close **to the junction of the A24 London Road and A240 Ewell By-Pass** and would cause severe safety concerns.
- 9.107 Officers therefore conclude that the proposed car parking provision within the site would not be sufficient to accommodate the demands of staff and customers of the store. This would lead to queuing on **both the A24 London Road and A240 Ewell By-Pass (North and South)**, as customers wait for space to become available in the car park, causing severe congestion at this very busy junction.
- 9.110 Appendix G of the TA shows the delivery vehicle using the whole width of the vehicular access to enter the site and stopping on the pedestrian crossing to the store on the side of the internal access road in the path of oncoming drivers before reversing back into the delivery bay. This relies on the vehicular access and the first section of access into the site **covering the first 10** car parking spaces to undertake this manoeuvre. In addition, the delivery vehicle over-hangs the centre line of the road on the **A24 London Road** to turn in and out of the site. The drivers approaching the traffic signal controlled junction on the A24 queue, **often two abreast**, at this point so there is limited scope for the delivery driver to pass over the centre line, forcing the delivery driver to wait on carriageway until the opposing lane is free of traffic, thereby blocking the **A24 London Road**.

- 9.113 Officers therefore concur with the views of the Highway Authority and our Transport Consultant that the revised layout in connection to servicing would cause a conflict of traffic movements at the entrance to the store close **to the junction of the A24 London Road and A240 Ewell By-Pass** and would cause severe safety concerns, contrary to Policy CS16.
- 9.131 To assess the impact of the proposed development, the applicant has undertaken a LINSIG traffic model assessment for the “Organ Inn”(application site) signal-controlled junction. SCC Traffic Modelling team have undertaken an audit of the LINSIG model and highlighted a number of aspects that required attention. These elements can be addressed, however, SCC would identify that these **amendments could impact on the** results being predicted. **Irrespective of any junction modelling amendments, it is considered** that the “Organ Inn” would continue to experience congestion issues and operate above capacity with the proposed development in place and although some mitigation is suggested with signal optimisation, this would not address the concerns of SCC, in particular queuing would be increased on A24 London Road and on the **A240 Ewell By-Pass**.

Revised Reasons for Refusal

- (1) The proposed development’s car parking provision is considered to be insufficient to accommodate the demands of the staff and customers of the store which is considered to result in queuing on both the **A24 London Road and A240 Ewell By-Pass (North and South)** and the, as customers wait for space to become available in the car park, causing severe congestion at this very busy junction which would result in a highways safety issue contrary to the NPPF (2018) and Policy CS16 of the Core Strategy 2007.
- (3) The internal car parking and servicing layout would cause a conflict of traffic movements at the entrance to the store close to **A24 London Road** causing severe safety concerns. The approach to servicing in terms of access to enter and exit would increase queuing and congestion at the very busy **A24 London/A240 Ewell By-Pass** junction resulting in a highways safety issue contrary to the NPPF (2018) and Policy CS16 of the Core Strategy.