

Hamish Evans

From: [REDACTED]
Sent: 24 March 2025 17:35
To: [REDACTED]
Cc: [REDACTED]
Subject: Planning application DM/23/2493 - Acacia Grove RH10 3PD
Attachments: IMG_5791.jpg; IMG_5818.jpg

Dear Mr. Evans,

I would like to submit the following comments on the above planning application.

There have been some developments regarding the Highway at Acacia Grove. Earlier this year Copthorne Road was closed for some resurfacing work, and one area resurfaced was at the entrance to Acacia Grove. Following on from this work, white lining work was also carried out very recently, see attached photo IMG_5791.

The significance of this is that there is now a clearly defined line from which the apex of the visibility splay can be drawn. Previously it was a question of judgement as to exactly where to start measuring the 2.4m offset from.

So I've now repeated the exercise of photographing and taking video looking West from Acacia at the apex of the visibility splay. In the picture attached as IMG_5818 you will also see a marker of my land ownership, a stick stood vertically from a red container. This was placed by reference to the Yes Engineering Total Station marker. The photo shows clearly that where it not for the fact that visibility is passing through 3rd party land, the car on the photo would not be visible. Or put another way, visibility over the applicants and Highways land is restricted to the area to the left of the stick.

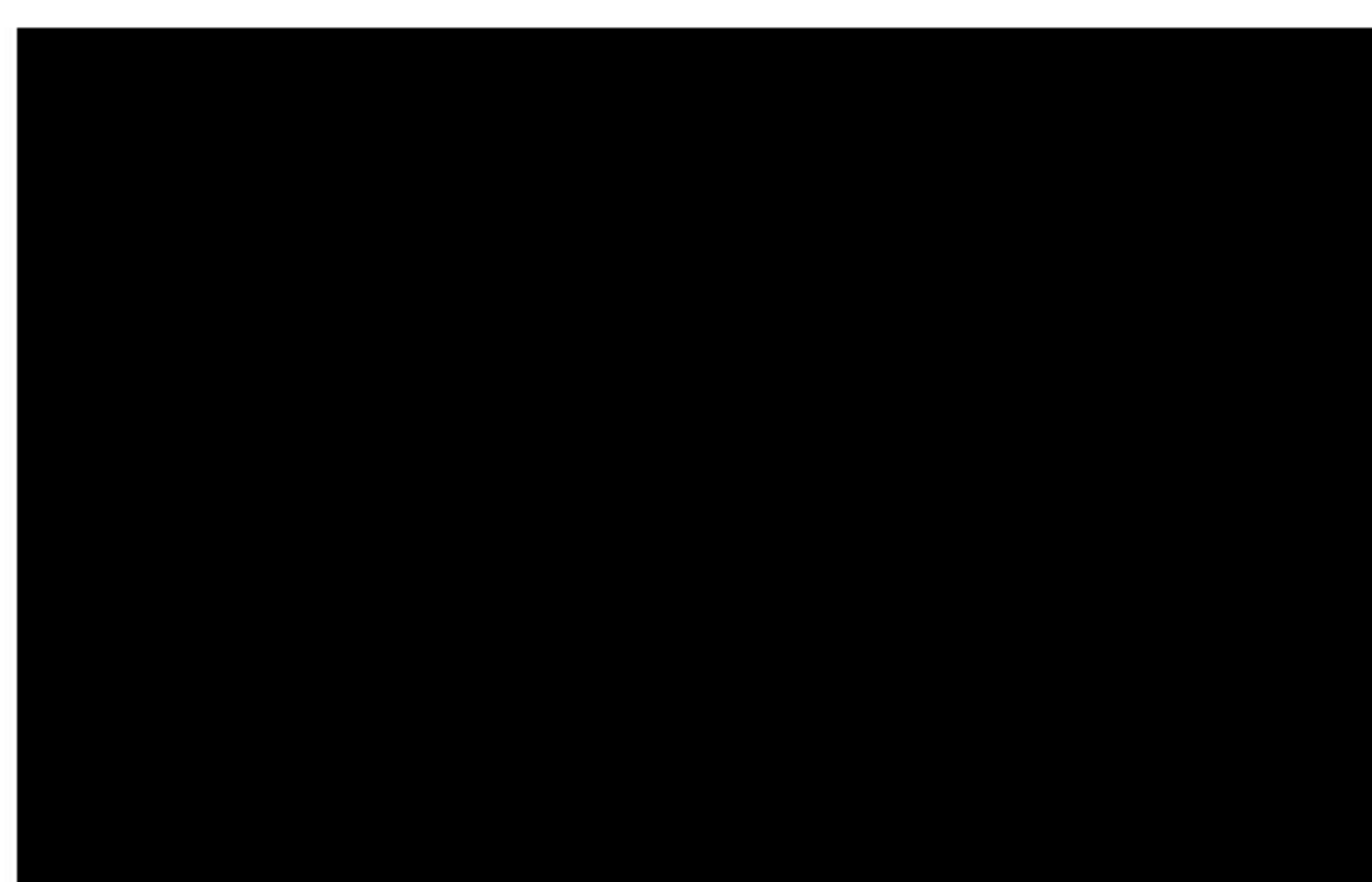
There is a video available that shows how cars approaching Acacia are at first visible in the distance without using 3rd party land in the splay, but that they then pass entirely into a splay that passes over 3rd party land before emerging into Highway land based visibility splay at around 30-35 metres. The video is available at the following link:

<https://youtube.com/shorts/xQ2PNsRrOh0?si=EHEOoZIBwFbHxDzg>

I would stress again the this demonstration relies entirely on either Yes Engineering or WSCC Highways data. Yes Engineering provided the total station marker, and the position relative to the marker is available from Carol Riggers WSCC ownership mapping. The position of the apex of the visibility splay line is drawn from WSCC Highways road markings.

This is an easily repeated demonstration, and clearly illustrates the misleading conclusion of the Yes Engineering report created by the accidental or deliberate positioning of the Highways boundary too far north on Fig. 3.1 of the report.

Best Regards,





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