

Tel No: 01483 518325
Fax No: 02085419710
Email: michelle.caines@surreycc.gov.uk



FROM

Mrs Silk
Brills Farm
Grants Lane
Limpsfield
Oxted
Surrey RH8 0RH

Room 308A
County Hall
Penrhyn Road
Kingston upon Thames
KT1 2DY

16 August 2010

Dear Mrs Silk

**PROPOSED PROHIBITION ON VEHICLES THE WIDTH OF WHICH EXCEEDS
6 FEET 6 INCHES AND WITH A MAXIMUM GROSS WEIGHT EXCEEDING 3
TONNES FROM ENTERING OR PROCEEDING IN PART OF (D431) GRANTS
LANE, LIMPSFIELD**

Please find attached, for your information, a copy of the notice and statement of reasons for the proposed width and weight restriction above.

Yours sincerely

apologies for the delay

We are all very upset by the above proposals - householders - farmers etc. I am fed up with container lorries coming by my house - which shakes the buildings foundations - this happens practically every day - Instead of reducing the bridge width you should address the large container lorries.

Michelle Caines
Senior Legal Orders Clerk
Enc.



INVESTOR IN PEOPLE

The council have allowed conversion of farm buildings next to the bridge and you are now reducing access - for deliveries also it will put the costs up having to drive further local farmers are extremely unhappy.

Yours sincerely

www.surreycc.gov.uk

Heath Silk (MRS)

From Dr John Butler

Langhurst Farm
Guildables Lane
EDENBRIDGE
TN8 6QU

Telephone 01732 866205

Richard Bolton Esq
Surrey County Council Highways Authority
Room 308A
County Hall
Penrhyn Road
Kingston on Thames
KT1 2DY

6th September 2010

Dear Mr Bolton

Re Surrey County Council (D431) Grants Lane, Tandridge (Width and Weight Restriction) Order 2010.

I am writing to object to the proposal to impose a permanent width and weight restriction on Grants Lane Railway Bridge, with a view to diverting Heavy Goods Vehicles (HGVs) via Monks Lane, Guildables Lane and Itchingwood Common Road.

My first point is that, whilst Grants Lane is generally wide enough to allow HGVs to pass oncoming traffic, the proposed alternatives are effectively single-track roads with few easy passing places. Ordinary motorcars have difficulty in passing each other and it is common practice to wait in farm gateways to allow oncoming vehicles to remain on the carriageway. Farm vehicles with wider profile tyres can easily move onto the verges but, in all but the driest weather, these are soft and will not support the weight of laden HGVs. The carriageway of Guildables Lane and, I suspect, of Monks Lane and Itchingwood Common Road, is laid on a thin (>30 cm base) of hogging and Worms Heath gravel, over the natural clay. It was designed for horse-drawn traffic and was only surfaced with tarmac in about 1953, bringing the carriageway width to 12 ft. Very little improvement has been made since, with only infrequent resurfacing and some remedial patching of potholes. Consequently the edges of the road have become eroded and HGVs which need to access the farms here - including the milk tankers, grain and delivery lorries, have depressed the surface in many places. In contrast, I believe that Grants Lane, with the newly constructed New Road, was widened and strengthened in 1943 to provide HGV access to the Ammunition Storage Depot in Staffhurst Wood. Whilst none of these roads were designed to carry 40 tonne vehicles, Grants Lane appears to have been maintained in better condition than the others.

Secondly, there are very tight, hazardous bends and width constraints along Monks Lane and Itchingwood Common Road, near Capers Farm (GR TQ 420487) and Chartlands (GR TQ 422507), which allow no opportunity for any large vehicle to manoeuvre off the carriageway. Furthermore, Moat Farm Hill at GR TQ 425505, with a 20% gradient and a pond at the bottom, is a notorious obstacle in icy weather or snow, and the railway bridge at Monks Lane, of similar construction to that in Grants Lane, has a much steeper approach to the crest on both sides, and for HGVs with a low road clearance there is a risk of grounding. Vehicles transiting south to Edenbridge would choose to use Hole Lane instead of returning to Grants Lane and would be faced with similar choke points at the bridge on the Surrey-Kent Border at GR TQ 427490, and the hill at GR TQ 431489

Thirdly, these three lanes are a favourite for walkers, runners, cyclists and horse riders, being presently quiet and safe. Guildables Lane is linked to, and part of, a popular footpath network, featuring in various leisure guides. The roadside vegetation is well established and diverse, a relatively undisturbed eco-system hitherto unaffected by spraying or traffic pollution. Increased HGV traffic would not only endanger recreational users but would inevitably damage the verges and their flora.

Lastly, and this may have escaped your attention, Guildables Lane is unusual in that it does not actually belong to Surrey County Council. The Freehold of the Lane resides with the adjacent landowners. To the best of my understanding the Council have Right of Way over, and responsibility for maintenance of, the carriageway only. For example, I own a short stretch at the North end of the lane; Trevereux Manor owns the section to the North of this, including the grass triangle at the junction with Swaynesland Road. Consequently any deviation off the surfaced road in these areas would be onto private land. It may be, therefore, that this aspect requires some further consideration.

In conclusion, I would ask that you re-examine your proposal. Notwithstanding the increased risk of accidents and the likely environmental impact, the route via the proposed diversion is more than a mile longer, over a less robust carriageway, with the implication of an increased need for surface repairs and predictable damage to verges and culverts. None of these roads should accommodate regular HGV traffic and, although the residents and users of Monks Lane, Guildables Lane and Itchingwood Common Road would, I am sure, be happy to accept a temporary closure and diversion, if it was on the clear understanding that repairs to Grants Lane bridge take place forthwith, they would also support a 7.5 tonne restriction, except for access, over all these roads.

Yours sincerely



John Butler

Copy: Mr J Isaac. Head of Surrey Highways
Mr Brian Alexander, Limpsfield Parish Council
Mr Colin Walker Tandridge District Council
Mr John Pannett Tandridge District Council

25 August 2010

Mr Richard Bolton
Surrey County Council
Room 308A
County Hall
Penrhyn Road
Kingston Upon Thames
KT1 2DY

Dear Mr Bolton

Re: Grants Lane Bridge - Grounds for Objection

We have just been notified by one of our neighbours that you intend to place a weight and width restriction on the railway bridge in Grants Lane and that you intend to divert HGVs via Itchingwood Common Road, to which we and all our neighbours strongly object.

We would like to know whether Surrey County Council have actually visited this road and the other roads in question, because if you had, you would see that Itchingwood Common Road is even less suited to HGVs than Grants Lane.

We would also like to know why we have had no notification of this, as it will have a huge impact on all the residents in this road for the following reasons:

- Quiet country lane used by cyclists, walkers, horse riders, dog walkers at all times of the year.
- Abundance of wildlife that will be threatened.
- Narrow road which is not wide enough for two cars to pass without slowing or stopping entirely.
- Ditches on both sides of the road for much of the length of the road which will become deeper and more dangerous.
- Pot holes that have not been attended to by Surrey County Council that will become even worse with this increase in traffic. With the ditches and pot holes, this is not a strong road now and with excess HGV traffic, there may be no road left before we know it.
- Road signs already in place indicating ice. An increase in HGVs will ensure accidents are far more likely to happen during icy conditions. Also there is a very steep hill by Moat Farm which gets incredibly icy and has a pond at the bottom of it, which we believe is where some vehicles have ended up in the past.
- Very busy route for local farmers. This will have a huge impact for them.
- Part of a defined cycle route which is often used for races.

We understand the reason for the restrictions is that there are no funds to pay for the repairs. Can you confirm whether Network Rail have offered to pay part of the costs, as we understand this to be the case.

Could you please confirm whether a survey has been undertaken on the roads in question. Perhaps if you had notified the local residents or sought our input, a suitable solution to this problem may have been found. Instead, we have found out about this because a neighbour heard something from a local farmer.

We look forward to hearing from you.

Yours sincerely



Mr & Mrs M J Tester

Handwritten notes and a grid on the bottom right of the page. The grid has 4 columns and 5 rows. The date '25-8-10' is written in the bottom left cell of the grid. There are other illegible handwritten marks in the grid cells.

M. J. FORDHAM.

COULD YOU PLEASE

CALL ASKED
LATER

PLEASE

RE. DL31 CRANES LANE BRIDGE

23-8-10.

Dear Mr. J. Isaac.

I OBJECT MOST STRONGLY

TO THE PROPOSAL YOU HAVE INTENTION

TO IMPLEMENT. I HAVE HAD AN

INDEPENDENT ENGINEER INSPECT THE

BRIDGE, WITH THE FOUND WORK SOUND.

I WILL DO EVERYTHING TO PREVENT

THIS WORK BEING CARRIED OUT - AS IT

WILL AFFECT MY BUSINESS A GREAT DEAL.

PLEASE REPLY WITH THE FOLLOWING.

Grants Lane Rail Bridge

Collishaw,
Grants Lane,
Limpsfield,
Oxted,
Surrey RH8 0RH
1st September 2010

Dear Mr. Richard Bolton,

We live next to the Grants Lane bridge and will be considerably inconvenienced if the proposed weight and width restrictions are imposed. It is of great concern to us that emergency vehicles such as ambulances and fire engines will have a long detour in order to reach us in an emergency. We realise that some residents who commute and do not use the bridge in the course of their employment will not be so worried but those working locally particularly in agriculture will be very seriously affected. There is already a restriction on the parallel Red Lane which makes a detour necessary. If Grants Lane is to be similarly restricted it makes short trips between fields more lengthy, time consuming and dangerous

The proposed alternative route of Itchinwood Common Road/ Guildables Lane Monks Lane is both lengthy and hazardous. Monks Lane is narrow in many places and has a number of sharp bends. Meeting large HGV's and farm machinery means it is impossible to pass making it necessary to reverse back around these bends with all the dangers that involves. The corners east of the rail bridge, by Monks Farm and the narrow bridge over the stream at Capers farm are all particularly dangerous. This lane is used by cyclists and horse riders which makes it even more risky with an increase in large vehicles. The hill at Moat Farm is also a danger spot better avoided by HGVs and large farm machinery, in fact Grants Lane being straighter and wider is much more suitable for such vehicles.

At present there is a ridiculous series of road signs on one post travelling westwards after Monks Lane bridge, whereby there is a sharp bend warning, a road narrows sign followed by a 40 mph limit. It would be impossible to negotiate this bend at that speed, 15mph would be fast. Incidentally there are no similar signs when travelling in the opposite direction.

We are very surprised to hear that Grants Lane bridge is unsuitable for heavy vehicles as it was repaired about two years ago and at the time we received a letter from Network Rail apologising for the inconvenience but stating that it was necessary in order to strengthen the bridge. About eighteen steel ties were added to the bridge which must have considerably strengthen it.

We realise that if as you say the bridge needs strengthening it will involve expense but imposing the restrictions is not without cost either. The bridge at Monks Lane was built at the same time as the Grants Lane bridge and in fact the brick work is in a worse state of repair, so no doubt it will not be too long before that also is similarly unsuitable for heavy traffic particularly if the traffic increases as it will. Recently the culvert between the bridges was repaired by Network Rail in the process they had to gain access to this via Monks Farm they used the Grants Lane bridge themselves with their extremely heavy lorries

We are of the opinion that this is a short sighted, quick fix reaction to a problem the implications of which to the local community have not been fully thought through.

Yours sincerely,

Alan & P.L. Chiles

PL & H R Chiles

Collishaw
Grants Lane,
Limpsfield,
Oxted,
Surrey.
RH8 0RH
9th Sept. 2010

Dear Mr Bolton

Grants Lane Bridge

We have received your notice regarding the proposed width and weight restrictions to be placed on this bridge, together with your statement of reasons, which does not state any facts whatsoever

I rang your Chief Bridge Engineer Mr Chris Atkins to obtain a copy of the assessment and was told it was Network Rail's document and I would have to get authority from Mark Hubbard at Network Rail. Although he has acknowledged receipt of my request he has not as yet released the information.

The bridge was recently [about 18 months / two years ago] been overhauled by the replacement of 18 ties and brickwork repairs. It is supported on six steel beams each of which will support approx. 50 tonnes distributed load over a span of 10 metres and during my telephone conversation with Chris Atkins he commented on the fact that the bridge had been over engineered when constructed.

This last remark plus the fact that engineers working on the culvert east of the bridge said that there was not much wrong with the bridge, makes one wonder as to the validity of the assessment, especially since it is apparently not available for scrutiny by those seriously affected by the restrictions.

Shouldn't there be more than one assessors opinion taken into account before any decision is made to impose restrictions to traffic on the bridge which is vital to residents and farmers?

I would point out that the alternative route suggested as a detour is not only far more dangerous for large vehicles it also goes over Monks Lane bridge. This bridge was constructed at the same time as the Grants Lane bridge. Whilst I appreciate that the approach is different the construction is similar. Has this bridge been similarly assessed? The installation of restrictions will cost money but I suspect that before too long Monks Lane bridge will be in a similar position, if it is not already, there will then be no access to houses south of Grants Lane bridge, Red Lane having been already restricted some time ago. You will then be in the position of having to repair a bridge in a lane that is unsuitable for heavy vehicles having paid to instal the restrictions on the more suitable route. To my mind a false economy which needs serious consideration.

Yours sincerely,



P.L. CHILES

copy to--- Mr Chris Atkins

30th August, 2010

Mr Richard Bolton
Surrey County Council
Room 308A
County Hall.
Penrhyn Road,
Kingston upon Thames,
KT1 2DY

Dear Mr Bolton,

Re: Width & Weight restriction on Grants Lane Bridge: Grounds for Objection

We have just been made aware by a local farmer of the above proposal to place a width and weight restriction on Grants lane Railway Bridge and that you intend to divert HGV traffic down Itchingwood Common Road. Why have none of the neighbours affected by this proposal been notified?

I have tried to get hold of a copy of the full proposal from Tandridge District Council; they only have a copy of the draft proposal dated 22nd April 2010, where the recommendation was to divert the HGV traffic down Red Lane! I spoke to Sian, in your office on 27th August to try and ascertain further information, and was advised someone from 'Structures Department' would contact me. As I have not yet had a response and the deadline is fast approaching, I decided to write in to lodge our objection based on current knowledge of the area/proposal.

Our objection is based on the following concerns:-

- We don't believe the council have actually visited the roads in question and are therefore not aware of their current state or accessibility to accommodate more HGVs than their fair share.
- What type of survey or analysis has been carried out for the roads being proposed for the diversion?
- What impact is expected on the residents living here and the local people who use it?
- What is the cost of repairing the bridge? Is it true that Network Rail have offered to pay half the costs?
- All roads proposed are narrow, Itchingwood Common Road is not even wide enough for two average cars to pass, without going into the ditch.
- Parts of the road flood during heavy rain- making roads dangerous/slippery.

- Steep hill near Moat Farm, gets very icy in winter, cars get stuck on hill and sometimes end up in the pond.
- Impact on local farmers - access routes impacted by closure to Grants Lane Bridge
- Pot holes in road, road not strong enough to take excess heavy vehicles.
- Defined Cycle route - used for racing.
- This is a well known and loved quiet country lane used by walkers, cyclists, & horse riders throughout the year.
- A huge impact on the local wildlife.

As none of the local residents have been formally notified of the Grants Lane Bridge restriction and the possible impact it may have, I request that an extension to the deadline is made to allow us to be fully engaged in this proposal before a decision is made.

Yours sincerely

Mr and Mrs RJ Rushton

West Cottage,
Guildables Farm,
Guildables Lane,
Edenbridge,
Kent
TN8 6QU

11th September 2010

Dear Mr Richard Bolton,

I am writing to complain about your proposal to place a 6 feet 6 inch restriction and three tonne weight limit upon the railway bridge in Grants Lane. The bridge is essential to my agricultural business as I need to travel from Monks Farm to Stockenden and Boulthurst Farms with my tractors and Combine Harvester to carry out planting and harvesting operations and also to transport grain back to Monks Farm for storage. It is not feasible to use Guildables Lane as it is impossible to turn right into Monks Farm due to an extremely sharp entrance. The alternative option of travelling to the end of Monks Lane and then reversing at the T junction would not only be irresponsible but extremely dangerous. Furthermore it is necessary for large grain lorries to use Grants Lane to collect grain from Monks Farm. Red Lane, Caterfield Lane and Little Browns Lane are inaccessible to them due to low bridges and it is impossible for them to use Guildables Lane for access into Monks Farm as there is no room for them to manoeuvre into the difficult entrance to the Farm. I also need to use Grants Lane to transport hay made at Monks Farm to the barn at Swayneslands for storage as it is impossible to turn left out of Monks Farm with large trailers.

I am responsible for the care and maintenance of many of the farms in the local area and your proposal would have a major impact on my ability to continue to do this. The local community is also served by my business as I cut the roadside hedges in Grants Lane, Itchingwood Common Road, Short Lane, Pains Hill and Pollards Wood Road.

Finally, Moat Farm Hill is impassable when it snows or it is icy as the council does not grit the lanes around here so we have to use Grants Lane for access.

For all the above reasons I am vehemently opposed to your proposal to place restrictions upon the Grants Lane railway bridge. I hope that you appreciate that persuing this proposal would be not only detrimental to my agricultural business but consequently to the local community as a whole.

Yours sincerely,

Simon Childs

STOCKWOOD FARM
GRAYS LANE
LIMSFIELD
SURREY
RH8 0RH

Dear Sir / Madam

I am writing to object very strongly against The Order (D 431) concerning the Grays Lane bridge and the proposal to restrict the width and weight.

I am a farmer right next to the bridge, and these restrictions will affect my day to day running of the farm enormously. It will mean a job taking a couple of minutes will result in a round trip of miles each way. The alternative route around Hickingwood Common Rd, Quibbles and Monks Lane will make already busy roads more dangerous, especially Monks Lane as it is very narrow, and with large tractors, trailers and machinery it will be an accident waiting to happen.

I urge you to reconsider your decision, as it will render the farm's viability questionable.

Yours sincerely,

Tony Wilkins.

The Old Lodge
Itchingwood Common Road
Oxted
RH8 0RL

Mr Richard Bolton
J Issac
Head of Surrey Highways
Surrey County Council
Room 308A
County Hall
Penrhyn Road
Kingston upon Thames
KT1 2DY

Tuesday 14th September 2010

Dear Mr Bolton,

With reference to the attached Grants Lane Bridge Proposal I would like to set out my objections below and would appreciate it if they could be taking into consideration when making your final decision.

Although I appreciate that the economic climate has resulted in extensive cutbacks the proposal of delaying works to be carried out on Grants Lane Bridge and therefore redirecting traffic to Itchingwood Common Road would seriously impact the local environment and community. As a resident on Itchingwood Common Road, we already have local traffic including farm traffic passing through an extremely narrow lane. Unlike Grants Lane a number of houses are situated directly on the edge of the lane and an increase of traffic would of course be undesirable but would also cause congestion on a road where passing points are not available without encroaching on private property.

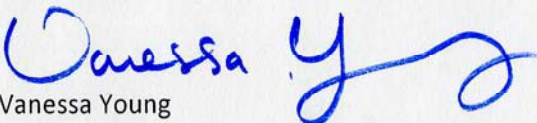
As an area of natural beauty, Itchingwood Common Road pond attracts a high level of walkers, families and cyclists that regularly pass through to view the wildlife that the pond is fortunate enough to attract, including most recently wild swans, ducks and moorhens which have taken up residence. The lane is already challenging being both narrow and in some places steep. The road is not gritted during the winter months causing a number of vehicles needing towing and the current level of traffic caused substantial damage to the road which has only received temporary repair. An increase of traffic during the winter months would see this damage being more extensive and needing further investment for resurfacing.

This matter is made worse for Itchingwood bearing in mind that Red Lane also has a width restriction which redirects traffic to Grants Lane. The implementation of the restriction on the Grants Lane Bridge will direct all the traffic from both Red Lane and Grants Lane which are two robust roads in comparison with

no houses directly on the road side and no areas of natural beauty that attract high levels of ramblers and wildlife.

I find a Permanent Traffic Order unacceptable and therefore I would urge you to implement a Temporary Traffic Order and this issue be reviewed again in 18 months.

Kind regards


Vanessa Young

OAST COFFAGE
GUILDABLES LANE
OXFORD-AYLMEY
KENT TN10 2BQ

3rd Sept '10

Dear Sir,

Surrey Council (D431) Grants Lane
Tandridge Order 2010.

I have a copy of Mr Isaac's note
about the above dated 19th Aug 2010 and
write now with some observations.

I believe that the bridge should be
strengthened as heavy traffic has historically
used Grant Lane for access to the farming
area, The Churchhill Shed and building
work which has taken place regularly in
the area.

A restriction notice will increase traffic
across Hidingwood Common and down Burn,
Guildables and Red lanes. The first two
are very narrow especially at the East end

2

of the common and around Moor Farm
road.

Some years ago the Planning application
for East Surrey Golf Club was rejected
partly in view of sight lines on Hidingwood
Common and Guildables Lane. The same
argument still applies.

Finally, the point made earlier about warning
signs relating to the weight and width restriction
is important. There is no room in Grant Lane
for large vehicles to turn north or south of the
bridge. Therefore clear and early warning
signs should be put in place at the Red Lane
end of Grant Lane, at the Top of Pain Hill and
in Southmunt Wood to prevent large vehicles
queue along Grants Lane.

The resulting increasing traffic on other
inevitable lanes leads me to object to the
restriction and I suggest that the County and
District Councils and Northenb Rail should
reallocate funds to carry out the necessary
work to strengthen the bridge.

Yours faithfully

S J. Stans