

Planning & Regulatory Committee 2 August 2017

UPDATE SHEET

MINERALS/WASTE MO/2017/0740

DISTRICT(S) MOLE VALLEY DISTRICT COUNCIL

Land at Bury Hill Wood, Coldharbour Lane, Holmwood, Surrey RH5 6HN

Details of a traffic survey and a safety audit pursuant to Condition 18 of appeal ref: APP/B3600/A/11/2166561 dated 15 August 2015.

CONSULTATIONS AND PUBLICITY

Additional key issues raised by public

Five further letters of representation has been received on this application raising concerns. These are as follows:

Rep 1:

- It is unclear if the surveys were monitoring people walking/equestrians along parts of Coldharbour Lane or the whole length.
- There is a risk to pedestrians and equestrians on Saturday morning
- Danger to cyclists – mud on the road, speed of cyclists reaching 40mph on northward stretch and their stopping distances all likely to cause accidents
- HGV access on Saturdays is unsafe and dangerous
- Damage has been caused to Coldharbour Lane when a lorry left the application site after trying to pass a car.
- There is a presumption that cyclists, pedestrians and equestrians enter Coldharbour Lane in the same manner as a car. This is not true, they will enter from footpaths and tracks and there is no plan in place to manage that.

Rep 2: object to the survey because it fails to take account of cyclists moving in the same direction as HGVs. Endorse all of LHAG's commented on this planning application.

Rep 3: the traffic survey dismisses dangers to equestrians; despite the fact that even a single horserider per day (i.e. infrequent enough to not be picked up in the survey) still represents a danger. As a whole, the survey's attempt to move into risk measurement is not justified, relying purely on supposition. Endorse all of LHAG's commented on this planning application.

Rep 4:

- Disappointed that the traffic survey was restricted to Saturdays only. Given the number of pedestrians, cyclists and equestrians on weekdays the survey should have covered weekdays.
- How was the conclusion that the risk presented to pedestrians at the junction of Knoll Road/ Coldharbour Lane and Ridgeway Road is negligible given pedestrians cross over this junction.
- The parking area at the western end of Knoll Road would present an impediment to clear vision for pedestrians, cyclists and vehicular traffic intending to negotiate this junction. The report makes no reference to this.
- The claim that a traffic controller at this junction would 'provide additional safety for a pedestrian' is unrealistic as the traffic controller would be extremely exercised in trying to keep in phone contact with his colleagues at control sites further to the south, whilst also trying to keep control of vehicular and cyclist traffic approaching this busy junction from 4 directions.

Rep 5:

- The matter of traffic congestion has been ignored. Section 96 of the Officers report [Officers report for MO/2017/0911 **not** MO/2017/0740] states there will be no traffic problems and ignored the implications of moving the rig around the Dorking bypass to Knoll Road.
- The question of where the rig will come from has been ignored. If from the south it will come along the dangerous A24 from Horsham to Capel.
- Worried that Flint Hill has been omitted. The assumption that is an A grade road so can cope easily with the extra traffic. There has been no survey to show this can cope.

Officer comment:

Condition 18 requires a traffic survey to be undertaken of all vehicles and pedestrians using Knoll Road and Coldharbour Lane on Saturdays between the hours of 0800 and 1400.

The traffic survey is a statement of fact with regards to what cyclists, pedestrians, equestrians and cars were seen on Coldharbour Lane and Knoll Road on the four surveys that took place.

The traffic survey is not required to cover weekdays as Condition 18 is explicit it is only for Saturdays. The traffic survey is not required to cover Flint Hill or Ridgeway Road as it is explicit it need only cover Knoll Road and Coldharbour Lane.

The surveys take into account and have recorded the direction cyclists, pedestrians and equestrians were travelling on the survey day including travelling towards Dorking and travelling towards Coldharbour village. Therefore this would cover cyclists travelling towards a HGV or travelling in the same direction as a HGV.

The surveys were carried out by people standing in positions at points along Knoll Road and Coldharbour Lane and recording if a vehicle (including motorbike)/ pedestrian/ cyclist or equestrian was seen and which direction they were travelling. This includes whether the pedestrian or equestrian was travelling along Coldharbour Lane for its full length or towards a right of way.

The CTMP has been amended to remove HGV access/ egress on Saturdays. The CTMP includes information about the signage that would be placed where rights of way enter onto Coldharbour Lane. This would be for all rights of way including: footpaths 135, 247, 250, 252, 257; and bridleway 260.

Condition 18 does not require a risk assessment to be carried out but just a survey and then a Safety Audit.