



Land East of Knowle Lane, Cranleigh

**SUMMARY of Highways & Transport
Evidence on behalf of Gleeson Land**

of

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SUMMARY

PINS Reference: APP/R3650/W/23/3326412
LPA Reference: WA/2023/00294

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1.0 Qualifications and Experience

- 1.1 I hold a First Class Bachelor of Engineering Degree in Civil Engineering and a Royal Society for the Prevention of Accidents (RoSPA) accreditation in advanced road safety engineering. I am a chartered member of the Chartered Institution of Highways and Transportation and a member of the Institute of Logistics and Transport. I have over 30 years' experience in the field of transportation planning, traffic engineering and highway safety.
- 1.2 I have extensive experience of highways and transport planning within the residential sector and currently act for many of the major land promoters and housebuilders operating in south-east England. In addition, I have extensive experience of major development proposals within the retail, leisure and commercial sectors.
- 1.3 My experience includes a period in the Development Studies Department of Wootton Jeffreys Consultants. Subsequently, I worked for Mayer Brown for over 14 years. I was jointly responsible for setting up Motion Consultants Limited in August 2004.
- 1.4 Motion specialises in advising developers and professionals in the development field on all matters concerning transportation, highways, traffic and road safety and our clients comprise a wide variety of private and public-sector organisations.

2.0 Scope of Evidence

- 2.1 My evidence has been prepared in relation to a Planning Appeal that has been submitted against the decision of Waverley Borough Council, to refuse the following planning application:
- "Outline Application with all matters reserved except access for erection of up to 162 dwellings (including 30% affordable dwellings) built in up to 3 phases including access road, pedestrian and cycle accesses, parking, public open space, biodiversity enhancement and landscaping and other associated infrastructure and works" (Planning Reference: WA/2023/00294).*
- 2.2 The planning application was refused under delegated powers in June 2023. Eight reasons for refusal were cited on the Decision Notice dated 8th June 2023. None of the reasons for refusal relate to matters of highway safety or capacity.
- 2.3 I have prepared evidence in response to representations submitted by the Knowle Lane Residents Group (the Residents Group), a Rule 6 Party to the appeal, and to address matters related to transport and highways raised by other interested parties. The main points raised in the Residents Group Statement of Case relate to:
- ▶ Concerns relating to highway safety at the proposed site access.
 - ▶ Impact of development traffic on the junction of Knowle Lane with High Street.
 - ▶ Whether the proposed traffic calming on Knowle Lane is necessary.
 - ▶ Whether the proposals are sustainable in transport terms.
 - ▶ Whether the financial contributions sought by the highway authority are appropriate.
- 2.4 The appeal proposals were subject to a formal pre-application consultation with Surrey County Council (SCC) as the local Highway Authority in late 2022, prior to the application being submitted. The Transport Assessment that accompanied the application (dated January 2023) was prepared having regard to advice received at that stage. A Travel Plan, also dated January 2023, was also submitted as part of the planning application. Notably, no objections were raised to the proposals by the local Highway Authority in its consultation responses dated 4th and 24th April 2023, having assessed the application on safety, capacity and policy grounds. The local Highway Authority response also recommended a number of conditions/off-site highway works to be included in any permission granted.

3.0 Summary & Conclusion

- 3.1 My evidence has been prepared in response to Waverley Borough Council's refusal of planning permission for a development of up to 162 dwellings on land east of Knowle Lane, Cranleigh, Surrey. No objections were raised to the proposals by the local Highway Authority and none of the reasons for refusal cited on the Decision Notice issued in June 2023 relate to matters of highway safety or capacity. My Proof of Evidence seeks to respond to highway and transport matters raised by the Knowle Lane Residents Group, as a Rule 6 party to the appeal, and representations made by interested parties. In respect of these matters, my main Proof of Evidence demonstrates the following:
- ▶ Highway safety and site access: In terms of points raised regarding highway safety and provision of suitable visibility splays, the correct speed survey data has been provided and the SSD calculations set out in the submitted Transport Assessment are correct. The local Highway Authority has raised no objections to the application. Despite this, an independent Stage 1 Road Safety Audit has been commissioned to consider the safety of the proposals. This raises no material issues in relation to the safety of the junction.
 - ▶ Traffic generation and impact on the local highway network: With regard to the impact of the residential development on the local highway network the modelling presented within the submitted Transport Assessment has been validated against queue length surveys. In contrast, the analysis of the Knowle Lane/High Street junction presented by Bellamy Roberts in March 2023 does not appear to be based on queue length surveys carried out by an independent traffic surveillance company. The analysis presented in the Transport Assessment includes an allowance for traffic growth. Both the methodology used and the results of the capacity assessment of this junction has been considered by the local Highway Authority and no concerns have been raised.
 - ▶ Traffic Calming on Knowle Lane: The proposed traffic calming scheme on Knowle Lane has been introduced at the specific request of SCC. It has been subject to an independent Road Safety Audit, which identifies no issues that cannot be addressed at the detailed design stage.
 - ▶ Transport sustainability: The site is around 800 metres (a circa 10 minute walk) from the village centre. The most direct route to the village centre by foot and cycle is via the Downs Link, which is an attractive, traffic-free route. Subject to the Applicant undertaking local improvements to public rights of way (including surfacing and lighting), the local Highway Authority takes no issue with the proposals in terms of transport sustainability.
 - ▶ Financial contributions: It is understood that the Local Planning Authority, Waverley Borough Council supports the level of financial contribution suggested by Surrey County Council. The financial contributions can be secured through the Section 106 Agreement.
- 3.2 On the basis of the above, it is considered the appeal proposals comply with adopted policy related to highways and transport and that the appeal should not be refused on transport/highways grounds.