

## Nutfield Green Park – Transport Related Comments Tracker

226799

February 2024

### Tracker

#### Generic Nutfield Objection Letter (December 2023) – Transport Related Comments

Comment	Response
Highway Safety	
<p>The A25 has a significant volume of traffic generated by local commuting but also the sand works quarry to the east and Biffa landfill site the west. The A25 narrows as it travels through Nutfield and the additional HGV traffic will create the potential for further accidents in and around the vicinity as well as additional air pollution from the trucks and additional traffic which can be harmful to local residents. Data suggested almost all car accidents in the last years in Nutfield have occurred on junctions where residential roads turn into the A25. In the last 10 years the area has experienced a substantial number of accidents. Another access road will cause unsafe driving conditions and lead to further accidents.</p>	<p>A review of CrashMap data for the last 10 years has been conducted (a 5-year review is standard practice; however we seek to be robust in our analysis). Accidents have occurred at the following junctions within Nutfield:</p> <ul style="list-style-type: none"> <li>• A25 / Fullers Wood Lane: 4x slight</li> <li>• A25 / Cormongers Lane: 1x serious, 4x slight</li> <li>• A25 / Parkwood Road: 1x slight</li> <li>• A25 / Mid Street: 2x slight</li> <li>• A25 / Hunters Gate: 1x serious</li> <li>• A25 / Church Hill / Cooper's Hill Road: 1x serious, 3x slight</li> </ul> <p>This totals 17 accidents across a 10-year period in Nutfield, equating to less than 2 accidents per year. This is a relatively low number of accidents, is generally typical given the nature of junctions involving slowing down and acceleration.</p> <p>A Road Safety Audit (submitted as Appendix G in the Transport Assessment) was produced and did not raise any significant safety concerns with the design of the junction that could not be resolved.</p> <p>Regarding HGV impacts on the two comparable junctions in Nutfield, the increase in HGVs following the development is summarised below (AM/PM):</p> <ul style="list-style-type: none"> <li>• A25 / Park Works Road: +1.8%/+2.0%</li> <li>• A25 / Church Hill / Cooper's Hill Road: +1.4%/+1.1%</li> </ul> <p>This demonstrates that the impact of the development is insignificant, therefore a notable increase in accidents is not anticipated.</p>

<p>Additional traffic will cause significant wear and tear on the road as well as additional dust and materials which will fall from the trucks. The air quality assessment submitted with this planning application <a href="https://plandocs.tandridge.gov.uk/civica/Resource/Civica/Handler.ashx/Doc/pagestream?cd=inline&amp;pdf=true&amp;docno=25100171">https://plandocs.tandridge.gov.uk/civica/Resource/Civica/Handler.ashx/Doc/pagestream?cd=inline&amp;pdf=true&amp;docno=25100171</a> suggests that 'the air quality assessment for the previous application assessed construction trip impacts using an AADT of 272 HDV movements on the A35 east and west of the development and did not conclude significant effects.' Firstly the name of the road is incorrect and secondly the last planning application was rejected as 'The applicant has failed to demonstrate that the proposed development would not result in significant environmental harm in respect of the construction operations and phasing of construction, the assessment of environmental effects, air quality and mitigation and community benefits contrary to the Local Plan, Regulation 18 and Schedule 4 of the EIA Regulations and the Institute of Environmental Management &amp; Assessment (IEMA) ES Review Criteria.' So to quote a prior assessment of dust creation of the potential for HGVs even if not in the number suggested with the previous assessment is disingenuous.</p>	<p>An Air Quality Assessment (AQA) was submitted with the application. The AQA acknowledges that the proposal will generate additional traffic on the local road network; however, the assessment demonstrates there will be no significant adverse effects at any existing, sensitive receptor, including the existing neighbouring residents. Best practice mitigation measures will be implemented during the construction stage to reduce dust emissions, and therefore, the overall effect will be not significant. The specific mitigation measures employed will be developed further at detailed design stage and will represent construction industry best practice at the time.</p> <p>Currently, the number of HGV movements during the construction phase are not known. As this level of detail will not be covered within the outline application, the AQA has recommended that the HDV screening thresholds produced by the IAQM (100 HDV annual average daily traffic trips (AADT) outside of an Air Quality Management Area) be used to determine if a construction traffic air quality assessment is required at detailed design stage.</p> <p>The AQA further draws on a previous assessment undertaken for the scheme that found no significant effects from construction trips were anticipated, even though the construction trips assumed are well above those that are realistic. This indicates that the risk of significant impacts from construction trips is likely to be low. However, this does not supersede the recommendation that a construction traffic air quality assessment be undertaken if relevant screening thresholds are exceeded.</p> <p>Wear and tear occurring on the A25 shall be monitored and maintained by the Local Authority.</p>
<p>Potholes are regular occurrence on the A25, and this is exacerbated by the HGVs causing dangerous driving conditions. The character of the village will change during the construction and after as more traffic will be passing through and within the village.</p>	<p>As previously explained, potholes occurring on the A25 shall be monitored and maintained by the Local Authority.</p> <p>Once again, we cannot respond to concerns regarding HGV movements during the construction phase, as this level of detail will not be covered within the outline application. It will be ensured that HGV flows are not impactful on the village, however we do not have the specific trip numbers as of yet.</p>

	<p>To reiterate, an ATC installed to the west of Nutfield (near the proposed site access) along the A25 has provided average hourly flows, which have been compared with development flows. The anticipated daily increase HGV trips during the development has been summarised below:</p> <ul style="list-style-type: none"> <li>• Eastbound: 2%</li> <li>• Westbound: 1%</li> </ul> <p>Regarding total vehicles, at the same ATC, the following anticipated increase is expected, during the development:</p> <ul style="list-style-type: none"> <li>• Eastbound: 6%</li> <li>• Westbound: 6%</li> </ul> <p>These increases in flows are seen as insignificant in changing the character of the village, especially as traffic travelling to and from the west shall enter the site before approaching the village centre.</p>
Access to the development, including emergency vehicles – vital for the retirement component of the development – is at only one entrance onto the A25. Will this not create bottlenecks and increase air pollution during busy periods during rush hour.	<p>Transport modelling has been undertaken to assess the capacity of the proposed site access. The most robust scenario assessed was the 2029 Future Base + Development Flows. The model demonstrated that the junction operated well-within capacity with minimal queues.</p> <p>As such, the development will result in an insignificant addition of traffic movements to the highway network.</p>
This will increase traffic on Junction 6 of the M25, which is already causing the council issues in gaining approval for the Godstone Village development as the junction has failed to secure funding for upgrading. This development, although more modest in size to the Godstone proposals will increase traffic and impact on this junction.	<p>The developer is not responsible for existing issues on Junction 6 of the M25.</p> <p>The development is anticipated to add 7 movements to Junction 6 during the AM peak hour (approximately one vehicle per 10 minutes) in the 2029 Future Year. In the PM peak hour, the development is anticipated to contribute 14 movements (one vehicle per 5 minutes) to the junction.</p> <p>This is a marginal increase, and as such, there should be no concerns regarding increased traffic on Junction 6 of the M25 as a result of the development.</p>
Sustainability	

<p>Despite the suggestions from the developers that the train stations of South Nutfield and Redhill are close by, the reality is that the majority of new residents are likely to drive to the stations, increasing traffic and also additional pressure on the transport infrastructure. Furthermore, the improvement of cycle routes may not increase uptake of cycling. It is highly likely that most incoming residents will drive as Nutfield is not well connected. The heavy flow of traffic narrowed areas of the A25 and large numbers of HGVs for Redhill landfill and the local quarries mean that cycling along the A25 is likely to be unsuccessful. Other cycle trails to the north of the proposed development spend most of autumn and winter under water due to regular flooding and marsh nature of the landscape.</p>	<p>It is recognised that vehicle trips will occur, however it is anticipated that future site users will also cycle to various destinations via the A25. It is believed that confident cyclists will cycle to Redhill station, which will require them to use the A25 for approximately eight minutes. Additionally, a change of status is proposed for Footpaths 616 &amp; 192, to allow for cycle use, better connecting Nutfield with NCN R21, and subsequently Redhill and Merstham. This improvement has received support from British Cycling.</p> <p>Furthermore, the following factors will likely encourage future site users to consider travelling to Redhill and Nutfield stations, by active/sustainable travel:</p> <p>Redhill Station features 190 cycle parking space, thus incentivising cycle travel, and means sufficient space for future site users. Furthermore, cycle travel means that future site users can likely avoid any vehicular congestion that may occur within Redhill centre. The daily car parking charge of £6.90 at the station car park will discourage site users to drive to the station, whilst on-street parking is also prohibited between the hours of 0800-1830, on Monday-Friday.</p> <p>Nutfield Station features 10 cycle parking spaces, once again providing adequate facilities for future site users. Driving is deterred by the lack of any official car parking at the station.</p> <p>Regarding incentivising bus use, potential funding obligations will be discussed with SCC, towards the upgrade of nearby bus stops and shelters through installation of real-time information board and vegetation/debris clearance to enhance their attractiveness.</p>
<p>No additional bus services or train services will be added to support the additional residents. School buses in the mornings are already overcrowded as this is one of the final stops on the way into Redhill.</p>	<p>The modal split shown in the Transport Assessment is based on 2011 Census data for the Tandridge 008 area and states that 20% of future site users will use a train or bus to travel to work. The modal split for trains and buses is presented below:</p> <ul style="list-style-type: none"> <li>• Train: 17%</li> <li>• Bus: 3%</li> </ul>

	<p>When applied to the trip rates within the Transport Assessment, this equates to seven two-way train trips in the AM, and six in the PM. For buses, this equates to one two-way trips in the AM, and one in the PM.</p> <p>If greater demand was required, then potential contributions towards Demand Responsive Transport (DRT) would assessed. A DRT service operates in the Mole Valley area. Such a service would offer residents an alternative to traditional public transport modes via a non-fixed bus service that responds to actual demand in the local area.</p> <p>In the AM and PM peak periods, there are four bus services per hour within each peak, travelling to Redhill, as shown within the Transport Assessment. This equates to less than one additional site user per service. Therefore the impact on bus services will be imperceptible.</p> <p>Regarding train travel, if all proposed trips were to direct through Nutfield Station, this would equate to less than four additional site users per service in the AM, and three in the PM. If site users were to travel via Redhill Station, the trip generation would equate to less than one additional site user per service, in all directions (approximately 16 services per hour in AM, 20 in PM). Again this is an imperceptible impact.</p>
<p>At the launch meeting at Nutfield Memorial Hall the representatives were disingenuous by suggesting that the 'over 50' retirement complex would have very few people owning cars and driving. Nutfield is effectively a 'E-food desert' (measures accessibility to groceries), Nutfield is in the third lowest decile for the UK. This means that our village is in the worst 30% of the country for access to groceries. The Index is calculated by considering proximity and density of grocery retail stores, transport time and distance, public transport accessibility, demographic characteristics of neighbourhoods which affect food access (car availability, income poverty) and online grocery retailer availability and propensity for online shopping. Therefore, Nutfield is not a suitable location to build retirement homes for people who 'won't have cars because they are old'</p>	<p>It is not believed that residents at the retirement home will make zero trips, however these trips will likely be far fewer than the residential dwellings.</p> <p>Regarding groceries site users will be able to utilise home delivery services from supermarkets such as Sainsbury's in Redhill if necessary. This is more convenient for the user, reduces road traffic, and is more environmentally conscious. As aforementioned, contributions into DRT could be made, if the demand was established, This would provide a convenient mode of transport to nearby supermarkets, for retirement home residents wishing to shop in-store.</p> <p>It is widely accepted that over 60s are becoming more active when compared to previous decades. If occupiers of the retirement home require access to local amenities within Nutfield, such as visiting the Village Hall, local pub, or St Peter and St Paul</p>

<p>as suggested by the developer's representative.</p>	<p>Church, then it is believed that they can walk to these amenities.</p> <p>Furthermore, care home site users will likely be eligible for a free bus pass from the age of 66, and therefore this can also replace trips by private vehicle.</p>
<p><b>Parking Provision</b></p>	
<p>Evidence in nearby developments such as Watercolour and Park 25 make it clear that this development has underestimated the amount of parking required for the residents. Factor in that residents will need to travel to the supermarket, or the train stations it is likely that the majority of residents will be car owners and significant proportion of families are likely to have more than one car.</p>	<p>The development shall be compliant with Surrey County Council car parking standards, therefore there should be no issues regarding car parking.</p> <p>Further details on the parking provision will be provided within the Reserved Matters Application stage.</p>
<p><b>Miscellaneous</b></p>	
<p>Based on previous experience, the developer has already submitted a very poor application (2021) previously with many errors, flaws and mistruths to try and get through planning that the local community have very little trust or faith that he will follow rules and regulations if this planning application is granted. Furthermore, there are currently a number of residents who will be materially affected by this development who have not been notified – once again a repeat tactic of this developer. It is with interest some of the meeting notes (from a previous development of a Sports centre the developer was involved with) from Horsham District Council from WSCC's objections (18th July and 18th Sept) also pick on omissions such as 'lack of a Green Travel Plan', 'failure to use TRICs sense-testing... no account of other committed development on local road networks, failure to use traffic growth factors (TEMPRO), lack of Road Safety Audit' as criticisms of this developers applications.</p>	<p>The concerns regarding previous applications are noted. For the comfort of the objector, we have provided/used the following within our planning application:</p> <ul style="list-style-type: none"> <li>• Travel Plan (which focuses on sustainable modes);</li> <li>• TRICS database surveys;</li> <li>• Applied committed development flows;</li> <li>• TEMPRO growth factors; and</li> <li>• Conducted a Road Safety Audit.</li> </ul> <p>As a result, it is believed that this planning application has been conducted properly and in a robust fashion and should not be harmed by statements of previous improper conduct.</p>

## Nutfield Parish Council – Transport Related Comments

Comment	Response
Development of the former Laporte Works	
<p>The location of this proposed development is outside an existing built-up area – As such this proposal is not compliant with Tandridge DC's planning policies.</p> <p>Core Strategy Policy (CSP) 1 of Tandridge's Core Strategy seeks to promote sustainable patterns of travel and in order to make the best use of previously developed land. Specifically it states that development will take place within the existing built-up areas of the district and be located where there is a choice of modes of transport available and where the distance to travel to services is limited.</p> <p>Tandridge states that "All other villages located in the Green Belt, including those previously defined as 'Green Belt Settlements' that are not listed, are not considered sustainable locations for even limited development. These villages will therefore no longer be suitable for infilling (or redevelopment) and general Green Belt policy will apply". Nutfield is not one of the listed settlements and as such this policy restriction applies.</p>	<p>People occupying this development will choose to live there to suit their means, understanding the necessary travel requirements for commuting purposes. There are suitable, sustainable modes of transport available to access key destinations and travel nodes, which will be understood by future site users, and detailed within the Travel Plan received by all occupiers.</p> <p>The following factors will likely make future site users unwilling to drive to Redhill and Nutfield stations, and more likely to cycle/walk:</p> <p>Redhill Station features 190 cycle parking space, thus incentivising cycle travel, and means sufficient space for future site users. Furthermore, cycle travel means that future site users can likely avoid any vehicular congestion that may occur within Redhill centre. The daily car parking charge of £6.90 at the station car park will discourage site users to drive to the station, whilst on-street parking is also prohibited between the hours of 0800-1830, on Monday-Friday.</p> <p>Nutfield Station features 10 cycle parking spaces, once again providing adequate facilities for future site users. Driving is deterred by the lack of any official car parking at the station.</p> <p>Regarding incentivising bus use, potential funding obligations will be discussed with SCC, towards the upgrade of nearby bus stops and shelters through installation of real-time information board and vegetation/debris clearance to enhance their attractiveness.</p> <p>If greater demand was required, then potential contributions towards DRT would assessed. A DRT service operates in the Mole Valley area. Such a service would offer residents an alternative to traditional public transport modes via a non-fixed bus service that responds to actual demand in the local area.</p>



	<p>Additionally, a change of status is proposed for Footpaths 616 &amp; 192, to allow for cycle use, better connecting Nutfield with NCN R21, and subsequently Redhill and Merstham. This improvement has received support from British Cycling.</p> <p>As such, these issues can be avoided by bus, cycling and walking. These modes will be promoted within the Travel Plan.</p>
<p>Impact on the amenities of neighbouring residents</p> <p>Aside from the lengthy construction period when there will clearly be significant adverse impacts for Nutfield residents, there will also be permanent adverse impacts upon those residents whose properties directly abut or overlook the boundaries of this site.</p> <p>Nutfield residents already suffer noise, dust and air pollution from the HGVs using the A25 to access the Patterson Court Landfill site. The Parish Council finds it unacceptable that residents should suffer many months of HGV movements per day delivering materials.</p> <p>In addition, the location of the nursing home will have a detrimental impact on the residents of houses in that location, these include noise and light pollution from an establishment that will be in operation 24 hours a day. An operation such as this requires staff changes night and day, vehicles in and out, service vehicles, visitors and medical professionals, often at unsociable hours.</p>	<p>At this time, we cannot respond to concerns regarding HGV movements during the construction phase, as this level of detail will not be covered within the outline application. It will be ensured that HGV flows are not impactful on the village, however we do not have the specific trip numbers as of yet.</p> <p>An ATC installed to the west of Nutfield (near the proposed site access) along the A25 has provided average hourly flows, which have been compared with development flows. The anticipated daily increase in HGV trips during the development has been summarised below:</p> <ul style="list-style-type: none"> <li>• Eastbound: 2%</li> <li>• Westbound: 1%</li> </ul> <p>This is considered an insignificant increase on the road network, and unlikely to greatly impact noise, dust, and road conditions.</p> <p>Regarding the care home, movements are expected between the hours of 07:00-21:00. The number of total vehicle two-way trips expected outside of the peak periods (before 08:00 &amp; after 18:00) has been outlined below:</p> <ul style="list-style-type: none"> <li>• Before 08:00: 11</li> <li>• After 18:00: 17</li> </ul> <p>This is deemed to be an insignificant number of trips (none of which are HGVs), which will cause minimal disruption.</p>
Unsustainable location	<p>Regarding rail travel, there are two stations which are readily accessible by bus and cycle. Redhill</p>



Due to the need to travel to access key services and facilities and the limited public transport options, staff and visitors, residents and their visitors would be primarily reliant on the use of private vehicles to meet the majority of their day-to-day requirements as set out below. Access from the A25 - Lack of day-to-day services within Nutfield village:

- The nearest shop selling fresh food is the Farm Shop at Priory Farm on Sandy Lane located 0.6 miles from the proposed entrance and 0.5 miles from the beginning of the site's proposed access routes from the Park Wood Hamlet. However, the issue for Nutfield residents is that there is no pavement or pedestrian refuge on Sandy Lane. Although it is only a 0.3 mile walk on this Lane, it is unsuitable for families or for carrying back shopping. While the Farm Shop opens for the normal hours, Holborn's located in South Nutfield and some 0.8 miles from the proposed new junction and the same distance from the proposed access routes in Park Wood, has longer opening hours, with the exception of the Post Office located within this shop. While there is a lit paved footpath from the junction with Sandy Lane the return journey to this development is quite steeply uphill making it a less attractive walking or cycling option.
- The proposed construction of a pedestrian traffic-light controlled crossing, purportedly to provide pedestrian access to the School in South Nutfield and Nutfield Station, will not resolve the additional difficulties of trying to cross Mid Street at its junction with the A25 to reach the pavement on its western side. This is because there is no sight line of A25 west bound traffic turning left into Mid Street or pavement on the eastern side at this point. Additionally, crossing Sandy Lane is equally difficult, again because of the volume of traffic and lack of sight lines to

Station is approximately 2.7km (8-minute cycle) west of the site access, and Nutfield Station is approximately 2.1km (7-minute cycle) south of the site access. Redhill Station provides approximately 16-20 services per hour in the peak periods, whilst Nutfield Station provides two services per hour.

In regard to groceries, it is recommended that site users utilise home delivery services from supermarkets such as Sainsbury's in Redhill. This is more convenient for the user, reduces road traffic, and is more environmentally conscious.

It is widely accepted that over 60s are becoming more active when compared to previous decades. If occupiers of the retirement home require access to local amenities within Nutfield, such as visiting the Village Hall, local pub, or St Peter and St Paul Church, then it is believed that they can walk to these amenities.

Furthermore, care home site users will likely be eligible for a free bus pass from the age of 66, and therefore this can also replace trips by private vehicle.

If residents of the retirement home require access to local amenities within Nutfield, such the Village Hall, local pub, or St Peter and St Paul Church, then it is believed that they can walk to these amenities. It is widely accepted that over 60s are becoming more active, in part evidenced by the rise in retirement age.

As aforementioned, contributions into DRT could be made, if the demand was established, This would provide a convenient mode of transport to nearby supermarkets, for retirement home residents wishing to shop in-store. Once again, people occupying this development will choose to live there to suit their means, understanding the necessary travel requirements for commuting purposes. As such, they will likely walk, cycle, or travel by bus to these destinations. The details of nearby transport modes and local amenities will be provided within the Travel Plan received by all occupiers.

<p>see traffic turning into this lane from Mid St.</p> <ul style="list-style-type: none"> <li>— Bus Services – Although three bus routes operate on the A25, one of these (Route 315) can be discounted. This route only operates on weekdays, and of its six timetabled services to Redhill, three only run on school days and these depart within 3 minutes of each other, and the last service of the day departs from Nutfield at 13:50. Of the six services returning from Redhill two only operate on school days and the last bus of the day is at 17:15.</li> <li>— The services on the other two routes (400 and 410) do not provide adequate public transport options or meet the existing requirements of Nutfield's residents. Also there is no evidence that either of the two bus companies currently operating these routes will divert into the proposed location.</li> <li>— Rail services - There is a station (Nutfield) located in South Nutfield on the Redhill to Tonbridge line which is one mile from both the proposed new junction and the site's proposed upgraded access paths in towards Park Wood Hamlet. There are no direct services from this station to destinations other than Redhill or the stations to Tonbridge. The number of trains has recently reduced to only one train an hour in each direction, and very limited car parking available.</li> </ul>	<p>As aforementioned, regarding train travel in proximity to the site, the following transport nodes are available:</p> <p>Nutfield Station features 10 cycle parking spaces, once again providing adequate facilities for future site users. Driving is deterred by the lack of any official car parking at the station. This makes sustainable linked trips more attractive for future residents, with the station located 2.1km/7-minute cycle, from the site.</p> <p>If all proposed trips were to direct through Nutfield Station, this would equate to less than four additional site users per service in the AM, and three in the PM.</p> <p>Concerns regarding limited direct train service destinations from Nutfield Station are believed to be insignificant, as site users will change trains if they require alternative destinations, as is common practice for many commuters across the country.</p> <p>Regarding the sufficient quantum of bus services, this has been covered within the Transport Assessment. The development modal split, based on 2011 Census data for Tandridge 008, states that 20% of future site users will use a train or bus to travel to work. The modal split for buses is 3%. When applied to our trip rates, this equates to two two-way trips in the AM, and one in the PM.</p> <p>In the AM and PM peak periods, there are four bus services per hour within each peak, travelling to Redhill, as shown within the Transport Assessment. This equates to less than one additional site user per service. Furthermore, these bus services are accessible within walking distance of the site, and as such rerouting through the site is not required.</p> <p>As previously stated, potential funding obligations will be discussed with SCC, towards the upgrade of nearby bus stops and shelters through installation of real-time information board and vegetation/debris clearance to enhance their attractiveness.</p>
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	Regarding the crossing at the northern extent of Sandy Lane, a review of the accident data at this location shows zero pedestrian casualties within the most recent 10-year period. This suggests that the road layout is safe, and changes are not necessary.
<p>Increased traffic on A25</p> <p>The Parish Council fully endorsed the detailed reasons set out in Sections 4, 5 and 6 of the previous response submitted by Emily Gay, a Senior Transport Modeller (planning portal document – 2021/1240 24726971).</p> <p>This is clearly a car dependent location. Current congestion on the A25 – There are several pinch points as the A25 with the road narrowing to such an extent that HGVs are unable to pass each other at these locations. In addition, there are two road junctions (with Mid Street at the western end of the village and the junction with Coopers Hill Road and Church Hill at the eastern), which are particularly busy at morning and evening peak times. As a consequence, traffic normally has to travel well below the 30mph speed limit causing queues which are exacerbated whenever there are delays or worse still closures on either the M23 or M25.</p>	<p>Junction modelling within the Transport Assessment demonstrates that following the construction of the development the Mid Street junction will operate within capacity in the AM peak and PM peak periods.</p> <p>The Church Hill junction will also operate within capacity during the AM and PM peak periods in the 2029 Future year.</p> <p>In response to the concern regarding pinch points along the A25, Manual for the Streets design guidance advises that a street width of 5.5m can accommodate two HGVs passing each other. Regular measurements of road widths have been conducted, using Google Earth, and shows that the width of 5.5m for the A25 carriageway can be found consistently.</p>

## Reigate and Banstead Borough Council – Transport Related Comments

Comment	Response
<p>The proposed development is very likely to result in a marked increase in traffic movements to and from Reigate and Banstead Borough Council (RBBC) area and this traffic will need to be directed through primary routes, which would likely comprise already pressurised junctions, roads and known highways pinch-points. The Council is also concerned that the applicant's Transport Assessment does not take in to account the potential cumulative impact of this scheme in combination with two Sustainable Urban Extension sites allocated (Policy ERM1 and ERM2/3 within RBBCs up to date Development Management Plan 2019. Without this consideration the full impact of the scheme and potential mitigation measures cannot be assessed. The suitability of this site for such a quantum of development is also queried. The site is located on the edge of a small village with limited services. The reality is that a high percentage of future occupants and staff will use private car to travel to and from the site. The increase in traffic generated by the proposed development would adversely impact on the amenities of residents of the Borough.</p>	<p>Regarding junction modelling within Nutfield and Redhill, every junction modelled within the Transport Assessment featured all arms under the theoretical capacity, therefore there should be no concerns regarding future junction capacities. The junctions are as follows:</p> <ul style="list-style-type: none"> <li>• Proposed Site Access;</li> <li>• A23 / A25 Station Roundabout;</li> <li>• A25 / Noke Dr Signals;</li> <li>• A25 / Park Works Road / Mid Street; and</li> <li>• A25 / Church Hill / Coopers Hill Road.</li> </ul> <p>The ERM 1 site has a planning application for 161 dwellings, including provision for over 55s. This application was considered as a committed development and the associated traffic flows are relatively low, however given that the application does not yet have planning approval (most recent activity on the planning portal dated: 21/04/23) the flows have not been included. If the flows were included in the models then it is very likely that they would not change the conclusions in our Transport Assessment.</p> <p>The ERM 2/3 site has been allocated for residential and educational uses. The allocation consists of approximately 230 homes, housing for older citizens, traveller pitches, a two-form primary school, and open space. As of January 2024, this allocation does not have a live planning application and therefore it is considered that there is no need to accommodate the site as it is yet to be significantly progressed. Planning application 18/02670/DED was approved for demolition, whilst application 19/01326/F lead to the erection of mesh fencing. Regardless, no planning applications have been submitted to construct on this land.</p> <p>Furthermore, the junction analysis has accounted for TEMPRO growth factors in the future years. This includes committed developments and could therefore be viewed as double-counting.</p>