

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: UKOG Planning Application - High Loxley Road, Dunsfold
Date: 02 June 2020 16:59:02
Attachments: [Loxley FCTMP Appendix 2.pdf](#)
[Loxley FCTMP Appendix 3.pdf](#)
[Loxley FCTMP Appendix 4.pdf](#)
[Loxley Outline Banksman Method Statement.pdf](#)
[Suggested Amendment to Loxley Condition 9.pdf](#)

Dear [REDACTED] - thank you for the e-mail (below) and sorry for the delay in responding. The Committee Report (**CR**) helpfully addresses the matters raised and I've record the relevant **CR** para's below along with links back to the Application documents submitted (i.e. the **Transport Statement (TS)** - April 2019) and the **Framework Construction Traffic Management Plan (FCTMP)** - Aug 2019)).

- **Temporary Traffic (TT) Signals:** The '*practicality of the traffic management proposal*' is recorded at **CR-269** and addressed at **CR-273**. Signal deployment, operation, removal and maintenance will be undertaken by a specialist traffic management company using battery/solar powered LED traffic signal heads, wireless communications and demountable traffic signage (if necessary) in the interests of efficiency. Condition 9(m)(n) secures a signal method statement for SCC prior approval. It will provide final details of:
 - signal/signage deployment, operation, removal and maintenance;
 - short-term periods of inactivity: signal/signage will be turned away from oncoming traffic or covered consistent with '*An Introduction to the use of Portable Traffic Signals*' (DfT, 2008) & '*Traffic Signs Manual*' (DfT, 2009); and
 - longer term periods of inactivity: signal/signage will be removed and stored off-site (during such times the removal/redeployment will be undertaken over-night or during periods of low flow).
- **TT Signage:** The '*need for road signage*' is recorded and addressed at **CR-239 & CR-269** finding the movement of HGV's would not prejudice highway safety subject to the placement of TT Signage. The Applicant shares this opinion and the provision of signage does form part of the:
 - **TS** Para 5.1.4 and **FCTMP** Para 5.8.9;
 - **FCTMP Appendix 3 (attached)** confirms that the TT Signage can be accommodated within the public highway and final details for SCC prior approval are secured by Condition 9(m)(n) following which the approved scheme would be installed prior to any works and maintained for the duration. **Suggested Amendment to Loxley Condition 9** (attached) includes a new criterion (o) that secures final details of TT Signage for SCC prior approval.
- **Vehicle Waiting Times:** **CR-267** states wait times in High Loxley Road '*would not have an unacceptable impact on highway safety*'. The Applicant shares this opinion. Traffic surveys establish flows within High Loxley Road to be 3 vehicles/hour at peak. If unmitigated, this low flow could give rise to wait times of up to 12 minutes but in reality, the signals will be demand-driven to service vehicles upon arrival triggering an average wait time of 1-minute (i.e. half the cycle) or a worse case 2-minutes (i.e. waiting for the cycle to return back around). As per **CR-267**, mitigation is derived from optimised signals using detector technology and vehicle actuation and further mitigation will be derived from the selective

use of TT Signals as per **CR-263** and **CR-271**. The flexible use of TT Signals forms part of the **TS** Para 5.1.7 and the **FCTMP** Para 5.8.6.

- **Alternative Strategy (E-mail Points 1-3):** **CR-262** confirms the *'application proposes that banksmen should be available at all times'* and this commitment is reinforced at **CR-271**. The Applicant shares this view and the use of Banksmen forms part of the:
 - **TS** Para 4.3.7. (bullet 1) and the **FCTMP** Para 5.3.1. as part of a 'tool-kit' of traffic control measures to be applied flexibly over the phases;
 - An **Outline Banksmen Method Statement (attached)** records how they will manage flows, **FCTMP Appendix 2 & 3 (attached)** now include text to clarify this commitment and final details for SCC prior approval are secured by condition 9(m)(n);
 - Appropriate TT Signals & Signage will be installed along with high-friction anti-skid surfacing on all approaches and condition 9(m)(n) secures a final Traffic Management Plan for SCC prior approval once the final HGV delivery schedule is known.

- **Road Safety Audit Comments**

- **B1.1: SCC Speed Limit Policy - Addressed at CR-268:** the traffic management scheme is satisfactory subject to the *'introduction of a temporary 40mph speed limit on the approach to the signalised Pratts Corner. Details of the traffic management scheme will form part of the TMP to be secured by planning condition.'* The Applicant shares this view. **FCTMP Appendix 4 (attached)**, confirms the extent of the proposed temporary speed limit, the location of the speed limit signage and confirmation that it can be accommodated within the public highway.
- **B1.2: Culvert Clearance and Protection - Addressed within Condition 9(i):** the Applicant will confirm the final culvert loading and any mitigation or preparatory works as part of the *'Pre-construction Condition Survey'* for SCC prior approval.
- **B2.1: Sightlines - Addressed at CR-226:** *'vehicle speeds on High Loxley Road do not exceed 40mph, due to the natural alignment and width of the carriageway, and therefore considers visibility splays of 2.4 metres x 70 metres to be acceptable.'* The Applicant shares this view. From site observations of the narrow width/alignment of High Loxley Road it is likely that the approach speeds will be significantly lower than the existing derestricted speed limit. The proposed visibility sightlines reflect the standards given in DMRB and are considered appropriate.
- **B2.2: Banksmen Method Statement - Addressed at CR-262 & 271:** the Applicant supports the use of Banksmen - see the attached **Outline Banksmen Method Statement** and final details will be secured as part of Condition 9(m)(n).
- **B2.3: Left-turn Traffic off Dunsfold Common Road - Addressed within Condition 9(m):** the traffic signal head on Dunsfold Common Road has been deliberately placed to prevent through-visibility at the junction and the placement of the High Loxley Road traffic signal 'stop-line' abutting Dunsfold Road will minimise the signal cycle time deterring any illegal manoeuvre.
- **B2.4 & B2.5: Use of Banksmen:** as per the response B2.2 above.
- **B2.6: Statutory Undertakers Response:** C2 Notices will be issued to Statutory Undertakers once a final design freeze has been achieved prior to the commencement of any works.
- **B3.1: Use of Banksmen:** as per the response B2.2 above.
- **B3.2 & B3.3: Set-up & take-down of TT management measures:** as per the response to the first bullet point 1 above.

- **Road Condition Survey**

Please refer to the **Suggested Amendment to Loxley Condition 9 (attached)** - amended criterion (i) that secures a road condition surveys once every 6 months.

If you have any further concerns or queries, please don't hesitate to contact me.

Kind regards [REDACTED]

From: [REDACTED] [\[REDACTED\]@surreycc.gov.uk](mailto:[REDACTED]@surreycc.gov.uk)>

Sent: 13 May 2020 17:57

To: [REDACTED] [\[REDACTED\]@zetlandgroup.com](mailto:[REDACTED]@zetlandgroup.com)>

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[REDACTED] [\[REDACTED\]@surreycc.gov.uk](mailto:[REDACTED]@surreycc.gov.uk)>

Subject: UKOG Planning Application - High Loxley Road, Dunsfold

Dear [REDACTED]

I hope you are doing well – assume you have been wfh since the end of March?

In advance of Planning Committee for the above proposed development next week, I have been reviewing in detail the two transport reports commissioned by objectors to the proposed development, and also discussed the issues raised in the reports with my road safety colleagues (who undertook the RSA on the proposed temporary signals and associated TM) and the Area Highway Manager. They have reviewed the details of these reports and had another look at the proposed signals/TM arrangement, and have raised some issues that I feel would benefit from further discussion with you, particularly as I am expecting to be robustly questioned by members of the committee on the contents of these reports.

Firstly, the issue of the practical challenge of setting-up and removing the signals & associated TM, which is an extensive and relatively complex arrangement, will require a significant amount of time to set-up and remove on each occasion it is required to be in use, and therefore the practicality and safety of doing this has been questioned. Secondly, a question has been raised on whether there is actually sufficient physical space within the narrow highway verges (i.e avoiding the Common Land) to safely locate the significant amount of signage required to safely operate the signals & TM. This is a valid point as the submitted drawing does not show the full TM layout i.e does not show locations of all the signage as detailed on the signage schedule. Thirdly, there is the delay of up to 12 minutes for vehicles waiting at the High Loxley Road signal head, which whilst on balance I've previously concluded is acceptable, given the very low traffic demand on this road, the issue of event traffic and how in reality the interaction between your operation and event traffic can be safely managed, is obviously a key issue raised by objectors, and I'm sure will also be given close scrutiny at planning committee.

In light of the above, our Road Safety Team and Area Highway Manager have had another look at the proposed temporary signal arrangement and associated TM, and have suggested the following amended/alternative strategy, which they are happy would still facilitate the safe access and egress for HCVs;

1. Simplify the proposed temporary signals and associated TM set-up, by removing the signals from High Loxley Road and instead use qualified banksman (both at the site access and at the HLR junction with Dunsfold Road) to safely manage the movement of HCVs on High Loxley Road i.e using two-way radios to safely manage traffic movements on High Loxley Road, with priority given to vehicles entering High Loxley Road from Dunsfold Road.
2. In conjunction with the above, it would only be a requirement to operate temporary signals and associated TM on Dunsfold Road and Dunsfold Common Road for the larger HCVs requiring access (which due to their size and slow speed when turning at the junction, will require a greater degree of traffic control).
3. At all other times use Stop/Go boards on Dunsfold Road, in conjunction with the use of the Banksman on High Loxley Road, to facilitate HCV access.

I feel the above alternative access strategy positively addresses the concerns that have been raised, and would provide members of the planning committee with an appropriate degree of confidence that the Highway Authority have seriously considered and actively sought to respond to the issues raised in the transport consultants' reports.

Please could you give the above some thought and perhaps give me a call if you want to discuss further - tomorrow morning between 8.30am – 10am would work well for me, or if not between 13:00 – 14:30.

If you are happy to take on board these suggestions, then it would be useful if you could provide amended drawings showing this arrangement. In addition it would greatly assist me at committee if [REDACTED] could review the signage locations for the TM, and confirm that it can all be accommodated with the limits of the public highway.

[REDACTED] in the SCC Planning Team has confirmed that the above alternative access strategy could be dealt with by way of a committee update sheet.

I look forward to hearing from you.

Regards,

[REDACTED]
Principal Transport Development Planner
Transport Development Planning
Surrey County Council

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