

Case Ref: 17/02778/1 CALA Homes Construction Management Plan

Objection from:
Holwell Parish Council
Holwell

Dear Sir/Madam

Holwell Parish Council continues to object in the strongest terms to this unsafe, inefficient and frankly farcical proposal.

Despite continuous factual and relevant evidence presented to the relevant parties, CALA still seem to think the roads around our small village are suitable for a prolonged and continuous invasion of HGV's and other works traffic. By the number of CALA's own proposals for strategies to 'ease' the nightmare of this traffic, it is evident that even they know the narrow roads and lanes are totally unsuitable, but are still pushing to get the proposal passed.

CALA's latest 'solution' is to use 'Long Vehicle Detector Signs' to warn drivers that they "**must proceed with caution**". The very fact that they are proposing to put in this feature proves that the roads and passing places are inadequate. Two HGV's approaching the signs from opposite directions would not be able to see each other as they would be coming around blind bends, so neither might stop leading to a conflict and dangerous reversing on the narrow straight section after the blind bends. In addition, the term 'proceed with caution' indicates that drivers can still proceed with caution, but on the blind bends, if they meet a large/long vehicle, they will then be in a position where one of the vehicles will need to either reverse, mount the pavement (if there is one) or mount a verge, causing disruption, possible destruction of verges etc and distress.

Vulnerable road users such as cyclists, horse riders, joggers and walkers (no pavements here) would not be picked up by the detectors either. HGVs travelling at the speed limit of 30mph can do far more damage than smaller vehicles and it is no surprise that construction lorries are disproportionately responsible for cyclists deaths and that the industry takes little heed of the statistics.

Similarly the **Road Safety Appraisal is irrelevant** as it only analyses historic data. Traffic flows will be transformed if this construction route is approved. There will be an extra 50-60 HGV journeys per day through the village over a period of 3 or more years. At 1 every 6 minutes this is a 5-10 fold increase in this type of vehicle using the road (and there are still a further 99 houses in the offing at the adjoining ETF Phase 2). While there are currently few accidents on this village lane, police officers and highways engineers state that **road accidents and injuries are likely to increase with this massive and prolonged increase in HGV traffic.**

The whole proposal seems to be a case of 'PROFIT OVER LIVES'. Holwell Parish Council will not agree to the possibility of this happening in our village and neither should the members of the planning committee.

There are numerous other points that have been brought to the attention of those who will ultimately decide the fate of the village of Holwell, some of which are listed below:

- The **Road Safety Audit** merely analyses the safety of the proposed passing places and the Detector Signs in isolation. What is really required is a risk assessment of the whole route. The main RSA concern was **whether a wing mirror would hit a sign not a pedestrian or cyclist. UNSAFE**
- **CALA's two-way tracking analysis** is inadequate as it doesn't show that an HGV can pass another HGV or a bus (8-10 buses per day during the delivery period) along the whole route and 'good forward visibility' is a myth. No allowance has been made for the difficulties created by variable numbers of parked cars in Holwell Road and Pirton Road and the blind and narrow sections in Pirton Road requiring vehicles to mount pavements. The idea that a crane and a bus will be able to pass in Waterloo Lane is absurd. **UNSAFE**
- **The tracking analysis** has been based on an HGV only 2.5m wide whereas HGVs are 2.55m or 2.6m wide and this does not allow for wing mirrors and sufficient clearance. Two large vehicles may be able to pass in places but they would be dangerously close to pavements and threaten the safety of pedestrians and cyclists. Vehicles already mount kerbs and pavements frequently. **UNSAFE**

- CALA and their consultants Watermans admit that there will be 'natural widening' (erosion of verges and banks) and damage to the carriageway, footpaths and pavements. ***Mounting a pavement or a footpath is illegal under the #145 of the Highway Code (RTAct 1988 Sect 34) UNSAFE***

On behalf of the village of Holwell which the Parish Council represent, it is imperative that each individual member of the planning committee looks at this proposal carefully, taking into account what this would mean for our small, rural and beautiful village and the residents who live there.

Yvonne Hart
Chairperson
Holwell Parish Council
Holwell