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Sent: 15 July 2025 10:28
To: Cliff Thurlow; Statutory
Subject: Response To Application Number TA/25/245 at Land South Of Barrow Green Road Oxted
Attachments: Response_TA-25-245(1).pdf

Hi Cliff,

Please find attached my consultation response in relation to the above planning application.

Kind regards,

James Lehane MCIHT
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**APPLICATION
NUMBER**

TA/25/245

DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

Location: Land South of Barrow Green Road Oxted

Development: Outline application for a residential development of up to 190 dwellings (including affordable homes) (Use Class C3), an extra care facility with up to up 80 beds (Use Class C2), together with the formation of vehicular access, landscaping, parking, open space, green and blue infrastructure, and all other associated development works. All matters reserved except access

Contact Officer	James Lehane	Consultation Date	19 June 2025	Response Date	15 July 2025
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY (CHA) who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

1. No part of the development shall be first occupied unless and until the proposed vehicular access to Barrow Green Road has been constructed and provided with visibility zones in accordance with the approved plans and thereafter the access visibility zones shall be kept permanently clear of any obstruction over 1.05m high.
2. No part of the development shall be first occupied unless and until a speed limit reduction has been delivered on Barrow Green Road, extending the existing 30mph (which currently ends at the junction with Gordons Way) up to a suitable position to the west of the proposed site access, along with all necessary supporting signage. The developer shall cover in full any costs associated with the speed limit changes, including the Traffic Regulation Order (TRO).

In the event that the statutory process to deliver the above TRO is unsuccessful the developer shall deliver suitable alternative road safety measures, likely including physical traffic calming measures, in accordance with a scheme to be submitted to and approved by the Local Planning Authority.

3. No part of the development shall be first occupied unless and until the proposed vehicular access to Wheeler Avenue has been constructed in general accordance with the approved plans but providing increased entry width and forward visibility, subject to detailed technical review and road safety auditing.
4. No part of the development shall be first occupied unless and until the internal site layout has been constructed in accordance with plans to be submitted to and approved by the Local Planning Authority. The site layout shall be designed in accordance with the Healthy Streets for Surrey Guidance, providing priority for pedestrian and cycle movements and including the following specific elements:

- a. Filtered permeability through physical measures to prevent through-traffic and in order that no more than 60 dwellings on the site can be accessed by motor vehicles via Wheeler Avenue.
 - b. Provision of a dedicated active travel route along the existing right of way route 97 through the site, with separation from site vehicle traffic and giving priority to pedestrians and cycles through design.
- 5. No part of the development shall be first occupied unless and until surface improvements and low-level lighting have been provided along public right of way route 97, between the site boundary and Court Farm Lane.
- 6. No development shall commence until a Construction Transport Management Plan, to include details of the following items have been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development:
 - a. parking for vehicles of site personnel, operatives and visitors
 - b. loading and unloading of plant and materials
 - c. storage of plant and materials
 - d. programme of works (including measures for traffic management)
 - e. provision of boundary hoarding behind any visibility zones
 - f. HGV deliveries and hours of operation
 - g. vehicle routing
 - h. measures to prevent the deposit of materials on the highway
 - i. before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
 - j. no HGV movements to or from the site shall take place between the hours of 8.00 and 9.00 am and 3.00 and 4.00 pm nor shall the contractor permit any HGVs associated with the development at the site to be laid up, waiting, along the public highway in the vicinity of the site during these times
 - k. on-site turning for construction vehicles
- 7. The development hereby approved shall not be first occupied unless and until facilities for high quality, secure, lit and covered parking of bicycles and the provision of charging points with timers for e-bikes by said facilities have been provided for each dwelling within the development site and for each unit within the Care Home in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.
- 8. Prior to the occupation of the development a full Travel Plan shall be submitted for the written approval of the Local Planning Authority in accordance with the sustainable development aims and objectives of the National Planning Policy Framework, Surrey County Council's "Travel Plans Good Practice Guide", and in general accordance with the submitted 'Framework Travel Plan' document.

The approved Travel Plan shall then be implemented prior to first occupation and for each and every subsequent occupation of the development, thereafter the developer shall maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.

Reasons

Conditions 1 and 2

These conditions are required in order that the proposed development access on Barrow Green Road can be provided without resulting in any unacceptable detriments to the safe operation of the

public highway, to comply with the objectives of the National Planning Policy Framework (NPPF, 2024) in particular paragraph 116, and the Tandridge Local Plan Policy DP5.

The information presented, including the Stage 1 Road Safety Audit (RSA) demonstrates that a suitable access is achievable in this location however it also shows that there could be a material detriment to the safe operation as a result of the limitations to the available sight lines resulting from vegetation along the highway verge, which can be cut back but is likely to regrow over time and restrict visibility.

The speed survey evidence provided by the Applicant shows that the actual average speeds (not the upper 85th percentile) are sufficiently low for a speed reduction from 40mph to 30mph to be delivered with signage and a TRO only, without any additional physical traffic calming measures.

Should the TRO process be unsuccessful as a result of the public consultation process required to deliver it, then the CHA would require the applicant to instead provide some suitable and proportionate physical measures in the highway to ensure that vehicle speeds are kept low in the proximity of the proposed access junction. The final version of any such scheme would be determined as part of a Section 278 Agreement process with the CHA.

Condition 3

This condition is required in order that the proposed development access on Wheeler Avenue can be provided without resulting in any unacceptable detriments to the safe operation of the public highway, to comply with the objectives of the NPPF 2024 in particular paragraph 116, and the Tandridge Local Plan Policy DP5.

The final version of this access would be determined through the detailed Technical Approvals and RSA processes involved in the Section 278 Agreement which will be required in order to make the required changes to public highway land in order to provide the access. It is expected that the access will need to be amended from the version as proposed in order to provide greater intervisibility between vehicles entering and exiting the site and improved passing facilities for these vehicles.

Conditions 4, 5, 7 and 8

These conditions are required in order to ensure that the development prioritises sustainable transport both within the development and in connecting to the neighbouring area, in accordance with the requirements of the NPPF 2024, in particular paragraphs 115 and 117, the Tandridge Local Plan Policy DP5 and the objectives of the Surrey Local Transport Plan 4 (LTP 4, 2022).

The pedestrian and cycle connectivity of the development are key for these proposals. The site is in a sustainable location in transport terms, within a reasonable walking distance of local amenities and onward sustainable travel opportunities, however it is vital that good quality infrastructure is provided in order that sustainable modes of transport are safe and attractive for residents to use.

Condition 4 also includes the requirement for a maximum of 60 dwellings to be accessed for motor vehicles via Wheeler Avenue. This element of Condition 4 is to ensure that there would not be a material detriment to the safe operation of the public highway and to minimise the impact of the development in terms of additional vehicle movements on residential roads.

Condition 6

Condition 6 is required in order to ensure that the construction of the proposed development does not result in any unacceptable detriments to the safe operation of the public highway, to comply with the objectives of the NPPF 2024 in particular paragraph 116, and the Tandridge Local Plan Policy DP5. It is recommended that all construction access to the site should be provided from

Barrow Green Road.

Informatives

Design standards for the layout and construction of internal access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.

The developer is advised that Public Bridleway Number 97 crosses the application site, and that it is an offence to obstruct or divert the route of a right of way unless carried out in complete accordance with appropriate legislation.

It is the responsibility of the developer to provide e-bike charging points with socket timers to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. The design of communal bike areas should consider fire spread and there should be detection in areas where charging takes place. With regard to an e-bike socket in a domestic dwelling, the residence should have detection, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises.

The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course.

The applicant is advised that a permit and a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road.

Please see: <https://www.surreycc.gov.uk/roads-and-transport/permits-and-licences>

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergencyplanningandcommunitysafety/floodingadvice

Note to Planning Officer

Highway safety

The CHA has reviewed the proposed development and is satisfied that there would not be any unacceptable detriments to the safe operation of the public highway, with reference to the requirements of the NPPF 2024 Paragraph 116, so long as the above conditions are secured.

Sustainable Transport

The site is in a sustainable location in transport terms, in close proximity to existing amenities and opportunities for longer distance sustainable modes of travel such as via the Oxted Railway Station. It is important that the measures required by condition 5 are provided in order to ensure that a safe, accessible and attractive route can be provided for all users.

The proposals are in outline with internal site layout as a reserved matter however it should be noted that it is crucial that the design of the site layout provides high-quality infrastructure for

pedestrians and cycles. It is unclear whether the Applicant intends to offer any internal site roads for formal adoption as public highway however, regardless of this, the site must be designed in compliance with the Healthy Streets for Surrey Guidance. Please see:

<https://www.surreycc.gov.uk/land-planning-and-development/healthy-streets>

Highway capacity impacts

It should be noted that the proposed development will lead to some increased queueing at local junctions however this does not represent a reason in isolation for the proposals to be prevented on highways grounds. The NPPF 2024 sets out the requirement for a refusal based on impacts on the road network as follows:

“116. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”

The level of impacts that can be reasonably expected to occur as a result of the development are not considered to represent a ‘severe’ impact and there is no evidence that the level of additional movements would represent a material detriment to the safe operation of the public highway.