



Proposed Residential Development
Land West of Station Road, Lingfield

Proof of Evidence

For

Woolbro Group and Morris Investment

Document Control Sheet

Proposed Residential Development
Land West of Station Road, Lingfield
Woolbro Group and Morris Investment

This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
07/07/2023	1 st Draft	DM	DM
11/07/2023	Revised Report	DM	DM



Motion
84 North Street
Guildford
GU1 4AU
T 01483 531300
F 01483 531333
E info@motion.co.uk
W www.motion.co.uk

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- B Right of Way Crossing Scheme

1.0 Qualifications and Experience

- 1.1 My name is David Thomas McMurtary and I hold a Bachelor of Arts Degree in Geography. I am a Member of the Chartered Institution of Highways and Transportation.
- 1.2 I am a Technical Director in the firm of Motion Consultants Limited and have over 16 years' experience in the field of transport planning. During that time, I have worked extensively on development projects from feasibility studies through to implementation. I have advised numerous developers, landowners and public organisations in respect of transport planning matters.
- 1.3 I am familiar with the appeal site and the surrounding area.

Statement of Truth

- 1.4 I confirm that the facts stated in my evidence are my own knowledge, I have made clear which they are and I believe them to be true, and that the opinions I have expressed represent my true and complete professional opinion.

2.0 Introduction

- 2.1 This Proof of Evidence relates to an appeal by Woolbro Group and Morris Investment in respect of Land West of Station Road, Lingfield (the " appeal site").
- 2.2 The appeal has been submitted following the Local Planning Authority's (Tandridge District Council – TDC) failure to determine an outline application (ref: 2022/685) for residential development on the Appeal Site within the agreed time period.
- 2.3 The agreed description of development is as follows:
- "Outline application with all matters reserved except for access and layout for a residential development of 99 dwellings (40% affordable) with associated access, formal open space, landscaping, car & cycle parking and refuse. (The application site is located within Lingfield Conservation Area and affects the setting of Listed Buildings and Structures)."*
- 2.4 One highway related reason for refusal have been put forward by TDC, namely:
- "The proposal has not demonstrated that proposal would be able provide safe would introduce vehicular access in conflict with an existing Public Right of Way and this would be detrimental to the safety of users of the Right of Way and proposed access road."*
- 2.5 It is pertinent to note that the putative reason for refusal set out in the officer's report (as quoted above) was excluded from the proposed reasons for refusal (paragraph 10.7) in TDC's Statement of Case (dated May 2023).
- 2.6 In addition to the above, Surrey County Council (SCC) as the highway authority has raised no objection to the planning application subject to appropriate mitigation measures. A Statement of Common Ground on all highway related matters has been drafted, and is attached as **Appendix A**. The only outstanding matter involves the suitability of the footpath through the site and its interaction with a proposed internal access road.
- 2.7 This Proof of Evidence seeks to respond to the above reasons for refusal.

3.0 Background

- 3.1 Extensive discussions have taken place with SCC during the planning application process. This includes a formal pre-application submission, with a response letter from SCC dated 11th March 2022. Further responses have been provided by SCC dated 2nd August 2022 and 18th April 2023. Motion has produced various highway related reports to respond to comments raised by SCC, which has culminated in SCC confirming in their 18th April 2023 letter that they were satisfied with the proposals subject to entering into a Section 278 Agreement for the highway works, alongside a number of measures to improve bus and footway provision.
- 3.2 The obligations include various measures to mitigate the impact of the development. It also includes conditions requiring the preparation of a Construction Management Plan and full Travel Plan.

Current Reason for Refusal

- 3.3 The appeal has been submitted following the Local Planning Authority's (Tandridge District Council – TDC) failure to determine an outline application (ref: 2022/685) for residential development on the Appeal Site within the agreed time period.

- 3.4 One highway related reason for refusal has been put forward by TDC, namely:

"The proposal has not demonstrated that proposal would be able provide safe would introduce vehicular access in conflict with an existing Public Right of Way and this would be detrimental to the safety of users of the Right of Way and proposed access road."

- 3.5 It is noteworthy that as part of the Delegated Report prepared for the application, SCC Countryside Access were consulted on the proposal. Their response is set out in full below:

"I gather there will be properties built on the north side of the public footpath (Lingfield FP381a). This is a very busy path used by children travelling from Station Road area into the village for school, and by commuters travelling to and from the railway station. We would therefore be very concerned for safety of path users should it be severed to allow vehicles to travel across it. We would require safety measures to be put in place to ensure that users of the public footpath have right of way, and requiring vehicles to stop before proceeding across the path. This should be agreed with the Countryside Access Officer prior to works commencing.

- 3.6 *We would also request that the applicant undertake surface improvements to the public footpath within the land they have control of while development is under way. We would request a S106 contribution to enable SCC to carry out improvements on parts of the path outside land the applicant is responsible for. We would welcome the opportunity to work with the applicant to explore the possibility of acquiring greater width for the public footpath to enable the creation of a cycle path. Again, the Countryside Access Officer should be consulted regarding this.*

We would also draw the applicant's attention to the following: -

- *Safe public access must be maintained along the public footpath at all times and no access should be made via the footpath.*
- *Should the applicant feel they are unable to ensure public safety while work is underway, a temporary closure may be necessary. A minimum of 3 weeks' notice must be given and there is a charge. Please contact the Countryside Access Officer if this is required*
- *There are to be no obstructions on the public right of way at any time, this is to include vehicles, plant, scaffolding or the temporary storage of materials and/or chemicals.*

- *Any alteration to, or replacement of, the existing boundary with the public right of way, or erection of new fence lines, must be done in consultation with the Countryside Access Officer. Please give at least 3 weeks' notice.*
- *Contractor's vehicles, plant or deliveries may only access along a right of way if the applicant can prove that they have a vehicular right. Surrey County Council will expect the applicant to make good any damage caused to the surface of the right of way connected to the development.*
- *Applicants are reminded that that the granting of planning permission does not authorise obstructing, diverting or interfering in any way with a public right of way."*

3.7 In response to the above, TDC stated that *"Officers note the comments and note that conditions/heads of terms could be secured if deemed to be appropriate."*

3.8 However, despite both SCC Countryside Access and TDC accepting the above could be dealt with a condition, the Delegated Report in paragraph 136 states that:

"The CAO is very concerned for safety of path users should it be severed to allow vehicles to travel across it and required safety measures to be put in place to ensure that users of the public footpath have right of way and requiring vehicles to stop before proceeding across the path. The response indicates that this should be agreed with the Countryside Access Officer prior to works commencing. However, officers are concerned that this may have other implications such as the loss of vegetation marked as being retained to allow for visibility splays. Therefore, at this stage it is not considered appropriate for this to be dealt with by way of a pre-commencement condition."

3.9 The above is given due consideration in the following section of this report.

4.0 Response to Reason for Refusal

- 4.1 The following section seeks to respond to the highway related reason for refusal. Namely, concern raised by TDC in respect of the internal access road conflicting with an existing public right of way. The concern relates to the lack of information provided to demonstrate that the route can be accommodated without compromising highway safety, or the extensive loss of vegetation.
- 4.2 The following paragraphs seek to demonstrate that the crossing point can be provided without any material loss of vegetation, or affecting the safety of passing pedestrian movements.
- 4.3 The drawings attached as **Appendix B** seeks to introduce the following:
- ▶ A raised table to ensure a flush crossing point for pedestrians. As per The Highway Code, drivers should give-way to pedestrians at a junction. Therefore pedestrians would have priority, with drivers expected to stop;
 - ▶ The raised table would be designed to reduce vehicle speeds, irrespective of whether a pedestrian is attempting to cross;
 - ▶ Tactile paving is provided to offer additional security for pedestrians with a visual impairment;
 - ▶ A stop line and stop sign for drivers, ensuring they stop to view any approaching pedestrians;
 - ▶ Footways are provided along both sides of the carriageway adjacent to the right of way, which assists in providing visibility to pedestrians as they approach the crossing point. Visibility splays of 2 x 25 metres are shown, on the robust assumption that drivers could be travelling at 20mph on the approach to the crossing (as per guidance contained in Manual for Streets, Table 7.1, page 91);
 - ▶ A pedestrian visibility splay typically measures 2 x 2 metres, to offer the pedestrian the opportunity to see an approaching car. This is achievable by providing 2 metre footways on both sides; and
 - ▶ Minimal vegetation needs to be removed to afford sufficient width to accommodate both the carriageway and footways either side. Indeed, visibility from the crossing points is largely achievable within the footway. No trees would require removal, only hedging. It has been robustly assumed that vegetation will be trimmed back a metre behind the visibility splay to account for growth and encroachment.
- 4.4 The above is considered sufficient to address the outstanding concern raised by TDC, and demonstrates minimal impact on existing vegetation adjacent to the existing right of way.

5.0 Summary and Conclusion

- 5.1 This Proof of Evidence relates to an appeal by Woolbro Group and Morris Investment in respect of Land West of Station Road, Lingfield (the " appeal site"). The appeal has been submitted following the Local Planning Authority's (Tandridge District Council – TDC) failure to determine an outline application (ref: 2022/685) for residential development on the Appeal Site within the agreed time period.
- 5.2 This Proof of Evidence demonstrates that a crossing point can be provided without any material loss of vegetation, or affecting the safety of passing pedestrian movements.
- 5.3 By demonstrating the above, the appeal should not be dismissed on transport and highways grounds.

Appendix A

Statement of Common Ground



Proposed Residential Development
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A	Right of Way Crossing Scheme
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1.0 Introduction

- 1.1 This Statement of Common Ground (SoCG) on Highway and Transport Matters has been prepared to assist the Planning Inspector at the Public Inquiry in regard to an appeal by Woolbro Group and Morris Investment in respect of Land West of Station Road, Lingfield (the " appeal site").
- 1.2 The appeal has been submitted following the Local Planning Authority's (Tandridge District Council – TDC) failure to determine an outline application (ref: 2022/685) for residential development on the Appeal Site within the agreed time period.
- 1.3 The agreed description of development is as follows:
- "Outline application with all matters reserved except for access and layout for a residential development of 99 dwellings (40% affordable) with associated access, formal open space, landscaping, car & cycle parking and refuse. (The application site is located within Lingfield Conservation Area and affects the setting of Listed Buildings and Structures)."*
- 1.4 One highway related reason for refusal have been put forward by TDC, namely:
- "The proposal has not demonstrated that proposal would be able provide safe would introduce vehicular access in conflict with an existing Public Right of Way and this would be detrimental to the safety of users of the Right of Way and proposed access road."*
- 1.5 This SoCG presents all areas of agreement on Highway and Transport Matters between the local highway authority (Surrey County Council - SCC), the local planning authority (TDC) and the Appellants, Woolbro Group and Morris Investment. SCC is the relevant statutory consultee for transport and highway matters.
- 1.6 The remainder of this SoCG consists of:
- ▶ Section 2 – background detail including discussions with SCC to-date, planning history of the site, and the reasons for refusal;
 - ▶ Section 3 - The appeal site context, including access to non-car modes of travel and amenities;
 - ▶ Section 4 – The appeal site proposals, including access arrangements and parking provision;
 - ▶ Section 5 – Summarises a series of agreed mitigation measures;
 - ▶ Section 6 – Summarises the trip generation and traffic impact of the proposal;
 - ▶ Section 7 – Sets out any outstanding matters to be agreed; and
 - ▶ Section 8 – A declaration from Motion, TDC, and SCC.

2.0 Background

- 2.1 Extensive discussions have taken place with SCC during the planning application process. This includes a formal pre-application submission, with a response letter from SCC dated 11th March 2022. Further responses have been provided by SCC dated 2nd August 2022 and 18th April 2023. Motion has produced various highway related reports to respond to comments raised by SCC, which has culminated in SCC confirming in their 18th April 2023 letter that they were satisfied with the proposals subject to entering into a Section 278 Agreement for the highway works, alongside a number of measures to improve bus and footway provision.
- 2.2 The obligations include various measures to mitigate the impact of the development which are summarised in this SoCG. It also includes conditions requiring the preparation of a Construction Management Plan and full Travel Plan.

Current Reason for Refusal

- 2.3 The appeal has been submitted following the Local Planning Authority's (Tandridge District Council – TDC) failure to determine an outline application (ref: 2022/685) for residential development on the Appeal Site within the agreed time period.

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2.9 The above is given due consideration in Section 7 of this report.

3.0 Existing Conditions

The Appeal Site

- 3.1 The appeal site is located within the built-up area of Lingfield, 500 metres east of the village centre. Town Hill is located to the south of the site, while Station Road is located to the east. The appeal site benefits from close proximity to Lingfield railway station as well as the principal road network via the A22.
- 3.2 Footpath 381a runs through the centre of the appeal site with an east-west alignment, connecting Station Road in the east with Church Road in the west.
- 3.3 The appeal site in relation to strategic transport links is shown in Figure 3.1 below.

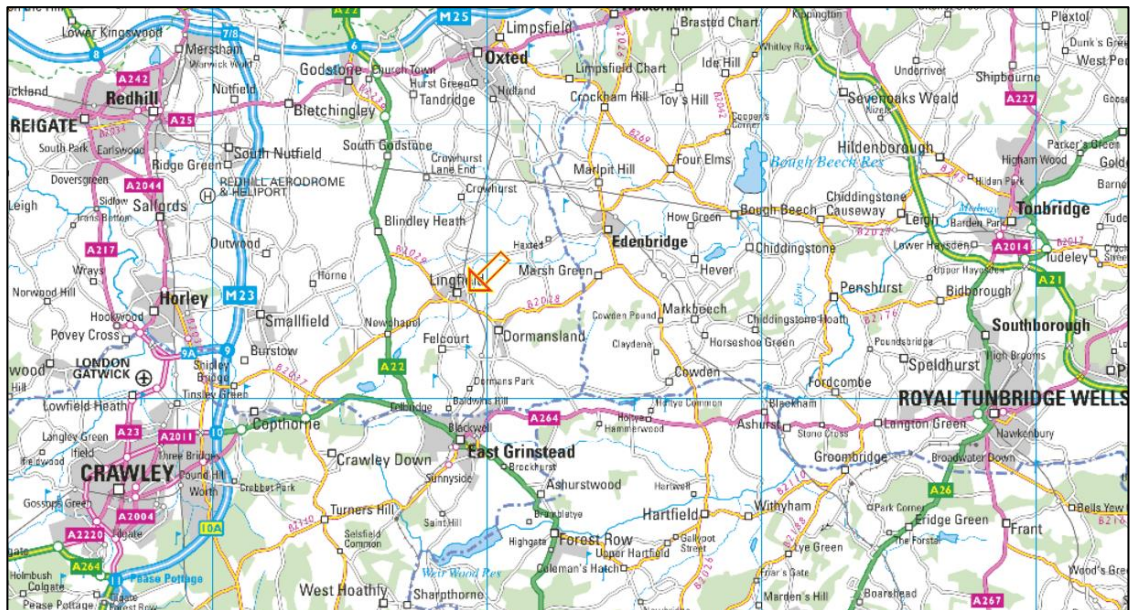


Figure 3.1 – Strategic Site Location

- 3.4 The area surrounding the appeal site is predominantly residential. The appeal site in relation to the local area is shown in Figure 3.2.

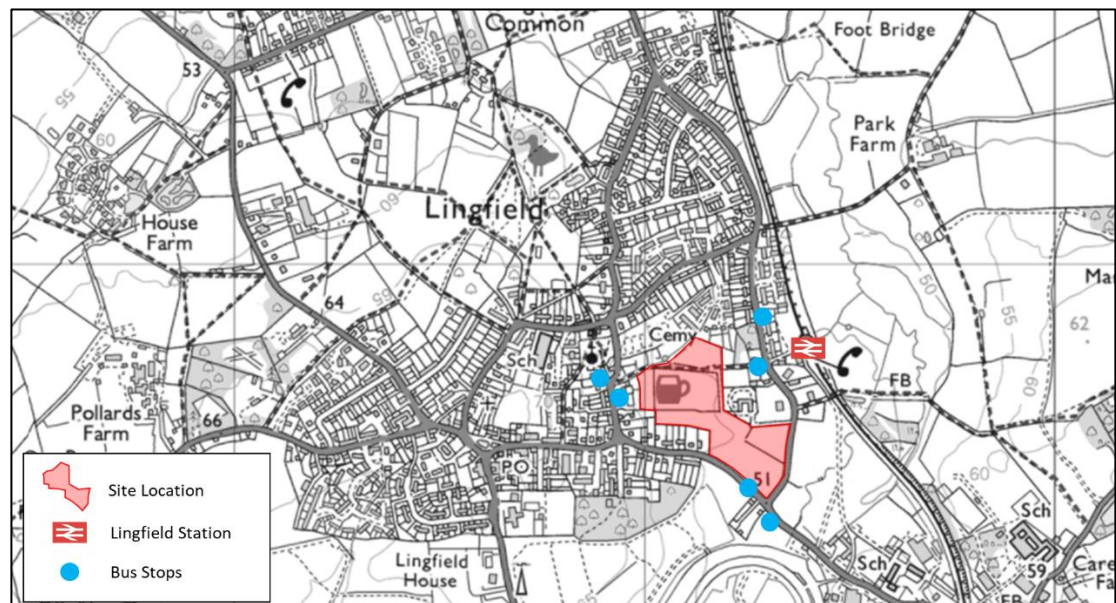


Figure 3.2 – Appeal Site Location Plan

Accessibility by Non-Car Modes

- 3.5 It is generally accepted that walking and cycling provide important alternatives to the private car and should be encouraged to form part of longer journeys via public transport. The Chartered Institution of Highways and Transportation released two documents, 'Planning for Walking' in April 2015 and 'Planning for Cycling' in October 2014. The documents provide an insight into the sustainable methods of transport, including:
- ▶ "Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015).
 - ▶ "Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014)."
- 3.6 The NPPF recognises that "the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel". Furthermore, Manual for Streets identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot".
- 3.7 Within Manual for Streets, it is noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres. The National Travel Survey 2020 (NTS) also noted that "81% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances.
- 3.8 The following paragraphs outline the existing opportunities for travel to the appeal site via the more sustainable forms of transport, including on foot, by cycle and public transport.

Accessibility on Foot

- 3.9 The appeal site is accessible on foot via the footway along the northern edge of Town Hill. There will be footways provided on either side of the access road that continue throughout the site. The footway along the northern edge of Town Hill provides a continuous route between the site and central Lingfield.

- 3.10 Pedestrian access will also be possible through a new pedestrian access proposed to lead east out of the appeal site onto Station Road. The footway along the eastern edge of Station Road allows safe access to the station on foot. A new informal pedestrian crossing point will be provided on Station Road to enable safe connections to the existing footway.
- 3.11 Footpath 381a provides pedestrian access through the site and enables easy access to both station road, directly adjacent Lingfield station, and Church Road on foot. Development proposals for the site include improvements to this footpath, which is detailed later in this report.
- 3.12 Footways adjacent to the appeal site provide access to a number of everyday local facilities, bus stops and railway station, the details of which will be expanded upon later in this section. A walk isochrone is attached to this report as **Figure 3.3**, illustrating the extent of area accessible within two kilometres of the site.

Accessibility by Cycle

- 3.13 Government guidance in respect of cycling indicates that people are prepared to cycle up to 5km in order to access local facilities or travel to work. Within 5km of the appeal site, cyclists can reach Lingfield, Dormansland, Felbridge and East Grinstead.
- 3.14 While there are no dedicated provisions for cyclists on local roads, the low speed limits on the majority of roads makes the environment suitable for cycling. A cycle isochrone is attached to this report as **Figure 3.4**, illustrating the extent of area accessible within five kilometres of the appeal site.

Accessibility by Bus

- 3.15 As illustrated above in Figure 3.2, there are multiple bus stops located within walking distance of the appeal site, all positioned close to the appeal site's various pedestrian and vehicular accesses. Table 3.1 below contains the details of the bus services running from these stops.

Stop	Service	Route	Approximate Frequency		
			Mon-Fri	Sat	Sun
Town Hill (B2028)	231	Lingfield – Dormansland – Edenbridge – Penshurst – Langton Green – Tunbridge Wells	1 morning stop, 2 evening stops	1 morning and 1 evening service	No service
	233	Lingfield – Dormansland – Edenbridge – Penshurst – Southborough – Tunbridge Wells	3 morning stops, 2 afternoon stops	1 morning stop, 1 evening stop	No service
Church Road	409	East Grinstead – Lingfield – Blindley Heath – Godstone – Caterham – Whyteleafe – Warlingham – Chelsham – Selsdon	Hourly	Every 2 hours	2 Services A Day
Station Road & Church Road	236	Oxted – Limpsfield – Edenbridge – Dormansland – Lingfield – East Grinstead	Every 2 – 4 hours	No service	No service
All Three Stops	281	Crawley – Three Bridges – Copthorne – East Grinstead – Dormansland – Lingfield	Every 2 hours	Every 2 hours	No service
	315	Dormansland – Lingfield – Blindley Heath – Smallfield – Redhill – Earlswood East Surrey Hospital	3 services each way	No service	No service

Table 3.1 – Local Bus Services

3.18 Table 3.1 demonstrates that there are a variety of bus services available in the vicinity of the appeal site. These services offer access to a large range of destinations, such as East Grinstead and Tunbridge Wells which are likely to attract commuters from the appeal site.

Accessibility by Rail

3.19 Lingfield station is located within an 150m walking distance east of the appeal site. The station can be accessed via the footway along Station Road as well as via the footpath through the centre of the appeal site. Details of the services running from Lingfield station are contained in Table 3.2 below.

Destination	Route	Approximate Frequency		
		Weekday AM Peak	Weekday PM Peak	Saturday Daytime
East Grinstead	Lingfield – Dormans – East Grinstead	Every 30 minutes	Every 30 minutes	Every 30 minutes
London Victoria	Lingfield – Hurst Green – Oxted – Woldingham – Upper Warlingham – Riddlestown – Sanderstead – East Croydon – Clapham Junction – London Victoria	Every 30 minutes	Every 30 minutes	Every 30 minutes

Table 3.2 – Train Services from Lingfield Railway Station

3.20 Table 3.2 demonstrates it is possible to access regular train services to larger towns such as East Grinstead and Warlingham, along with a direct train to London Victoria. The journey to London Victoria takes approximately 50 minutes, the journey to East Grinstead via train takes 9 minutes.

Access to Local Facilities

3.21 There are a number of facilities accessible on foot and by cycle from the appeal site. The majority of these are located to the west of the site in Lingfield village centre. Figure 3.3 below indicates the location of a range of local amenities, which includes convenience stores, health facilities, and education facilities.

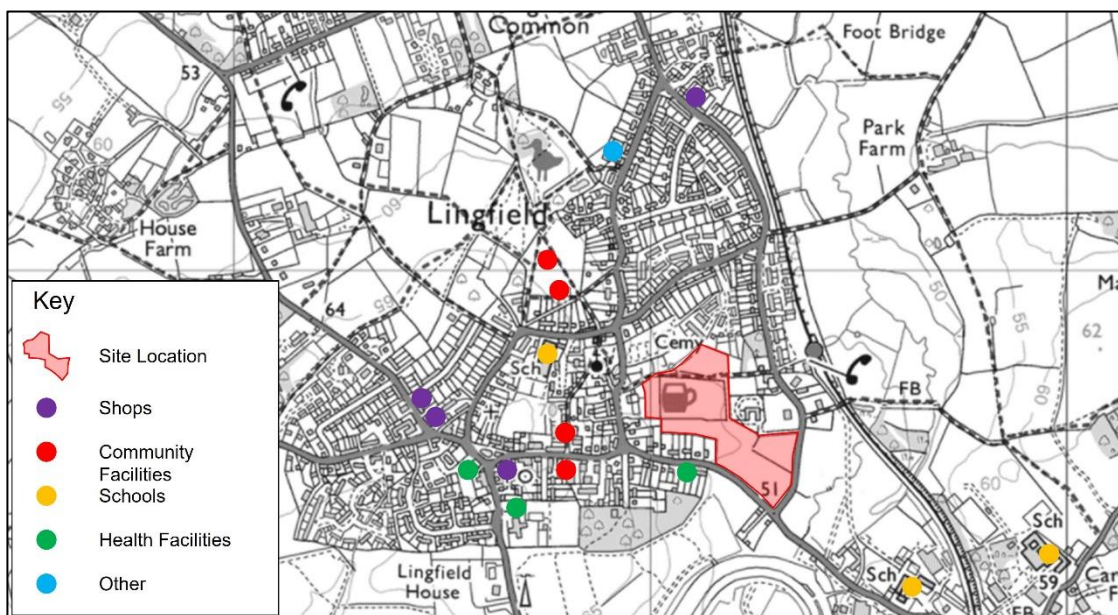


Figure 3.3 – Local Amenities Plan

3.22 The distance each of the above amenities is from the appeal site, along with walk and cycle access time, is contained in Table 3.3 below.

Amenity	Distance	Walk Time	Cycle Time
Co-op Food	600m	8 minutes	3 minutes
Tesco Express	750m	10 minutes	3 minutes
Lingfield Post Office	900m	12 minutes	4 minutes
Station Road Stores	1,200m	14 minutes	3 minutes
Lingfield College Prep	500m	6 minutes	2 minutes
Lingfield Primary School	750m	10 minutes	4 minutes
Lingfield College	900m	11 minutes	3 minutes
Fairoaks Dental Surgery	140m	2 minutes	1 minute
Boots Pharmacy	650m	9 minutes	3 minutes
The Lingfield Practice	750m	10 minutes	3 minutes
Victoria Sports & Social Club	450m	6 minutes	2 minutes
Community Centre	450m	6 minutes	2 minutes
Playground/Skate Park	850m	11 minutes	3 minutes

Table 3.3 – Amenities within Walking Distance of the Appeal Site

- 3.23 Table 3.3 indicates that there are a variety of amenities within walking distance of the appeal site, which enables residents to carry out daily tasks without relying on the private car. If residents wish to access further amenities, they can do so in East Grinstead, approximately 5km south of the site. As noted previously, East Grinstead can easily be accessed via a nine minute rail journey.

Road Safety Review

- 3.24 Consideration has been given to crashmap.com to identify any incidents that have occurred on the road network surrounding the appeal site over the last 5 years (up to 2021). Five accidents have occurred on the road network bordering the appeal site. One of these accidents occurred at the junction between Town Hill and Church Road, three occurred at the southern end of Station Road, with the final incident occurring at the junction between Town Hill and Station Road. Four of these accidents were classified as 'slight' while one (located on Station Road), was classified as 'serious'.
- 3.25 The serious incident occurred on Station Road, and involved a car colliding with a tree at the edge of the carriageway. A pedestrian using the footway sustained 'serious' injuries during the incident. This occurred in darkness, under wet conditions.
- 3.26 The 'slight' incidents all involved collisions with vehicles, and did not involve any vulnerable road users (pedestrians, cyclists, motorcyclists).
- 3.27 The above accident record is not considered excessive over a five year period. While one accident involved a pedestrian and resulted in 'serious' injury, it is not considered that this occurred due to a fault in the highway network, and more likely due to driver error. As a result, the increase in traffic associated with the development is unlikely to cause any road safety issues.

4.0 Appeal Site Proposals

4.1 The appeal proposal constitutes the following:

“Outline application with all matters reserved except for access and layout for a residential development of 99 dwellings (40% affordable) with associated access, formal open space, landscaping, car & cycle parking and refuse. (The application site is located within Lingfield Conservation Area and affects the setting of Listed Buildings and Structures).”

Vehicle and Pedestrian/Cycle Access Arrangements

- 4.2 Vehicular access to the development is proposed via a new junction at the southern extent of the site onto Town Hill (B2028). Pedestrians will also be able to achieve access through this junction.
- 4.3 The access road has been designed with a 5.5 metre wide carriageway with 6m junction radii that allows easy access for an HGV or refuse vehicle.
- 4.4 Dropped kerbs and tactile paving will be provided at the access to accommodate passing pedestrian movements, whilst 2 metre wide footways will be accommodated on both sides of the spine road, providing pedestrians with safe access into and out of the site.
- 4.5 Pedestrians will also be able to access the site via the public footpath running through the centre of the site. This allows access to the site from both Station Road and Church Road. The appeal proposal includes improvements to this footpath, which is detailed later in this report.

Visibility Splays

- 4.6 Vehicle speeds along Town Hill were recorded as part of an automatic traffic counter, the results of which are contained in the Transport Assessment supporting the application. Relevant 85th percentile speeds are shown below.
- ▶ Eastbound 85th percentile speed – 35mph; and
 - ▶ Westbound 85th percentile speed – 36mph.
- 4.7 Visibility requirements have been assessed based on recorded speeds using the formula contained within Manual for Streets. The required visibility splays are as follows:
- ▶ Visibility splay to the east (for westbound speeds) – 55.0m
 - ▶ Visibility splay to the west (for eastbound speeds) – 54.3m
- 4.8 As requested by SCC as part of post-submission discussions, visibility has been extended to 120 metres to the east.

Internal Layout and Parking Provision

- 4.9 Further detail on the internal site layout will be addressed as part of any reserved matters planning application.

5.0 Agreed Mitigation Measures

- 5.1 SCC has requested a number of mitigation measures within their final response. This is accepted, with the appellants content to provide all relevant measures. This includes the following:

"Prior to first occupation of the development bus stop improvements to include enhanced passenger waiting facilities, accessible height kerbing, bus shelters with seating and lighting, Real Time Passenger Information, bus stop clearway markings on the carriageway and clearway plate and replacement/provision of bus stop poles and flags as required at the bus stops in the vicinity of the site on Town Hill, Church Road and Station Road in accordance with a scheme to be submitted to and approved in writing by the Highway Authority.

Prior to first occupation of the development pedestrian crossing facilities shall be provided on Town Hill and Station Road adjacent to the site in accordance with a scheme to be submitted to and approved in writing by the Highway Authority."

S106 Financial Payments

- 5.2 SCC has also requested the following:

"Prior to commencement of the development to pay to the County Council a sum of £4,600 in respect of the future monitoring of the Travel Plan."

6.0 Trip Generation/Traffic Impact

- 6.1 The trip generation potential of the 99 residential dwellings has been based on trip rates derived from the TRICS database, as set out in the accompanying Transport Assessment.
- 6.2 The predicted trip generation of the site, based on the current proposals for 99 dwellings is contained in Table 6.1.

Mode of Travel	Weekday AM Peak (08:00-09:00)		Weekday PM Peak (17:00-18:00)		Weekday Daily Movements	
	Arr	Dep	Arr	Dep	Arr	Dep
Total Person Trip Rates	0.215	0.741	0.543	0.259	3.965	4.133
Total Person Trips	21	73	54	26	393	409
Vehicular Trip Rates	0.125	0.346	0.309	0.153	2.220	2.310
Vehicular Trips	12	34	31	15	220	229

Table 6.1 – Residential Trip Rates and Associated Trips – 99 Units

- 6.3 To support the above trip attraction, typical models of the existing resident population have been established with reference to Census data for 'Method of Travel to Work' for the resident population (2011 output) for the Lingfield and Crowhurst Ward.
- 6.4 The census modal split of travel is summarised in Table 6.2 below. The total person trips identified in Table 6.1 for both weekday morning and evening peak hours have been assigned based on the Census modal split percentages and are also summarised in Table 6.2 below.

Mode of Travel	Census Modal Split	Weekday AM Peak		Weekday PM Peak		Weekday Daily Movements	
		Arr	Dep	Arr	Dep	Arr	Dep
Car Driver	66%	14	48	36	17	259	270
Train	19%	4	14	10	5	75	78
On Foot	8%	2	6	4	2	31	33
Passenger in Car	3%	1	2	2	1	12	12
Bus	1%	0	1	1	0	4	4
Motorcycle	1%	0	1	1	0	4	4
Bicycle	1%	0	1	1	0	4	4
Other	1%	0	1	1	0	4	4
Total	100%	21	73	54	26	393	409

Table 6.2 – Census Modal Split (Lingfield and Crowhurst Ward)

- 6.5 The Lingfield and Crowhurst Ward experiences a higher proportion of car driver trips than the average trip rate taken from the TRICS surveys sites, with 62 two-way car trips in the morning peak hour and 53 two-way movements in the evening peak hour.

Traffic Impact

- 6.6 Junction modelling was undertaken of the surrounding road network at the request of SCC during pre-application discussions. The study area included the following junctions:
- ▶ Junction of Station Road with Racecourse Road;
 - ▶ Junction of B2028 with East Grinstead Road; and
 - ▶ Junction of B2028 with Godstone Road.
- 6.7 The assessment work undertaken as part of the planning submission serves to demonstrate how the development will not result in a material increase in queuing on any junction assessed. Even during the future year scenarios, all junctions remain in capacity inclusive of development traffic.

7.0 Outstanding Matters

- 7.1 There are no outstanding matters which still require agreement between SCC highways development control and the Appellants. SCC provided a formal response to TDC to confirm that subject to securing the agreed mitigation package, the Highway Authority has no objection to the Appeal Scheme.
- 7.2 The only outstanding matter involves the suitability of the footpath through the site and its interaction with a proposed internal access road. In response to the above concern, a potential design solution has been prepared. The drawings attached as **Appendix A** seeks to introduce the following:
- ▶ A raised table to ensure a flush crossing point for pedestrians. As per The Highway Code, drivers should give-way to pedestrians at a junction. Therefore pedestrians would have priority, with drivers expected to stop;
 - ▶ The raised table would be designed to reduce vehicle speeds, irrespective of whether a pedestrian is attempting to cross;
 - ▶ Tactile paving is provided to offer additional security for pedestrians with a visual impairment;
 - ▶ A stop line and stop sign for drivers, ensuring they stop to view any approaching pedestrians;
 - ▶ Footways are provided along both sides of the carriageway adjacent to the right of way, which assists in providing visibility to pedestrians as they approach the crossing point. Visibility splays of 2 x 25 metres are shown, on the robust assumption that drivers could be travelling at 20mph on the approach to the crossing;
 - ▶ A pedestrian visibility splay typically measures 2 x 2 metres, to offer the pedestrian the opportunity to see an approaching car. This is achievable by providing 2 metre footways on both sides; and
 - ▶ Minimal vegetation needs to be removed to afford sufficient width to accommodate both the carriageway and footways either side. Indeed, visibility from the crossing points is largely achievable within the footway. No trees would require removal, only hedging. It has been robustly assumed that vegetation will be trimmed back a metre behind the visibility splay to account for growth and encroachment.
- 7.3 The above is considered sufficient to address the outstanding concern raised by TDC, and demonstrates minimal impact on existing vegetation adjacent to the existing right of way.

8.0 Declaration

8.1 This SoCG is agreed by Motion on behalf of the Appellant, SCC as the highway authority, and TDC as the planning authority.

8.2 Signed by Motion on behalf of the Appellants, Woolbro Group and Morris Investment:

Name: David McMurrary

Date: 7th July 2023

Signature:



8.3 Signed on behalf of the highway authority, SCC:

Name: XXX

Date: XXX

Signature:

8.4 Signed on behalf of the planning authority, TDC:

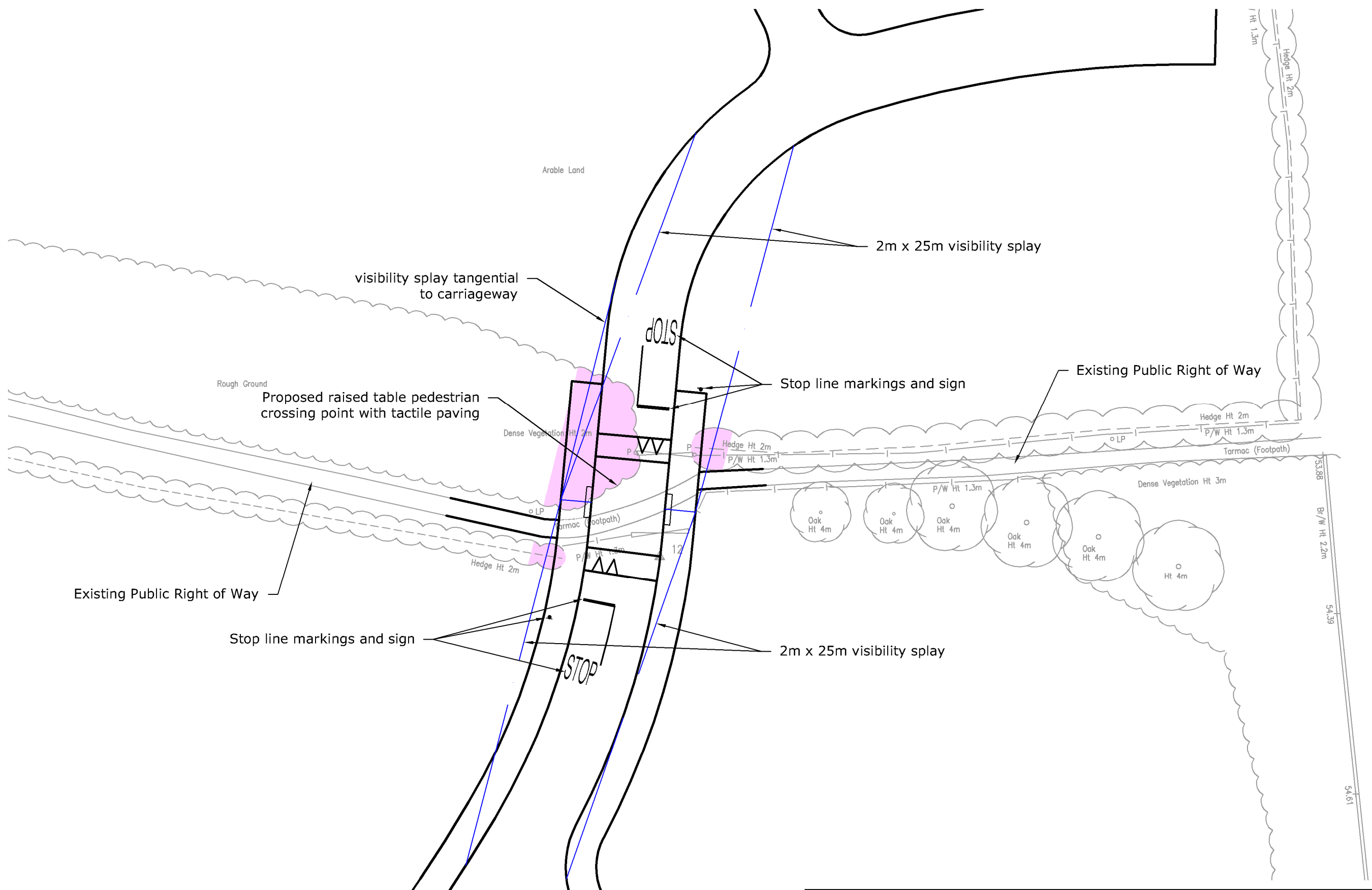
Name: XXX

Date: XXX

Signature:

Appendix B

Right of Way Crossing Scheme



Legend:



Trees / vegetation to be removed to accommodate visibility splays at the pedestrian crossing point (includes 1 metre buffer to allow for re-growth)



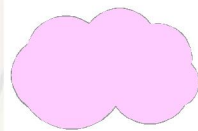
Guildford - London - Reading

www.motion.co.uk

Project: Land at Old Cottage, Station Road	
Title: Proposed Pedestrian Crossing Arrangement at Existing Public Right of Way	
Scale: 1:250 (@ A3)	
Notes:	Drawing: 1912026-06
	Revision: A



Legend:



Trees / vegetation to be removed to accommodate visibility splays at the pedestrian crossing point (includes 1 metre buffer to allow for re-growth)



Guildford - London - Reading

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Project:
Land at Old Cottage, Station Road

Title:
Proposed Pedestrian Crossing Arrangement at Existing Public Right of Way (Overlaid onto Site Layout Plan)

Scale: 1:250 (@ A3)

Notes:

Drawing:
1912026-07

Revision:
A