

Croudace Homes

**Land South of Barrow Green Road,  
Oxted**

**Transport Statement of Common Ground  
– Appellant and Surrey County Council  
Appeal Ref. APP/M3645/W/25/3372747**

December 2025



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Appendix A – Proposed Site Access Drawing

Appendix B – SCC Consultation Response

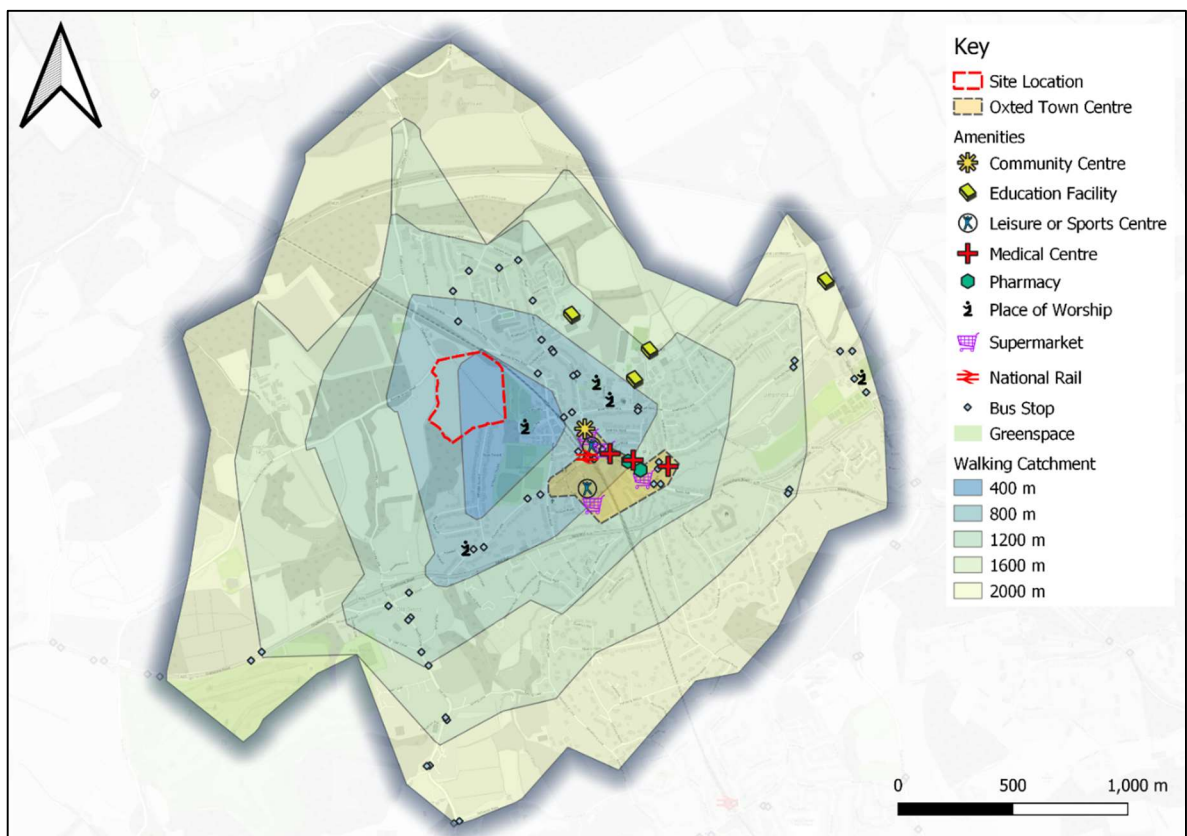
## 1. Introduction

- 1.1.1 The tables below set out matters of common ground, relating to transport between Croudace Homes and Surrey County Council for appeal ref. APP/M3645/W/25/3372747.
- 1.1.2 This draft represents the initial review of the appeal matters relating to transport, and any formal updates will be made to this document following ongoing discussions with the Surrey County Council.

## 2. Matters which are Common Ground between the Parties

### 2.1 Sustainable Development

- 2.1.1 The development proposals would represent sustainable development in transport terms.
- 2.1.2 The site is located within a reasonable walking distance of Oxted town centre (within 1,200m of the site) and the associated facilities and amenities contained therein.
- 2.1.3 The site is located approximately 500m from Oxted Railway Station, and approximately 300m from bus stops on Bluehouse Lane and is therefore well located in relation to public transport nodes.
- 2.1.4 The site is located approximately 600m from the existing Primary School, which can be accessed via Court Farm Lane, Barrow Green Road and Chichele Road.
- 2.1.5 The plan below shows below the wide range of key facilities and amenities within walking distance of the site.



- 2.1.6 Pedestrian and cycle access towards the town centre can be achieved via the existing bridleway, which connects between the site and Court Farm Lane. Court Farm Lane is a lightly trafficked road with very low vehicle speeds and is considered suitable for pedestrian

and cycle use. There is also a public right of way (PROW) through the existing churchyard, which connects between Court Farm Lane and Bluehouse Lane.

- 2.1.7 The proposals include the introduction of surface improvements and low-level lighting to be provided along the public right-of-way route 97, between the site boundary and Court Farm Lane. These will be provided by planning condition.
- 2.1.8 A further PROW is located between Court Farm Lane and Master Park to the south of the development site, which provides direct access for pedestrians.
- 2.1.9 The existing situation and proposed improvements outlined above clearly demonstrate that the future residents of the site would have access to a range of sustainable travel alternatives to private car use. As a result, the site location should be considered as sustainable and the proposal accords with paragraphs 110 and 115 a) of the NPPF in this regard.

## 2.2 Access

- 2.2.1 The development site will be accessed from Barrow Green Road to the north and Wheeler Road to the south. There will be no through route provided by the development for vehicles (only pedestrians and cyclists, and for emergency vehicles).
- 2.2.2 The southern access from Wheeler Avenue will be 5.5m wide with a 2m wide footway separated by a grass verge. The proposed access is considered to be achievable within land which is within the adopted highway boundary, which is evidenced by the highway boundary information held by SCC, including the official dedication plan (plan no. D438-10-59H-619) for Wheeler Avenue.
- 2.2.3 The northern access from Barrow Green Road will provide a 6m wide carriageway with 10m kerb radii. The northern access does not provide a footway, given the absence of an existing footway on Barrow Green Road, and the alternative pedestrian routes provided at the southern end of the site.
- 2.2.4 Both accesses are considered to meet the required standards in respect of layout and visibility. They have also been subject to a Stage 1 Road Safety Audit undertaken on 22nd January 2025 by RKS Associates (an independent Road Safety Auditor). The subsequent Designer's Response was then signed off by the Auditor on 31st January 2025, who confirmed that 'the RSA actions identified in response to the road safety audit problems in this road safety audit have been addressed.'
- 2.2.5 The proposed accesses to the site can be delivered using the Section 278 process.

2.2.6 The proposed access arrangements to the site area shown on the following drawings, which are appended to this SOCG for ease of reference:

- 107491-PEF-XX-XX-D-H-0300 (Barrow Green Road)
- 107491-PEF-XX-XX-DR-H-0200 Rev P02 (Wheeler Avenue)

2.2.7 Safe and suitable pedestrian access can be achieved via Wheeler Avenue to the south, via the existing bridleway (which is proposed to be upgraded) connections to Court Lane in the south-east corner of the site.

2.2.8 On the basis of the above, the proposals are considered to accord with Paragraph 115 b) of the NPPF.

## 2.3 Transport Assessment

2.3.1 The Transport Assessment (TA) provides an assessment of the impact of the development on key junctions within the local highway network.

2.3.2 The trip generation and distribution included within these calculations have used industry standard methodologies and are considered to represent by fit for purpose within the context of the assessment of the impact of the scheme.

2.3.3 The results of the traffic modelling within the TA demonstrated that the proposed development would have no significant detrimental impact on the operation of the surrounding highway network and is therefore in accordance with Paragraph 115 d) of the NPPF.

## 2.4 Travel Plan

2.4.1 The Framework Travel Plan submitted with the application represents the framework on which the future Travel Plans to the different land uses on site will be based.

2.4.2 The targets within the Travel Plan will be refined following the baseline Travel Plan surveys of the site, in accordance with the requirements of the relevant planning condition.

2.4.3 The Travel Plan will enable the impact of the proposed development to be monitored through the regular travel plan surveys and thus accords with para 118 of the NPPF in this regard.

## 2.5 Planning Policy

2.5.1 Paragraph 110 of the NPPF states:

*‘110. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.’*

2.5.2 The appeal scheme is located such that the need to travel via private car is reduced, and there is a genuine choice of travel modes available to future residents. When considering this in the context of paragraph, it is clear that the appeal scheme accords with the principles detailed therein.

2.5.3 Paragraph 115 of the NPPF states:

*‘115. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*

- a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.’*

2.5.4 The appeal scheme is considered to accord with each of the requirements above:

- The appeal scheme is ideally located for sustainable travel to be prioritised, with excellent connections to public transport and local facilities.
- The proposed access arrangements facilitate the safe and suitable access for all users.
- The design internal streets will be addressed at reserved matters stage.



- The impacts of scheme have been assessed and have been demonstrated to have been mitigated to an acceptable degree and there will be no detrimental impact on highway safety.

2.5.5 A full analysis of the appeal scheme in the context of local, regional and national planning policy is contained within Section 2 of the TA [CDX/X].

## 2.6 S278 / S106 / Planning Conditions

2.6.1 It is agreed that the follow measures will be secured through S278, S106 or planning condition:

- Framework Travel Plan
- Proposed Site Access from Wheeler Avenue
- Proposed Site Access from Barrow Green Road
- Upgrade to Bridleway 97 to include appropriate surfacing and low-level lighting
- Contribution to cover the cost of a Traffic Regulation Order (TRO) to reduce the speed limit on Barrow Green Road to 30mph, along with delivery of any necessary physical measures such as signage.
- Construction Transport Management Plan
- Secure parking for e-bikes and pedal cycles

2.6.2 The SCC Consultation response dated 15<sup>th</sup> July 2025 which outlines the SCC position and proposed conditions in respect of transport has been appending to this SOCG for ease of reference.

## 2.7 Summary

2.7.1 In summary, all technical matters on transport and highways are agreed between the appellant and Surrey County Council, which specifically includes the following key points:

- The appeal scheme is a sustainable location in transport terms
- The scheme accords with paragraphs 110, 115 and 116 of the NPPF.
- The scheme will provide safe and suitable access.
- The trip rates and traffic distribution are agreed and considered to be fit for purpose.
- The traffic modelling results agreed and are sound.

- All necessary off-site junctions have been adequately assessed, and the associated impact has been demonstrated to be acceptable.
- The impacts can be mitigated by the measures contained within the proposed conditions detailed within the SCC consultation response.
- The impacts can be mitigated by the measures contained within the proposed conditions detailed within the SCC consultation response.
- There is no objection to the scheme from SCC in highway and safety terms.

This Statement of Common Ground is agreed between the following:-

Signed

Dated: 1<sup>st</sup> December 2025



James Lehane

Principal Transport Development Planning Officer

On behalf of Surrey County Council (the Local Highway Authority), and

Signed

Dated: 1<sup>st</sup> December 2025

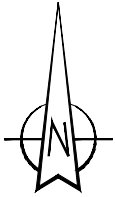


Paul Cranley

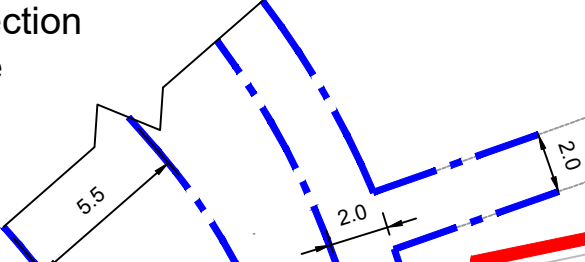
Director of Neo Transport Planning

On behalf of Croudace Homes (the Appellant)

## Appendix A – Proposed Site Access Drawings



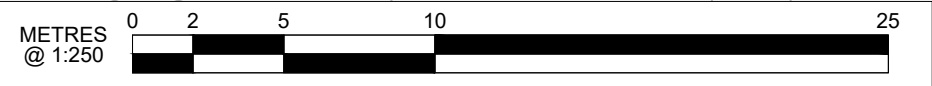
Site access connection  
into wider site



WHEELER AVENUE

52

49



NOTES:

1. All dimensions are in meters, unless stated otherwise.
2. This drawing to be read & printed in colour.
3. This drawing to be read in conjunction with other contract drawings.
4. This layout represents preliminary design only and is subject to detailed design and review

Key

- Site Boundary
- Proposed connection of Wheeler Avenue onto the site
- Indicative alignment of site access within the site boundary.  
The masterplan for the site is indicative at this stage so the final alignment of the site access road within the site would be determined at Reserved Matters once the masterplan is fixed.

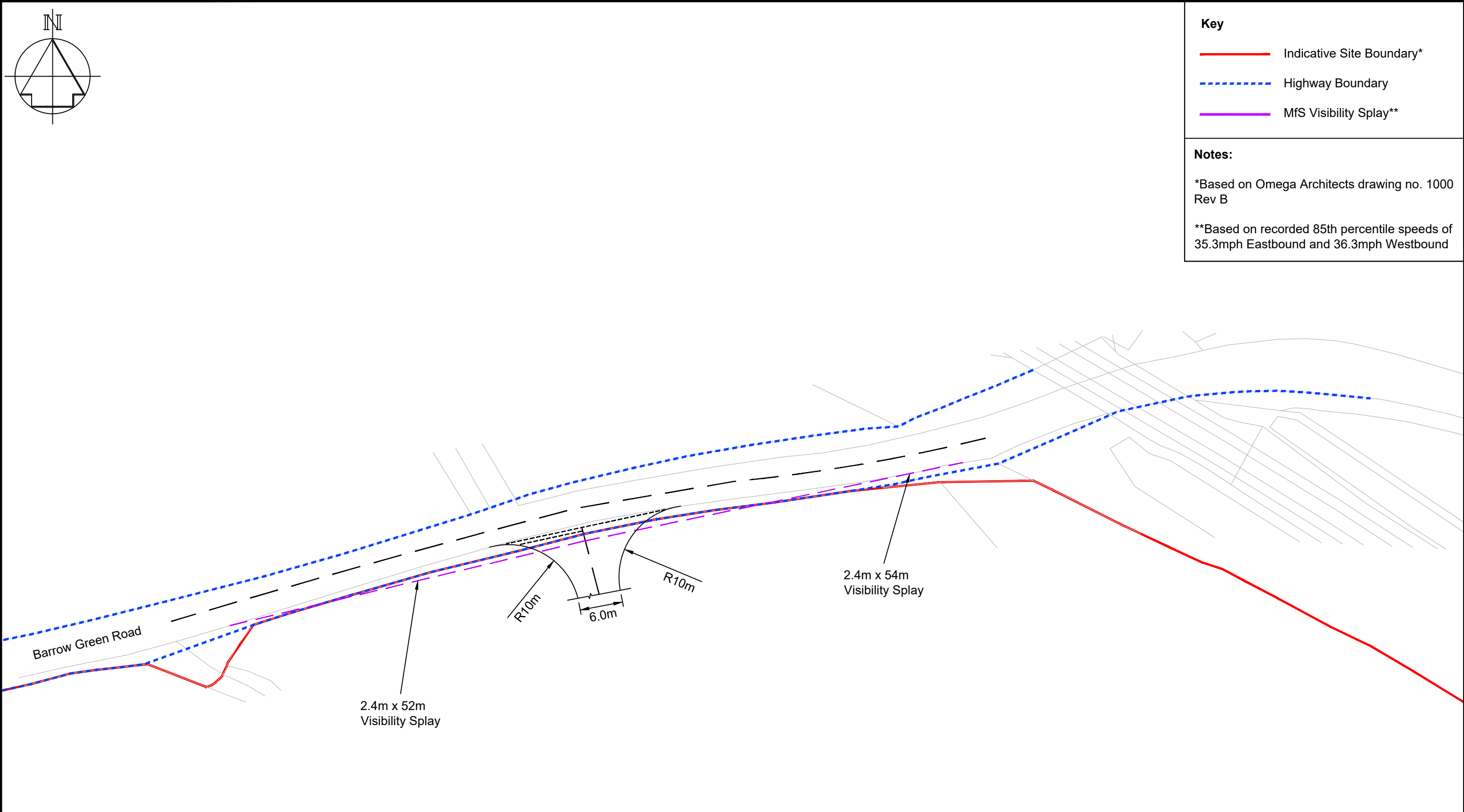
P02	Updates following RSA Stage 1			JMH	PW	MN	30.01.24
P01	Initial			GR	MN	PC	27.11.24
REV	DESCRIPTION			DRN	CHK	APP	DATE
Client  Croudace Homes				Status			
				For Issue			
				Status Code			
				-			
				Scale			
Drawn	GR	Nov 2024	1:250 @A3				
Designed	N/A	N/A	Revision  P02				
Checked	MN	Nov 2024					
Approved	PC	Nov 2024					
Project No. 107491-PEF-XX-XX-DR-H-0200							

Pell Frischmann

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Project  
Stoneyfield, Oxted

Title  
Site Access  
Wheeler Avenue



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## Appendix B – SCC Consultation Response

**From:** James Lehane <James.Lehane@surreycc.gov.uk> on behalf of TDCTAN/COM/SCC <tdctan@surreycc.gov.uk>  
**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**  
*#MyNameIs: Jayms Le-harn (Pronouns: He / Him)*  
**Principal Transport Development Planning Officer**  
**Environment, Infrastructure & Growth (EIG)**  
[james.lehane@surreycc.gov.uk](mailto:james.lehane@surreycc.gov.uk)



New [#HealthyStreetsForSurrey](https://healthystreets.surreycc.gov.uk/) guidance is live, designed to prioritise air quality, physical activity and community wellbeing. Visit <https://healthystreets.surreycc.gov.uk/>

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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

<b>Contact Officer</b>	James Lehane	<b>Consultation Date</b>	19 June 2025	<b>Response Date</b>	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 85<sup>th</sup> 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](http://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.

