

Catherine Sayer
On behalf of Oxted & Limpsfield Residents Group & Oxted Parish Council

BY EMAIL ONLY

01 October 2025

Our Reference: B/25/0153/L1

Dear Catherine,

LAND SOUTH OF BARROW GREEN ROAD, OXTED

Further to our correspondence, I write in relation to the above development proposals and its access arrangements from Barrow Green Road and Bridleway 97.

A planning application was submitted to Tandridge District Council (TDC) (Planning Ref: 2025/245) for development proposals comprising:

"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."

The planning application was refused by TDC in August 2025. The planning application was supported by a Transport Assessment (dated February 2025) and Framework Travel Plan (dated December 2024), each prepared by Pell Frischmann.

I have reviewed the documentation supporting the planning application and provide the following comments and observations on the proposals with respect of the access arrangements to the site from Barrow Green Road and via Bridleway 97.

ACCESS ARRANGEMENTS – BARROW GREEN ROAD

The development is proposed to be accessed from two points of vehicle access; one from Barrow Green Road and one from Wheeler Avenue. There would be no vehicle connection through the site between Barrow Green Road and Wheeler Avenue, other than for emergency service vehicles.

No pedestrian or cycle facilities are proposed to be provided at the vehicle access from Barrow Green Road or at any point along the Barrow Green Road frontage of the proposed development. Surrey County Council has adopted guidance entitled 'Healthy Streets for Surrey' which sets out the design guidance for new streets within the County. Two of the 'Core Principles' of the Healthy Streets for Surrey guidance are as follows:

- *"Streets in which it is easy for everyone to move. Streets must be designed with a clear 'hierarchy of users' in mind, designed firstly for pedestrians, cyclists, public transport and then private vehicles."*



- *"Streets that connect seamlessly to existing places allowing natural movement. Streets should link to existing roads and local services and not turn their back on neighbours."*

The proposed access to the site from Barrow Green Road has been designed to accommodate private motor vehicles only and make no provision for pedestrians or cyclists. Furthermore, no pedestrian or cycle access to the proposed development would be provided along any part of the Barrow Green Road frontage of the site. It is therefore evident that access to the site, including the design of the street from Barrow Green Road, does not accord with the Core Principles of the Healthy Streets for Surrey guidance as the design of the access to the site from Barrow Green Road prioritises private motor vehicles over pedestrians and cyclists, by making no provision for pedestrians or cyclists.

There is existing pedestrian footway on Barrow Green Road approximately 150m east of the site access and 100m east of the site boundary, at the junction between Barrow Green Road and Gordons Way. There is further existing pedestrian footway on Barrow Green Road approximately 100m west of the site at the junction between Barrow Green Road and Chalkpit Lane. The proposed development does not include any pedestrian connection from the Site to the existing pedestrian infrastructure on Barrow Green Road, either to the east or west. As such the proposed development does not connect to existing places and therefore does not accord with this Core Principle of Healthy Streets for Surrey in this regard.

A review of local services, facilities and public transport infrastructure highlights that there would be a pedestrian desire line to the north of the site along Barrow Green Road and this would include the route to the local primary school, St Mary's Church of England School, which is located on Silkhams Road to the north-east of the site.

For properties at the north end of the site, the most direct pedestrian desire line to St Mary's Church of England School would be along Barrow Green Road and Chichele Road and would be a circa 420m walk from the northern end of the site along Barrow Green Road. However, as the proposed development does not provide any pedestrian facilities at the northern boundary of the site, residents of the seeking to walk to St Mary's Church of England School will be required to route via Court Farm Lane to have a safe pedestrian route. For dwellings located to the northern end of the site, this requires a significant diversion for the most direct desire line and requires a walk of circa 870m walk from the northern boundary of the site to St Mary's Church of England School, which is more than double the distance that the most direct route via Barrow Green Road. The significant difference (circa 450m difference) between the walking distance to St Mary's Church of England School via a safe pedestrian route and the most direct route. This could encourage pedestrians to walk on Barrow Green Road where no pedestrian facilities are provided.

BRIDLEWAY 97

The primary pedestrian and cycle access to the site and the most direct pedestrian/cycle connection between the site and Oxted railway station and other local facilities is proposed to be via Bridleway 97, at the south-eastern corner of the site.

Bridleway 97 connects from the boundary of the site to Court Farm Lane. Bridleway 97 is currently an un-made route with an uneven surface route, tree canopy cover and tree roots protruding through the surface. The image below shows the existing layout of Bridleway 97 between the site and Court Farm Lane.

Drawings submitted alongside the planning application indicate that some improvements to Bridleway 97 are proposed as part of the current application. However, no highways drawing is submitted alongside the planning application detailing what improvements to Bridleway 97 will be delivered and how these improvements will be secured. No information is provided on the proposed width or surface treatment of the improvements to Bridleway, and no consideration has been given to the impact of these improvements on existing trees, plants and hedgerows. Providing a surfaced pedestrian and cycle route along this section of the Bridleway from the site to Court Farm Lane could impact trees, tree roots, plants and hedgerows and could result in damage or removal of existing trees, plants and hedgerows.





COURT FARM LANE

Bridleway 97 connects from the site to Court Farm Lane. No footway is provided on Court Farm Lane and pedestrians, including those with mobility needs or with a pushchair, are required to walk on the carriageway of Court Farm Lane to connect from Bridleway 97 towards Oxted town centre. No improvements to Court Farm Lane are proposed as part of the current planning application.

On-site observations (see images below) have shown that Court Farm Lane is a narrow street and subject to on-street parking on one side of the carriageway. With parking in place, the effective width of Court Farm Lane is narrowed to circa 2.5m which is insufficient to allow a vehicle and pedestrian to pass on the street, in particular for those with mobility needs. Furthermore, there is no street lighting provided along Court Farm Lane and, as such, it is not considered to provide a safe pedestrian route, in particular during the hours of darkness.



SUMMARY

In summary:

- The proposed access to the site from Barrow Green Road, has been designed to accommodate private vehicles only. This does not accord with the Core Principle of SCCs 'Healthy Streets for Surrey' guidance as it prioritises private vehicles over pedestrians and cyclists and does not connect with existing places;
- There would be pedestrian desire lines to the north of the site along Barrow Green Road, in particular the route towards St Mary's Church of England School and no pedestrian facilities are provided on this desire line;
- The existing layout and condition of Bridleway 97 does not currently provide an appropriate pedestrian or cycle route between the site and the wider pedestrian/cycle network. No highways drawing is submitted alongside showing the layout of proposed improvements to Bridleway 97 including the width of the route;
- The pedestrian access route to the site via Court Farm Lane requires pedestrians to walk on the carriageway of Court Farm Lane. Existing on-street parking reduces the effective width of Court Farm Lane such that it is insufficient to allow a vehicle and pedestrian to pass on the street, in particular for those with mobility needs; and,
- No street lighting is provided along Court Farm Lane and, as such, it is not considered to provide a safe pedestrian route during the hours of darkness.

Yours sincerely,



David Lewis for
Velocity Transport Planning Ltd

