

Land at Old Cottage, Station Road, Lingfield RH7 6PH
Statement of Common Ground Addendum – Public Right of Way (PRoW)

1.0 Introduction

- 1.1 This Statement of Common Ground Addendum ('Addendum SoCG') provides an addendum to the main Statement of Common Ground agreed between Tandridge District Council (TDC) and Woolbro Homes and Morris Investment (the Appellant) dated 26.05.2023 (collectively 'the Parties').
- 1.2 The Addendum SoCG seeks to agree further details between the Parties in relation to the matters relating to the impact of the proposed development on PRoW 381a raised at paragraph 6.33(ii) of Mr Clifford Thurlow's Proof of Evidence so that inquiry time is used efficiently as possible.

2.0 Matters of Agreement

- 2.1 The following is agreed between the parties:

Highways Safety

- 2.2 Detailed plans (drawing nos. 1912026-06 (CD1.15) and 1912026-07 (CD1.15)) prepared by Motion were submitted to TDC indicating the following measures:
- 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;
 - 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.

- 2.3 Following review of this information, Surrey County Council's (SCC) Countryside Access Officer has confirmed the following in writing to TDC:
"i) We would be satisfied with the crossing as detailed in the drawings."
- 2.4 Therefore, the impact on highways safety is considered to be acceptable subject to the details provided which will be secured by planning condition.

Planning Obligations

- 2.5 The response from SCC also stated the following:
"ii) FP381a would require surfacing as attached specification. The route is 320m long. Surfacing as specified to a width of 2.5m where possible would require a contribution of £32,000."
- 2.6 The parties are agreed that the above contribution is appropriate and would ensure that development has an acceptable impact on the PRoW.
- 2.7 A contribution is additionally sought to secure lighting improvements to the PRoW. This is agreed in principle, subject to the precise amount to be confirmed within the s106 agreement.

3.0 Summary

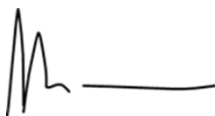
- 3.1 Subject to the final terms of the s106 agreement to be agreed between parties, the impact of the proposed development on the PRoW is not considered to be grounds for refusal of planning permission.

Agreed and signed for on behalf of Tandridge District Council



Date: 10/08/2023

Agreed and signed for on behalf of the Appellant



Alun Evans

Date: 07.08.2023