



Proposed Residential Development
Land off Salmon's Lane, Victor Beamish Way,
Caterham, Surrey, CR3 5FX

**Summary of Highways and Transport
Evidence on behalf of Croydon and District
Education Trust**

For

Philip Anthony Bell BEng(Hons) MCIT MILT
MCIHT

Document Control Sheet

Proposed Residential Development

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This document has been issued and amended as follows:

Date	Issue	Prepared by	Approved by
04/02/2024	Final	DM	PB



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

1.0 Proof of Evidence Summary

- 1.1 This Proof of Evidence Summary relates to an appeal by Croydon and District Education Trust (the appellant) in respect of Land off Salmon's Lane West to the south of Kenley Aerodrome, Victor Beamish Way, Caterham, Surrey, CR3 5FX. The appeal has been submitted following the Local Planning Authority's (Tandridge District Council, TDC) refusal of an outline application (ref: 2023/878) for residential development on the Appeal Site.
- 1.2 In summary, my evidence demonstrates the following:
- ▶ The appellant has been proactive in seeking to engage with SCC, although through inconsistent advice and a lack of response during the application process has been unable to reach agreement on highway matters;
 - ▶ The proposals accord with relevant policy guidance at both a national and local level;
 - ▶ The proposals will contribute towards reducing dependence on the private car by offering a genuine choice of transport modes in accordance with policy outlined in the National Planning Policy Framework.
 - ▶ A range of local services and facilities can be reached on foot or by cycle within a suitable distance;
 - ▶ Future residents will benefit from access to both bus and rail services, which offer residents the opportunity to connect with both local destinations as well as further afield, including Central London;
 - ▶ New and enhanced facilities for pedestrians are proposed in several locations to improve access to public transport and local amenities on foot;
 - ▶ There is no evidence that the development will impact on highway safety, with the Transport Assessment demonstrating that there is no existing accident record on surrounding roads that needs addressing; and
 - ▶ The impact of development traffic is negligible, with the performance of existing junctions on the surrounding road network only reducing by a marginal level. Queuing could increase by up to one vehicle, whilst driver delay would be limited.
- 1.3 Based on my evidence it is my professional opinion that the proposals are fully compliant with the transport related principles of the NPPF, particularly section 9, which relates to sustainable travel and impacts on the road network. Furthermore, I do not consider the transport related aspects of the proposals to be in conflict with either the Tandridge Core Strategy (2008) or the Local Plan (2014). I therefore conclude that there are no highways or transport related grounds that would justify refusal of planning permission.