

# Highway Authority Pre-Planning Advice

Land surrounding Victor Beamish Avenue, Caterham

20 June 2022



## Introduction

The following advice is offered to Motion following a request for pre-planning application advice and further to a review of the information provided to the Highway Authority and a subsequent site visit on the 24 May 2022. The advice is offered without prejudice to any future planning application submitted and any advice or recommendations provided by the Local Planning Authority.

## Proposed development

The proposed development comprises the erection of 88 residential units and the site has been identified as a draft allocation for housing within Tandridge District Council's forthcoming Local Plan. The development will be accessed via Victor Beamish Avenue which is a 30 mph unclassified road.

## Policy and Standards

- National Planning Policy Framework (NPPF 2021)
- Tandridge District Saved Policies DP5, CSP12
- Surrey Design Guide Technical Appendix
- Tandridge Parking Standards DPD
- Vehicular, Cycle and Electric Vehicle Parking Guidance for new Development September 2021
- Travel Plans – A Good Practice Guide for Developers 2018
- Manual for Streets 1 & 2
- Surrey Local Transport Plan

## Site Access

Whilst the Technical Note states that Victor Beamish Avenue is a private road, in accordance with Surrey County Councils records the section of road from the junction of Salmons Lane West to the access to Kenley Aerodrome is an unclassified publicly maintainable highway subject to a 30 mph speed limit. The road has a footway on the western side only and street lighting.

Victor Beamish Avenue has a junction with Salmons Lane West which is a C classified local distributor road with footways both sides and street lighting. A drawing has been provided demonstrating visibility splays of 2.4 m 'x' distance by 43 m 'y' distance is achievable in both directions and a swept path diagram showing that a refuse vehicle can turn into and out of the road, has also been provided.

The proposed development will be both sides of Victor Beamish Avenue and a number of access points are proposed. These should be provided with visibility splays of 2.4 m 'x' distance by 43 m 'y' distance in both directions with no obstruction above 0.6 m in height and appropriate width and junction radii.

As there is only a footway on the western side of Beamish Avenue, consideration should be given to providing a footway on the eastern side which may only be possible for part of its length due to the existing mature trees. An informal crossing point between the footways should also be provided.

A Road Safety Audit (RSA) should be submitted with any subsequent planning application. Stage 1 RSAs can be undertaken externally or internally by SCC which would be preferable. If the RSA is to be undertaken externally, the CV's of the auditors should be submitted to SCC in advance of the RSA being undertaken to check compliance with GG119.

### **Turning**

It should be possible for all vehicles refuse/emergency/delivery/removal entering the development to be able to turn and therefore enter and exit onto Victor Beamish Avenue in forward gear. Turning overlays should be provided to demonstrate that this is possible.

### **Delivery of Development Highway Works**

Any proposed highway works will require a Stage 2 Safety Audit to be conducted by SCC and which should be delivered by a Mini S278 Agreement under the provisions of the highways Act 1980. Works constructed under a Mini S278 Agreement will require the payment of a commuted sum for the future maintenance and replacement cost of additional highway features. A Mini S278 Agreement can be used if the cost of the works is under £50,000 and the works are on highway land. If any of the land needs to be dedicated then a full S278 Agreement will be needed.

Please see more details on our website that shows the process and fees included once you have planning permission, please send us the requested forms to get the process started.

<https://www.surreycc.gov.uk/land-planning-and-development/planning/transport-development/delivery-of-development-highway-works>

### **Layout**

It has not yet been confirmed whether the internal roads would remain private. Whether or not the internal roads are to be adopted as maintainable highways, the application drawings must conform to Surrey Design. This would require an Agreement under S38 of the Highways Act 1980. This should be clarified at the planning stage.

The development should provide good quality shared foot/cycle paths throughout the site with a width of at least 3 m and lit.

### **Sustainability/Accessibility Advice**

In respect of promoting sustainable development, the National Planning Policy Framework (2021) states that the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. It also states that local planning authorities should support a pattern of development which, where reasonable to do so, facilitate the use of sustainable modes of transport, and that developments should be located where practical to gain priority to pedestrian and cycle movements, and have access to high quality public transport facilities. The NPPF does however, require that opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

The County Highway Authority (CHA) would like to know the sustainable transport options for the site when assessed against the above policies. Sustainable transport modes other than the private car should be considered where possible to ensure the proposed development combines with the sustainable transport objectives of the NPPF 2021.

The development is situated more than 2 km from Caterham Town Centre and not within a reasonable walking distance however there are a limited number of facilities within a shorter distance. There are bus stops located close to the site but no crossing facility to reach the

one opposite Victor Beamish Avenue. Whyteleafe South Station is 1,3 km from the site however, there is no crossing point from Salmons Lane over Whyteleafe Road and pedestrians have to walk some distance in the carriageway as there are no footways along Salmons Lane on route to the railway station.

A thorough assessment of the walking routes to the various more local facilities such as supermarket, school etc should be undertaken to identify whether any improvements are possible such as additional crossing points etc,

There is a bus stop located on Salmons Lane and consideration should be given to providing a shared pedestrian/cycle path from the development in this location to provide additional permeability.

### **Trip Generation**

SCC supports the use of the TRICS database to demonstrate the likely trip rates associated with the development. The sites chosen should be in a comparable location in terms of accessibility of the site. I note that 'suburban' category has been chosen which is considered acceptable. Multi modal TRICS surveys should also be included.

### **Traffic Surveys**

It is considered that junction impact assessments should be undertaken for the following closest junctions to the site.

- Victor Beamish Avenue/Salmons Lane West
- Salmons Lane/Whyteleafe Road
- Salmons Lane West/Whyteleafe Road
- Salmons Lane West/Buxton Lane/Ninehams Road roundabout junction

There may be other junctions that need to be included but this can be confirmed once distribution diagrams have been produced.

Tandridge District Council Planning Department should be contacted to confirm any committed development.

### **Parking**

Parking provision for the site should be provided in accordance with the Tandridge Parking Standards SPD 2012 and sufficient parking should be provided so that no overflow parking takes place on the public highway.

### **Cycle Parking**

Flats and houses without garages or gardens, are subject to providing secure and covered bicycle parking. Surrey County Council's 'Vehicular and Cycle Parking Guidance (September 2021) requires that 1 & 2 bedroom units be provided with a minimum of 1 secure and covered cycle parking space each and for 3 or more bedroom units be provided with a minimum of 2 cycle parking spaces each. Adequate space should be laid out within the development site for the secure parking of bicycles in an easily accessible location. Vertical cycle stands mounted on walls are unacceptable. Charging points for electric bikes should also be provided. If a planning application is submitted details of the cycle stores including measurements of cycle racks should be provided.

### **Electric Vehicle Charging**

New development is expected to include charging provision for electric vehicle use as standard. Surrey County Councils 'Vehicular and Cycle Parking Guidance (2021) states that

the County Council will seek the provision of electric vehicle (EV) charging points within all new developments. As per this advice 1 fast charge socket should be provided for each house, flat or apartment (allocated and unallocated spaces). According to current guidance the charge point specification is 7kw AC 32 Amp Single Phase dedicated supply.

## Travel Plan

A Travel Plan will be required with any formal planning application for the proposed development and a monitoring fee of £4,600 would need to be paid.

SCC would like residents to be provided with either vouchers for public transport or towards purchase of bicycles as suggested in the Technical Note. The value of these to be agreed.

[Travel plans: new development - Surrey County Council \(surreycc.gov.uk\)](http://surreycc.gov.uk)

## Mitigation

### Highway Improvements.

- A crossing point should be provided over Salmons Lane West for residents of the development to be able to reach the bus stop opposite. SCC carried out a feasibility study into the provision of a pedestrian island in the vicinity of Victor Beamish Avenue within the last couple of years and unfortunately it is not possible to construct an island as there is a high pressure gas main running down the centre of the carriageway. It may therefore only be possible to provide an informal crossing with pram crossing points and tactile paving.

### Public Transport Improvements

- The following buses are currently serving this corridor
  - 409 (1/hr) Selsdon to East Grinstead
  - 411 (Every half hour) Great Park to Caterham Railway Station
  - 567 St Bede School to Whyteleafe Tavern (one a day on a weekday)
- There are 6 bus stops within the vicinity of the proposed development. We would require works/contributions to make them fully accessible. Exact details to be discussed further between SCC and the Developer prior to final measures being agreed.
- The following improvements would be required at every bus stop in the vicinity of proposed development.
  - a) Bus stop pole, with Surrey County Council standard specification flag and timetable case**
  - b) Raised boarding kerb -140mm high for length of at least 9m**
  - c) Bus Shelter to Surrey County Council standard specification**
  - d) Electrical supply for shelter lighting and RTPI)**
  - e) Bus stop cage / clearway markings, with clearway plate to be provided on bus stop pole**

- Bus stops near the proposal

Bus Stop Name	Road Name	Direction
Ninehams Road	Buxton Lane	SE
Ninehams Road	Buxton Lane	N
Salmons Lane Green	Salmons Lane West	W
Salmons Lane Green	Salmons Lane	NE
Whyteleafe Hill	Kenley Aerodrome	S
Whyteleafe Hill	Kenley Aerodrome	N

### Construction Transport Management Plan

A Construction Transport Management Plan (CTMP) will need to be provided prior to the commencement of any approved works. This would be secured through a suitably worded planning condition.

### Additional Advice

In addition to the above advice, I also refer you to guidance which is contained on our website, and the following link will direct you to a lot of the basic information needed to assist in the highway and transport consideration of many proposals.

<http://www.surreycc.gov.uk/environment-housing-and-planning/planning/transport-development-planning>

There are also references on that web site to other documentation and advice which may assist you in formulating a viable proposal.

### Summary

Notwithstanding this advice, as you will be aware, the Highway Authority is a statutory consultee in the planning process, and the final decision on any planning application will be made by the Local Planning Authority.

If you would like to discuss this scheme further or feel there is something I have not covered, please do not hesitate to contact me.

Yours sincerely,

Angela Goddard

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