



Proposed Residential Development
Land at Chichele Road, Oxted

**Proof of Evidence of Andrew Whittingham
BSc (Hons), MSc, CEng, MICE**

For

CALA Homes

Planning Application Reference: TA/2023/1345

Appeal Reference: APP/M3645/W/24/3345915

Contents

1.0	Qualifications and Experience	1
2.0	Introduction	2
3.0	Scope of Work Undertaken	4
4.0	The Highway Proposals	12
5.0	The Transport and Highway Benefits of the Site	15
6.0	Rule 6 Party: Oxted Parish Council and Local Residents	27
7.0	Response to TDC’s Statement of Case	31
8.0	Policy Compliance	32
9.0	Summary and Conclusions	34

Figures

Figure 3.1:	ATC Results - 85th Percentile Speeds.....	5
Figure 3.2:	Chichele Road/Silkham Road Parking Zones.....	6
Figure 3.3:	Traffic Flows at the Chichele Road/Silkham Road Junction	8
Figure 3.4:	Chichele Road/Silkham Road Pedestrian Movements.....	9
Figure 3.5:	Crashmap Summary	10
Figure 5.1:	Active Travel	18
Figure 5.2:	Local Amenities Plan	19
Figure 5.3:	Connectivity to Active Travel Routes.....	22
Figure 5.4:	Routes to Oxted Railway Station	23

Appendices

A	Surrey County Council – Pre-Application Response
B	Surrey County Council – Consultation Response
C	National Highways Consultation Response
D	Waiting and Loading Restrictions
E	Speed Management Scheme
F	Stage 1 Road Safety Audit
G	Copenhagen Crossing

1.0 Qualifications and Experience

- 1.1 I am Andrew Whittingham, a Director of Motion and a Chartered Civil Engineer with over 30 years' experience in transport and highway infrastructure planning with the majority gained in private sector consultancy sector. I advise clients from the early stages of site appraisals, through the planning process to implementation on all forms of land uses. In particular, I work closely with landowners and housebuilders in the promotion of strategic housing sites.
- 1.2 I present highway and transport evidence on behalf of CALA Homes and have advised on this site since April 2022. I am thus fully familiar with the site and the surrounding area.

Statement of Truth

- 1.3 I confirm that the facts stated in my evidence are my own knowledge, I have made clear which they are and I believe them to be true, and that the opinions I have expressed represent my true and complete professional opinion.

2.0 Introduction

- 2.1 This Proof of Evidence relates to an appeal by CALA Homes in respect of Land at Chichele Road, Oxted (“the site”).
- 2.2 The appeal has been submitted following the Local Planning Authority’s (Tandridge District Council – TDC) refusal of a detailed application (reference 2023/1345) for a residential development on the appeal site. The description of development is as follows:
- “Proposed residential development 116 Dwellings (Class C3) including affordable housing with associated access, car parking, soft landscaping and play provision.”*
- 2.3 The reasons for refusal relate to inappropriate development in the Green Belt, as well as impacts to ancient woodland, biodiversity and landscape. It should be noted that there were no highways objections.
- 2.4 Extensive discussions have taken place with Surrey County Council (SCC) during the planning application process. This includes a formal pre-application submission, with a response letter from SCC dated 9th May 2023 (included at **Appendix A**). SCC provided their formal consultation letter dated 29th January 2024 (included at **Appendix B**). SCC are satisfied that the proposed development would not have a material impact on the safety and operation of the adjoining public highway. SCC requested the imposition of a number of planning conditions and that a separate legal agreement relating to offsite highway works and monitoring a travel plan be entered into.
- 2.5 Similarly, National Highways (NH) are also satisfied that the development will not materially affect the safety, reliability and/or operation of the strategic road network (i.e. it satisfies the tests set out in DfT Circular 01/2022, and NPPF 2023 (CD8.1)) in this location and its vicinity. This is explained within the NH consultation response dated 11th January 2024 (included at **Appendix C**).
- 2.6 There are thus, no objections to the proposal from Surrey County Council as CHA or National Highways. However, there were a number of objections to the proposed development from local residents as well as the Rule 6 Party of Oxted Parish Council (OPC).

Scope of Evidence

- 2.7 As there were no highways reasons for refusal, this Proof of Evidence seeks to address local objections by residents and the Rule 6 Party of Oxted Parish Council. It also provides additional information in response to some points raised within TDC’s Statement of Case.
- 2.8 The format of the proof is:
- ▶ To explain the scope of work undertaken;
 - ▶ To explain the highway proposals;
 - ▶ To set out the transport and highways benefits to the site;
 - ▶ To demonstrate policy compliance.
 - ▶ To respond to the concerns of Oxted Parish Council (OPC) as a Rule 6 Party and local residents;
 - ▶ To provide additional information request by the LPA; and,

Agreed Highway Plans

2.9 There has been significant agreement on highway matters prior to the Inquiry and thus, I set out the agreed highway plans as follows:

- ▶ Proposed Access Arrangements – Drawing 1907029-01G
- ▶ Station Lane East Zebra Crossing – Drawing 1907029-02A
- ▶ Proposed Traffic Calming Scheme – Drawings 1907029-03, 1907029-04, 1907029-05, 1907029-06
- ▶ Swept Path Analysis Refuse Vehicle – Drawings 1907029-TK01C, 1907029-TK01.1C, 1907029-TK01.2C, 1907029-TK01.3C, 1907029-TK01.4C, 1907029-TK01.5C
- ▶ Swept Path Analysis Fire Appliance – Drawings 1907029-TK02C, 1907029-TK02.1C, 1907029-TK02.2C, 1907029-TK02.3C, 1907029-TK02.4C, 1907029-TK02.5C

3.0 Scope of Work Undertaken

- 3.1 Motion were instructed in April 2022 to advise CALA Homes on transport and highways matters in support of the planning application.
- 3.2 Since appointment detailed discussions have taken place with Surrey County Council (SCC) as the highway authority. This has included:
- ▶ Input into the design of the masterplan;
 - ▶ Undertaking an extensive traffic (volume and speed) and active travel surveys of the surrounding area;
 - ▶ The access arrangements including emergency vehicles and active travel;
 - ▶ Road Safety Audit, Stage 1 compliance;
 - ▶ Compliance with Healthy Streets for Surrey (CD10.3);
 - ▶ Compliance with Manual for Streets 2 (CD10.2);
 - ▶ Consideration of LTN 1/20 Cycle Infrastructure Design (CD10.8);
 - ▶ The consideration of active travel improvements to ensure connectivity to local facilities, including infrastructure improvements;
 - ▶ Ways to encourage active travel and public transport; and,
 - ▶ Consideration of pedestrian and cycle routes using the PRoW network.
- 3.3 The approach to the transport assessment (CD1.3) of the development proposals complies fully with paragraph 112 of The National Planning Policy Framework Consultation draft, July 2024 (The draft Framework). This states:
- 112. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) A vision led approach to promoting sustainable transport modes is taken, taking account of the type of development and its location.*
- 3.4 The extent and depth of the transport assessment (CD1.3) undertaken is demonstrated below.

Traffic Surveys

- 3.5 A number of surveys were undertaken to understand traffic movement around the site and on the local highway network. These surveys are summarised below and reported fully in the Transport Assessment (CD1.3). The surveys consisted of:
- ▶ Speed surveys;
 - ▶ Traffic flows;
 - ▶ On street parking surveys;
 - ▶ Pedestrian and Cyclist survey around the school;
 - ▶ Footpath 75 survey; and
 - ▶ Road safety review

Speed Surveys

3.6 Speed surveys were undertaken along local roads by means of Automatic Traffic Counters (ATC's). The results provided 85th percentile speeds in both directions. The speeds were recorded on the following roads:

- ▶ Chichele Road (adjacent to the site access);
- ▶ Chichele Road (south of the site access);
- ▶ Silkham Road;
- ▶ Central Way; and
- ▶ Bluehouse Lane.

3.7 Figure 3.1 below summarises the 85th percentile speeds on the above roads in both directions.



Figure 3.1: ATC Results - 85th Percentile Speeds

Traffic Flows

3.8 Existing traffic flows along Chichele Road adjacent to the site access have been measured from the ATC data and observed traffic movements for the busiest weekday are summarised in Table 3.1 below. Figures in brackets relate to heavy goods vehicles (HGVs).

Time Period	Northbound	Southbound
Morning Peak Hour (08:00-09:00)	129 (0)	151 (3)
Evening Peak hour (17:00-18:00)	125 (0)	89 (1)
Weekday Daily (24 hours)	1,025 (3)	950 (9)

Table 3.1: Traffic Flows on Chichele Road (February 2023)

On-Street Parking

- 3.9 Parking occurs along Chichele Road within designated parking bays which are restricted to a maximum stay of 2 hours Monday to Friday between 08:30 hours and 18:30 hours. Silkham Road restricts parking adjacent to the primary school although further north parking is largely unrestricted. The parking restrictions are shown at **Appendix D**.

Parking surveys were undertaken on a neutral week (Tuesday 11th July 2023) between 07:00 and 19:00 hours within the vicinity of the site access on Chichele Road and Silkham Road. The parking locations on Chichele Road and Silkham Road have been split into zones as illustrated in Figure 3.2 below.

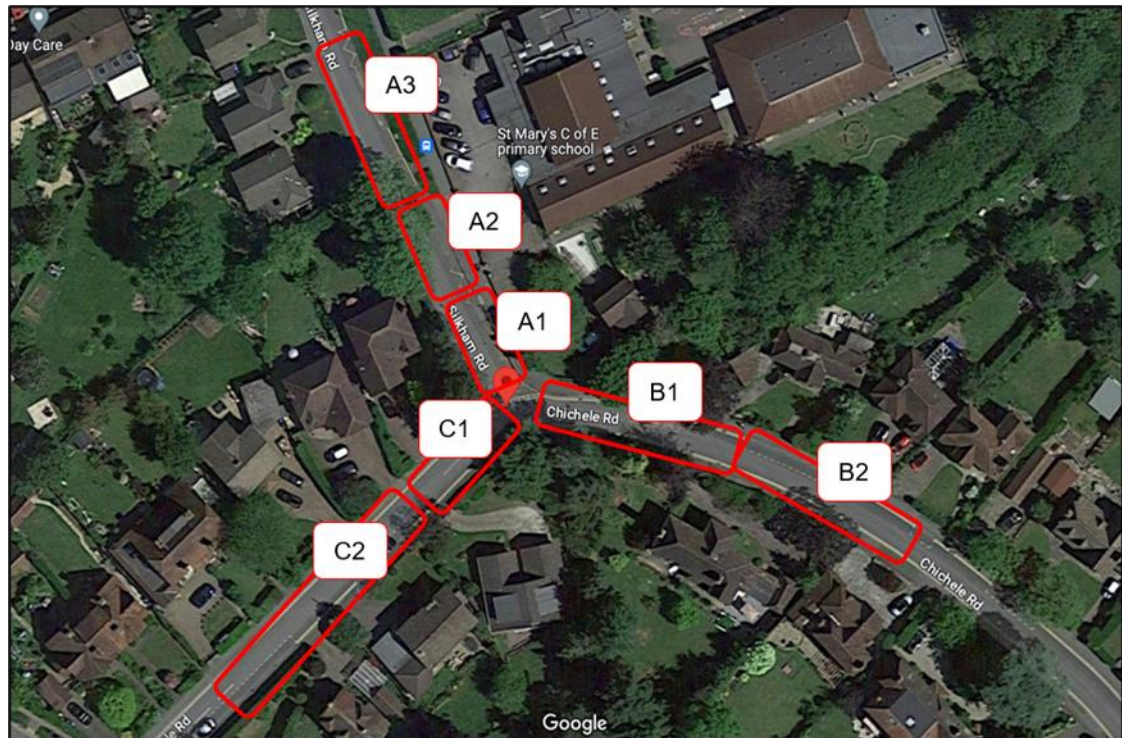


Figure 3.2: Chichele Road/Silkham Road Parking Zones

- 3.10 Table 3.2 summarises the results for the 12 hour period surveyed.

Zone	Vehicles			
	Drop-off	Parked	Pick-up	Waiting
Zone A1	-	-	-	-
Zone A2	3	-	-	-
Zone A3	15 (1)	4	38 (3)	10
Zone B1	12 (2)	-	1 (1)	1
Zone B2	16	1	14	-
Zone C1	5	-	1	-
Zone C2	13	9	9	-
Total	64	14	63	11

Table 3.2: Parking Survey Results – Coaches in brackets

- 3.11 Table 3.2 demonstrates that very little activity in terms of drop off or pick up occurs in zones A1 and A2 as would be expected given the parking restrictions, with only 5 cars dropping off in zone C1. The majority of the cars therefore drop off or pick up within zones A3, B2 or C2.
- 3.12 In zone B1, where the new access will be provided there were 12 drop offs in the morning and only 2 pick-up / waiting vehicles at the end of the school day. Once the new access is provided, these vehicles will simply choose whether to park in zones, A3, B2 or C2.
- 3.13 One coach was observed dropping off children within zone A3 within the morning peak and 3 coaches were observed in the afternoon and are thus unaffected by the proposed access. The survey recorded 2 coaches within the morning peak dropping off children in zone B1 and 1 coach within the afternoon peak picking up children. These coaches currently using zone B1 can use zone A3 as in the morning, or drop-off/pick-up elsewhere on Chichele Road.

School Traffic Movements

- 3.14 Traffic surveys were undertaken on Tuesday 21st February 2023 surrounding St Mary’s C of E Primary School in order to establish the current traffic condition associated with the school. Video footage has been analysed at the beginning and the end of a school day to assess the peak periods. It is clear that between 08:30 and 08:45 hours there is considerable activity at the junction between Chichele Road and Silkham Road when parents are picking up and dropping off their children. It should be noted that this is a short duration of time and commonly occurs within the vicinity of schools. The below graph illustrates the traffic flows at the Chichele Road/Silkham Road junction.

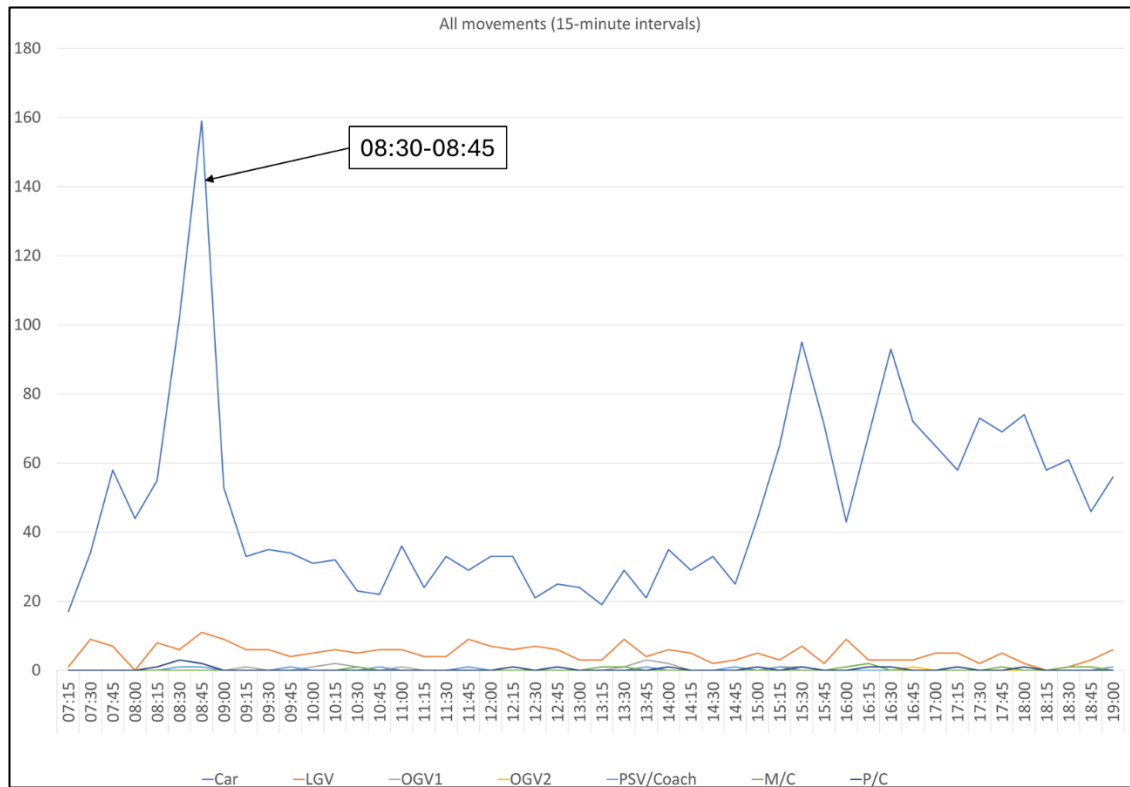


Figure 3.3: Traffic Flows at the Chichele Road/Silkham Road Junction

Existing Pedestrian Movements

3.15 Pedestrian surveys were undertaken on a neutral week (Tuesday 11th July 2023) between 07:00 and 19:00 hours within the vicinity of the site access on Chichele Road and Silkham Road. The key locations where pedestrians cross Chichele Road and Silkham Road are illustrated in Figure 3.4 below.



Figure 3.4: Chichele Road/Silkham Road Pedestrian Movements

3.16 Table 3.3 summarises the results for the 12 hour period surveyed.

Zone	Total Pedestrian Flows
A1-A2	451
A3-A4	71
A5-A6	30
B1-B2	58
B3-B4	31
C1-C2	131
C3-C4	309

Table 3.3: Pedestrian Survey Results

3.17 Table 3.3 demonstrates that the majority of pedestrians use the existing dropped kerbs and tactile paving to cross Silkham Road. A large proportion of pedestrians cross Chichele Road where the access to the site is located.

Footpath 75 Survey

3.18 A pedestrian/cycle survey was undertaken for 7 days at the entrance to Footpath 75 adjacent to Oxted School. The results of the survey are summarised in Table 3.4 below.

Date	Pedestrian Two-way Movements	Cyclist Two-way Movements
Friday 9 th August	46	2
Saturday 10 th August	104	0
Sunday 11 th August	83	0
Monday 12 th August	44	0
Tuesday 13 th August	80	0
Wednesday 14 th August	83	0
Thursday 15 th August	57	0

Table 3.4: Footpath 75 Pedestrian/Cycle Survey

Road Safety Review

3.19 Consideration has been given to Crashmap.com to identify any incidents that have occurred on the road network surrounding the site over the last 5 years (up to the end of 2021). The study area includes Chichele Road and sections of Bluehouse Lane and Station Road East. The crashmap report is summarised in Figure 3.5 below.

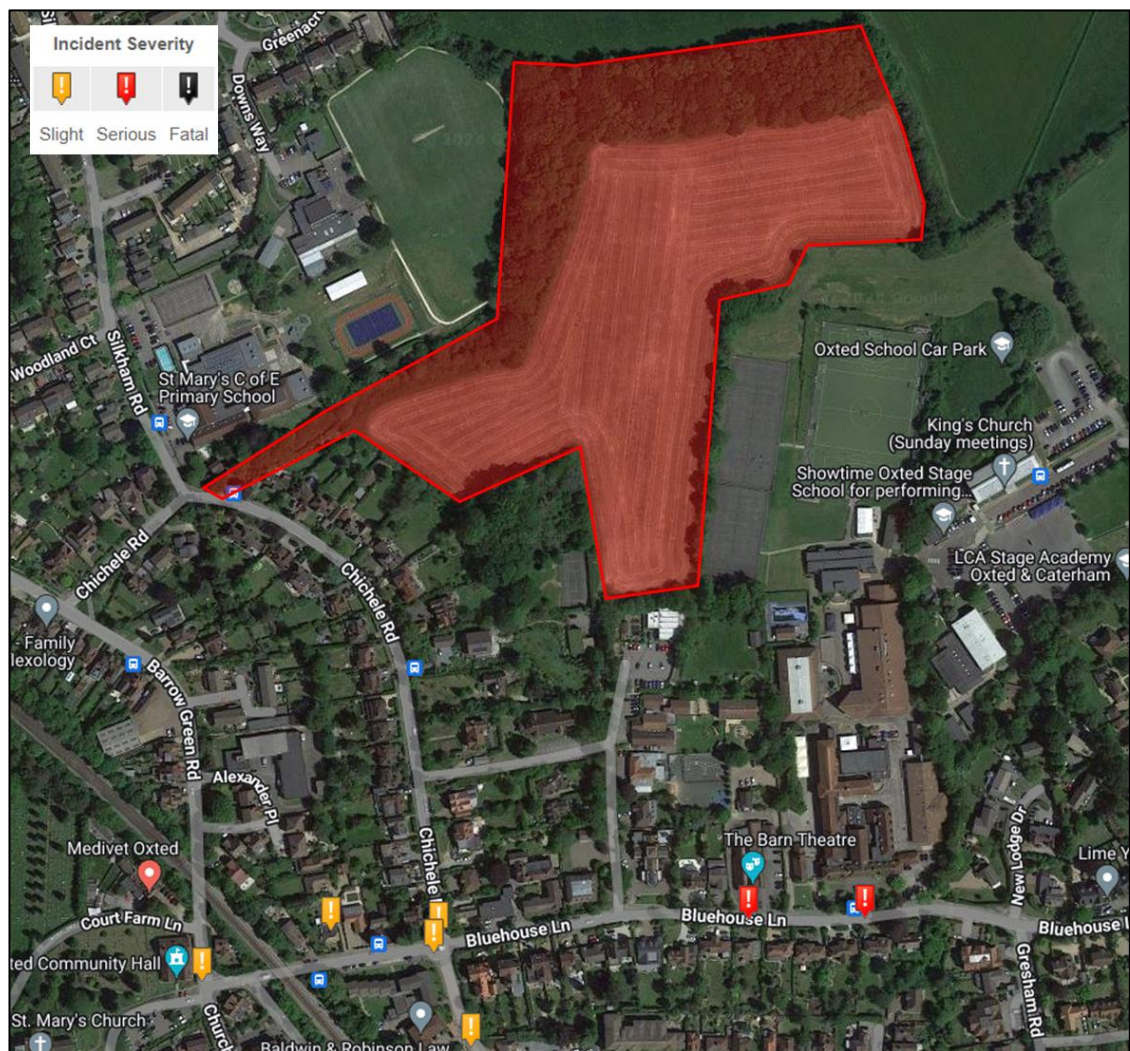


Figure 3.5: Crashmap Summary

- 3.20 As demonstrated on Figure 3.5 four incidents have occurred within the study area, none of which occurred along Chichele Road. The four incidents occurred due to the following reasons:
- ▶ Two slight incident occurred at the Chichele Road/Bluehouse Lane/Station Road East mini-roundabout. The first involved a car colliding with a pedestrian who was stationary within the carriageway. The second involved two cars colliding on the roundabout. Both incidents took place in daylight and dry conditions.
 - ▶ Two serious incidents took place along Bluehouse Lane adjacent to Oxted School. The first involved a car colliding with a cyclist, the second involved a car colliding with a pedestrian. The first incident took place in daylight and dry conditions, the second took place in darkness and dry conditions.
 - ▶ A slight incident took place along Bluehouse Lane approximately 50 metres from a pedestrian crossing. This involved an electric motorcycle colliding with a pedestrian crossing the carriageway. The incident took place in darkness and dry conditions.
 - ▶ One slight incident took place at the zebra crossing across Station Road East to the south of Bluehouse Lane. This involved a car colliding with a pedestrian who was crossing the carriageway. The incident took place in daylight and dry conditions.
 - ▶ A slight incident occurred at the Barrow Green Road/Bluehouse Lane junction. This involved two cars colliding head on. The incident took place in darkness and wet conditions.
- 3.21 The above collision record is not considered abnormal over a five-year period. It is not considered that the incidents occurred as a result of an unsafe highway network, but due to driver error. There were no incidents within the vicinity of St Mary's C of E School.

4.0 The Highway Proposals

- 4.1 Access to the development site is proposed via a new junction at the western extent of the site onto Chichele Road. Drawing 1907029-01G illustrates the proposed access arrangements.
- 4.2 A simple priority junction is appropriate for the quantum of development proposed. The access road has been carefully designed to protect adjacent trees located on the northern side of the access road.
- 4.3 A bus stop is currently located where the sites access will form a junction with Chichele Road, this will be removed and relocated approximately 60 metres north of the site access, adjacent to St Mary’s of E Primary School. This will serve the same bus routes as the bus stop to be removed and will be equally convenient bus passengers.

Highway Access Design

- 4.4 Chichele Road is subject to a 30 miles per hour speed limit. To ascertain the required visibility splays an automatic traffic counter (ATC) was placed along Chichele Road between 20th February 2023 and 26th February 2023.
- 4.5 The ATC recorded 85th percentile speeds below the 30 miles per hour speed limit both northbound and southbound. Therefore, visibility splays have been calculated based on the formula set out within Manual for Streets 2 (MfS2 - CD10.2). The 85th percentile speeds and applicable visibility splays calculated using the formula are provided within Table 4.1 below.

Direction	Dry Speed	Dry Speed	SSD
Northbound	25.5mph	41kph	34.2 metres
Southbound	23.6mph	38kph	30.8 metres

Table 4.1: Stopping Site Distance Calculation

- 4.6 In accordance with the MfS calculation, the access is shown to the required 2.4 metres by 30.8 metre visibility to the north (for southbound vehicles). To the south (for northbound vehicles) the required visibility splay is shown to 2.4 metres by 34.2 metres. The above visibility splays are shown on drawing 1907029-01G.

Pedestrian/Cycle Access

Site Access

- 4.7 Dropped kerbs and tactile paving will be provided at the access to accommodate passing pedestrian movements. Footways 2m wide will be accommodated along the southern side of the access road providing pedestrians with safe access into the site. In discussions, SCC requested that a Copenhagen style crossing should be considered across the site access. This has been assessed and found not to be practical in this location.

Bluehouse Lane Pedestrian/Cycle Access

- 4.8 An additional pedestrian/cycle access will be provided at the southern boundary of the site onto Bluehouse Lane. The surface along the private road (Bluehouse Lane) will be improved by the repair of potholes and undertaken by the applicant with the site landowner’s consent. The applicant will also provide a footway link between the site and Footpath 75 at the eastern extent of the site. Both of these improvements have been discussed with SCC’s PRoW officer and are agreed.

School Safety Proposals

- 4.9 As requested by SCC, the proposals include three separate raised tables, one directly west of the junction where Chichele Road meets Silkham Road, one directly east of the junction where the site access meets Chichele Road and one outside of St Mary's C of E Primary School. The raised table outside of St Mary's C of E Primary School will include a zebra crossing with tactile paving. The zebra crossing is located where the existing dropped kerbs and tactile paving are currently situated, and the existing guard railing will be removed as required to facilitate the crossing. This is illustrated on the drawing 1907029-02A. The raised tables are located such that they will assist existing pedestrian movements on the local highway network as set out in Section 3.
- 4.10 In addition to the careful design of the access and surrounds to ensure pedestrian safety, the proposals include relocating the zebra crossing on Station Road East approximately 25 metres north towards the Chichele Road/Bluehouse Lane/Station Road East junction, as suggested by SCC. This includes removing the guard railing by the roundabout on the eastern side of Station Road East. Both the new zebra crossing and the zebra crossing on the Bluehouse Lane (east) arm will be provided with updated belisha beacons with zebrite LEDs. This is illustrated on drawing 1907029-02A.
- 4.11 The outcome of these proposals is that the existing haphazard drop-off and collection of schoolchildren and mix of pedestrians/ schoolchildren will be much more effectively managed with a consequent safety improvement.

Speed Management Scheme

- 4.12 At the request of SCC, a potential 20mph speed limit scheme has been designed which includes local roads near to the site access, consisting of a new 20mph zone with traffic calming measures on Chichele Road, Silkham Road and Central Way.
- 4.13 The detail of this scheme will be subject public consultation by SCC if planning permission is granted, under condition, and may consequently be amended. An overview of the scheme extent is shown at **Appendix E**.
- 4.14 The speed surveys undertaken on these roads show that the current 85th percentile traffic speeds vary between 22.2mph and 31.5mph (Figure 3.1 of this proof), indicating that traffic calming measures are required and would be beneficial to reduce current speeds in accordance with a new 20mph speed limit.
- 4.15 The potential traffic calming measures consist of 20mph zone signage with carriageway roundels at the entry points and speed humps along each road. It is anticipated that some of the speed humps could also serve as pedestrian crossing points, particularly the speed hump located near the school, on which a new zebra crossing is proposed. Speed humps serving as pedestrian crossing points will be constructed as flat top humps, whereas the remainder will be constructed as sinusoidal humps; all including shallow gradient ramps suitable for bus routes.
- 4.16 SCC Healthy Streets guidance (CD10.3) indicates that horizontal deflections should be considered before proposing vertical deflections; however, it is considered that on these lightly trafficked residential roads, vertical deflections will have a greater impact on traffic speeds, rather than narrowings and build-outs which rely on frequent two-way traffic movements to be effective.

Road Safety Audit (RSA)

- 4.17 The access arrangements and the proposed highway improvements have been subject to a Stage 1 Road Safety Audit (RSA). The RSA is included at **Appendix F** along with the designer's response.
- 4.18 The below table summarises the comments raised by the RSA team along with Motions designer's response.

RSA Recommendation	Design Organisation Response
At the detailed design stage, surface water drainage should be adjusted as necessary to prevent ponding on the carriageway and footways, particularly at the raised tables/crossings.	This will be dealt with at the detailed design stage.
Provide vehicle swept path analysis for service vehicles, demonstrating that they will be able to turn adequately to/from the site access.	Swept path analysis for a refuse vehicle has been undertaken to ensure vehicles can enter and exit the site. This is included at Appendix F .
Implement measures to prevent car parking within the site access road between Chichele Road and the priority give way feature.	Parking restrictions in the form of double yellow lines will be implemented between Chichele Road and the priority give way feature.
Introduce a local 20mph speed limit to reduce the risk of collisions and the severity of injuries and, if necessary, provide additional traffic calming measures on each approach. Suitable signage of the speed limit and traffic calming features should be provided. It may be appropriate to treat the entire junction arrangement as a raised surface with contrasting surface materials.	The proposals include a potential 20mph speed limit scheme within the vicinity of the site in the form of signage and raised tables along Chichele Road, Silkham Road and Central Way.
Extend the footway on the west side of the site access to occupy the full width of the verge. Provide highway boundary treatments on both sides that are legible for sight-impaired pedestrians, guiding them toward the onward footway.	The footway has been extended on the west side of the site access to occupy the full width of the verge, along with highway boundary treatments on both sides for sight-impaired pedestrians.
Remove the existing zebra crossing in its entirety, including the tactile pavements and dropped kerbs. Furthermore, replace the zebra crossing surface with high friction surfacing to match existing on either side and repair any damage caused by the removal of carriageway markings.	The existing crossing will be removed in its entirety, including tactile paving and dropped kerbs. The surface will be replaced with high friction surfacing and any damage will be repaired.

Table 4.2: RSA Summary

- 4.19 The proposed access arrangements and highway works have been updated in order to address the various concerns raised.

5.0 The Transport and Highway Benefits of the Site

5.1 The benefits of the site are:

- ▶ It is in a highly sustainable location with respect to the consultation draft Framework and the, now abandoned, Tandridge Local Plan;
- ▶ Local town facilities are easily accessible by active travel;
- ▶ Improved pedestrian and cycle links will be provided;
- ▶ Enhancement of the connectivity of active travel routes;
- ▶ Oxted railway station is accessible by active travel;
- ▶ Local bus stop improvements;
- ▶ Speed management scheme within the vicinity of the site;
- ▶ Introduction of a car club bay to Oxted;
- ▶ Implementation of a Travel Plan; and,
- ▶ Improved drop off/pick-up facilities at the school.

The Sustainable Location of the site

Settlement Hierarchy

5.2 Policy CSP 1 within TDC's adopted Core Strategy (CD4.1) sets out the guidance surrounding the location of proposed development, stating the following:

"In order to promote sustainable patterns of travel and in order to make the best use of previously developed land, development will take place within the existing built up areas of the District (the Category 1 settlements listed below) and be located where there is a choice of mode of transport available and where the distance to travel to services is minimised subject to the third paragraph of this policy."

"Category 1 Settlements:-

- ▶ *Caterham*
- ▶ *Oxted (including Hurst Green and Limpsfield)*
- ▶ *Warlingham*
- ▶ *Whyteleafe"*

5.3 Policy TLP50 of the now abandoned, Tandridge Local Plan (CD5.1) 'Sustainable Transport and Travel' states;

"The Council is committed to developing well integrated communities with sustainable transport which connects people to jobs, services and community facilities, while recognising that Tandridge is a rural District. This will be achieved by taking the following steps:

- ▶ *Proposals will need to demonstrate how they will ensure that the principal objectives and overall vision of the Surrey Local Transport Plan are met, particularly in relation to active travel and air quality.*
- ▶ *Locating most new development in the Tier 1 and 2 settlements close to services, services, served by a range of sustainable travel options, such as public transport, walking and cycling, to minimise the need to travel and distance travelled.*

- ▶ *Ensuring development proposals provide appropriate infrastructure measures to mitigate the adverse effects of traffic and other environmental and safety impacts (direct or cumulative).*
- ▶ *Transport Assessments will be required for development proposals, where relevant, to fully assess the impacts of development and identify appropriate mitigation measures."*

5.4 The areas which made up Tier 1 settlements included Oxted.

5.5 Therefore, the proposed development is ideally located in relation to sustainable travel and falls within Oxted which has been identified in both the adopted Core Strategy (CD4.1) and the now abandoned, Local Plan (CD4.2) as a location where development should be located.

Officers Report

5.6 The Officers Report (CD3.1) states the following in regard to the sustainability of the site in transport terms:

"The site forms a logical extension to the settlement of Oxted and is highly accessible for sustainable modes of transport, including walking, cycling, bus and rail. As set out above, the site is 600m (c.6-7 minute walk) from Oxted train station, it is very close to bus stops and services on Chichele Road/Silkham Road and Bluehouse Lane, is adjacent to the schools, and it is within c.10 minute walking distance of the full range of shops, services and community facilities Oxted has to offer. Oxted is identified in the Core Strategy as a Category 1 Settlement, providing key services and day-to-day needs for the District's population."

5.7 This further supports the case for the location of the proposed development in terms of sustainable development travel and transport.

The Consultation Draft Framework

5.8 The Consultation Draft NPPF (CD8.3) refers to a "vision led approach to promoting sustainable transport modes is taken, taking account of the type of development and its location". The proposals have developed in accordance with SCC's Healthy Streets guidance (CD10.3), which ensures streets are designed with a clear 'hierarchy of users' in mind, designed firstly for pedestrians, cyclists, public transport and then private vehicles.

Accessibility to Local Facilities

Guidance

Planning for Walking and Cycling

5.9 Walking and cycling are active *and* sustainable forms of transport in their own right and as linking modes for accessing public transport, for example, when making longer journeys.

5.10 The Chartered Institution of Highways and Transportation (CIHT) documents 'Planning for Walking' and 'Planning for Cycling' (CD10.4) provide an insight into these modes of transport:

"Across Britain about 80% of journeys shorter than 1 mile are made wholly on foot...but beyond that distance cars are the dominant modes" (Planning for Walking, 2015, pg.6).

"Majority of cycling trips are used for short distances, with 80% being less than five miles and with 40% being less than two miles" (Planning for Cycling, 2014, pg.4).

5.11 The CIHT also published 'Guidelines for Providing for Journeys on Foot' (2000) (CD10.5) to support implementation of the central Government publication 'Encouraging walking: advice to local authorities'. The CIHT Guidelines suggest acceptable, desirable and preferred maximum walking distances ('acceptable' walking distances would vary between individuals) for pedestrians without mobility impairment for some common trip purposes, which are set out at Table 5.1.

Description of Walking Distance	Distance to Destination (metres)		
	Town Centres	Commuting/Schools	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred maximum	800	2,000	1,200

Table 5.1: Suggested Walking Distances (CIHT, 2000, 'Guidelines for Providing for Journeys on Foot' (CD10.6))

Local Transport Note (LTN) 1/20 Cycle Infrastructure Design; and 'Gear Change: A bold vision for cycling and walking' (CD10.8)

5.12 The Department for Transport (DfT) updated their advice to Local Authorities in Local Transport Note (LTN) 1/20 'Cycle Infrastructure Design', which was published in July 2020 alongside the DfT's 'Gear Change: A bold vision for cycling and walking'. LTN 1/20 promotes the inclusion of good quality cycling infrastructure in Local Authority planning, design and highway adoption policies and processes, with new developments, new highways and new highway improvement schemes contributing accordingly.

Manual for Streets and National Travel Survey

5.13 Manual for Streets (MfS - CD10.1) identifies 'walkable neighbourhoods' as "having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot". Within MfS it is also noted that 800 metres is not considered the maximum walking distance for pedestrians, highlighting that walking can replace short car trips, particularly those under 2 kilometres.

5.14 The 2015 National Travel Survey (NTS - CD10.7) noted that "76% of all trips under one mile are walks", making it the most frequent mode of travel for very short distances. (1 mile = 1.6 kilometres)

Access to Local Facilities

5.15 The site is accessible on foot via footways provided along both sides of Chichele Road. Continuous lit footways are provided between the site and Oxted town centre. Tactile paving and dropped kerbs are provided at crossing points to aid accessibility. An informal crossing point in the form of dropped kerbs and tactile paving is provided adjacent to St Mary's C of E Primary School on Silkham Road, along with guard railing situated on the eastern side of the Chichele Road/Sikham Road junction.

5.16 The Chichele Road/Bluehouse Lane/Station Road East mini-roundabout includes dropped kerbs and tactile paving on the Chichele Road arm. The Bluehouse Lane (east) and Station Road East arms are provided with dropped kerbs, tactile paving and zebra crossings. This provides safe access to Oxted town centre and local amenities. The private section of Bluehouse Lane is provided with a footway on the western side of the carriageway for circa 100 metres before becoming a shared surface. The footway connects with the footways located on the northern side of Bluehouse Lane.

5.17 Figure 5.1 illustrates pedestrian crossing points along key pedestrian routes from the site to Oxted town centre.



Figure 5.1: Active Travel

5.18 Due to the site's proximity to Oxted town centre, there are a variety of amenities within walking distance of the site. The town centre accommodates a number of chain and independent shops, cafes and restaurants as well as a larger food stores. A doctor's surgery, pharmacy, dentist and opticians, as well as a number of schools are also available within walking distance of the site. The local amenities within 1 kilometre are shown on Figure 5.2 below.

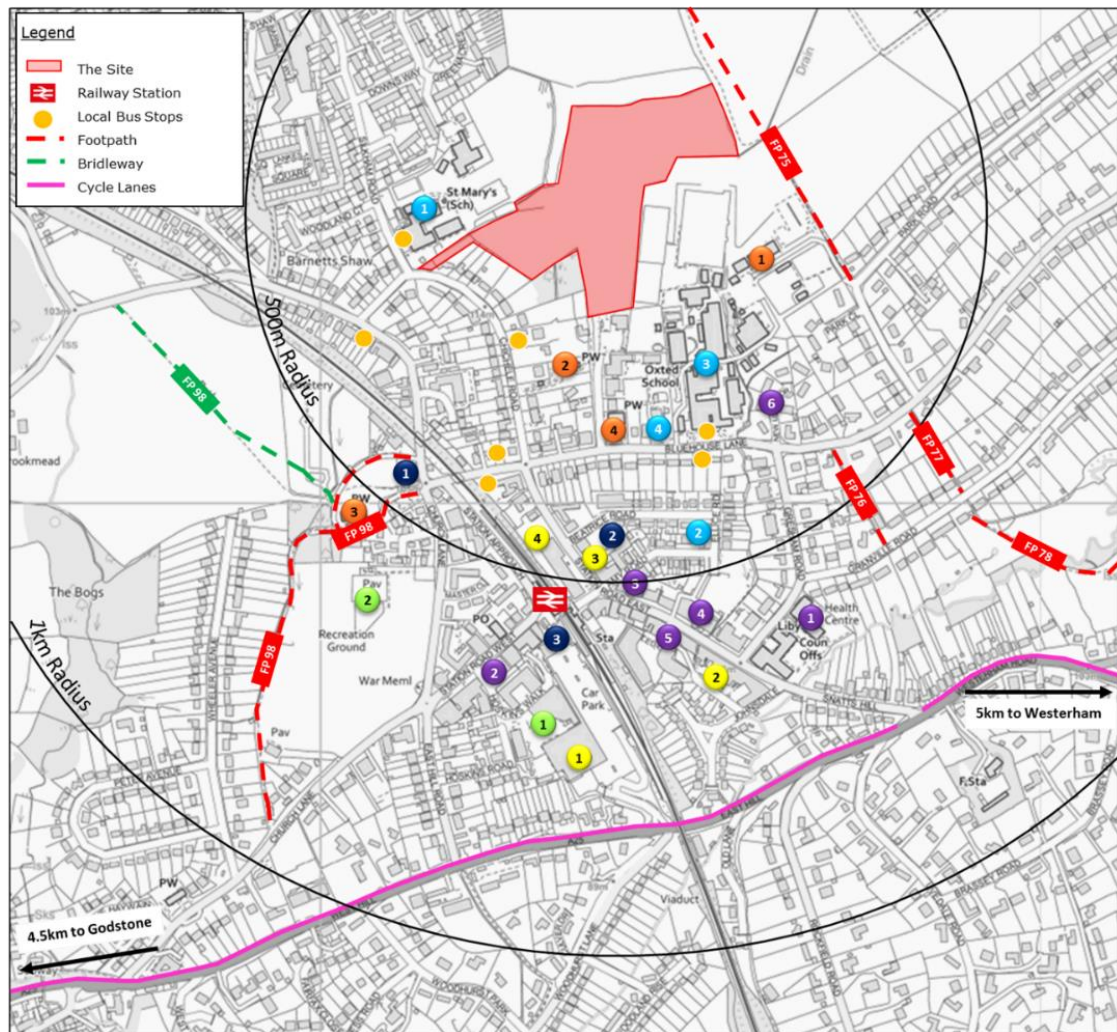


Figure 5.2: Local Amenities Plan

5.19 The educational facilities located within 1 kilometre of the site are detailed within Table 5.2 below.

Amenity	Distance from Site (metres)	Light Blue No.
St Mary's C of E Primary School	64	1
Fennies Nursery	700	2
Oxted School	550	3
Little Barn Preschool	500	4

Table 5.2: Educational Facilities

5.20 Table 5.2 demonstrates that there are many educational facilities located within an acceptable walk distance of the site. Within a kilometre radius future residents would have access to local pre-school, primary school and secondary school facilities.

5.21 The medical facilities that are located within a kilometre of the site are detailed within Table 5.3 below.

Amenity	Distance from Site (metres)	Purple No.
Oxted Health Centre	900	1
Oxted Podiatry and Foot Health Centre	570	2
Bayfields Opticians and Audiologists	490	3
Paydens Pharmacy	700	4
Priory House Dental Centre	600	5
New Lodge Dental Practice	750	6

Table 5.3: Medical Facilities

5.22 Table 5.3 indicates that the development site is within an acceptable walking distance from various health centres, dentists and pharmacies.

5.23 The retail facilities within the local area of the site are detailed within Table 5.4 below.

Amenity	Distance from Site (metres)	Yellow No.
Morrisons	730	1
Co- Operative	750	2
Sainsbury's Local	50	3
Little Waitrose & Partner's	450	4

Table 5.4: Food Retail Facilities

5.24 Table 5.4 demonstrates that various food retail premises are within walking distance of the site.

5.25 Other facilities within the local area of the site are detailed within Table 5.5 below.

Amenity	Distance from Site (metres)	No.
Tandridge Leisure Centre	850 metres	Green 1
Oxted Recreation Ground	500 metres	Green 2
King's Church	700 metres	Orange 1
All Saints Church Oxted	160 metres	Orange 2
St Mary's Church	500 metres	Orange 3
Oxted United Reformed Church	450 metres	Orange 4
Oxted Community Hall	400 metres	Dark Blue 1
The Ginistry	500 metres	Dark Blue 2
The Oxted Inn	600 metres	Dark Blue 3

Table 5.5: Other Facilities

5.26 The location of the development accords with the principles set out by ATE, these include the following:

- ▶ Mix of local amenities within 800 metres walking distance
- ▶ High-quality walking connections from the site to a primary school and food shops
- ▶ Walking routes accessible to all users
- ▶ Crossing points located on pedestrian desire lines
- ▶ Streets, footways and cycle routes are adequately lit
- ▶ High-quality walking connections from the site to a bus stops and Oxted railway station

- 5.27 In summary, the site is excellently located in relation to local facilities within Oxted town centre. Future residents can access everyday local amenities within the appropriate distances as set out within the guidance.

Improved Pedestrian and Cycle Links

- 5.28 These have been described in Section 4.0 of this proof and are therefore summarised below:
- ▶ Dropped kerbs and tactile paving will be provided at the access to accommodate passing pedestrian movements, whilst 2 metre footways will be accommodated along the southern side of the access road providing pedestrians with safe access into the site.
 - ▶ An additional pedestrian/cycle access will be provided at the southern boundary of the site onto Bluehouse Lane.
 - ▶ Two raised tables on Chichele Road and one on Silkham /Road outside of St Mary's C of E Primary School (which will include a zebra crossing with tactile paving).
 - ▶ A new zebra crossing on the Bluehouse Lane (east) arm will be provided with updated belisha beacons with zebrite LEDs.
- 5.29 Within the site, there will be footways measuring 2 metres provided throughout the site with a number of areas which provide access to a small number of dwellings operating as shared surfaces. The proposed internal spine road network would be formed of low speed and lightly trafficked residential streets with carriageway widths of 5.5 metres which render them suitable for on-carriageway cycling. This is outlined in LTN 1/20 (CD10.8) which states that:
- "...in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds"*
- 5.30 Section 11.3 'Cycling infrastructure design considerations' of Surrey's Healthy Streets (CD10.3), sets out appropriate level of protection required for cyclists based on traffic volumes and speed limits. This demonstrates that streets with a speed limit of 20mph and less than 2,000 PCUs per day are suitable for cyclists to be mixed with traffic. Considering the quantum of development and the predicted vehicular flows likely to use the proposed access road, cyclist will be expected to cycle on the carriageway within the site.
- 5.31 The pedestrian and cycle improvements both on-site and off-site have been agreed with SCC as the Highway Authority, and provide safer connections for both existing and future residents within Oxted.

Connectivity of Active Travel Routes

- 5.32 The site is very well located to promote active travel connectivity between St Mary's C of E Primary School, Oxted Secondary School and the surrounding residential areas within Oxted. The site will offer quiet residential streets with excellent pedestrian and cycle facilities which will provide a more favourable route for pedestrians and cyclists, especially school children in comparison to existing route along Chichele Road. The routes are illustrated on Figure 5.3 below.

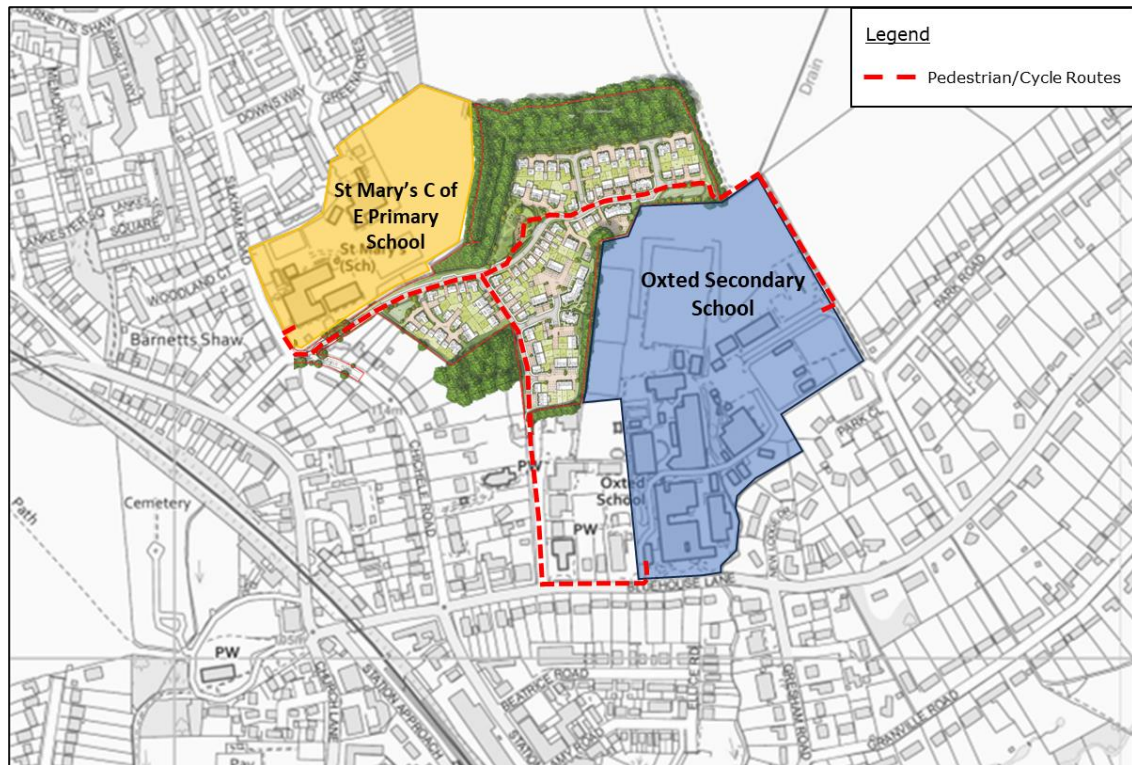


Figure 5.3: Connectivity to Active Travel Routes

Access to Oxted Railway Station

- 5.33 The site is located approximately 600 metres north of Oxted railway station. The station can be accessed via an 8-minute walk or 2-minute cycle. The routes to Oxted railway station are illustrated on Figure 5.4 below.

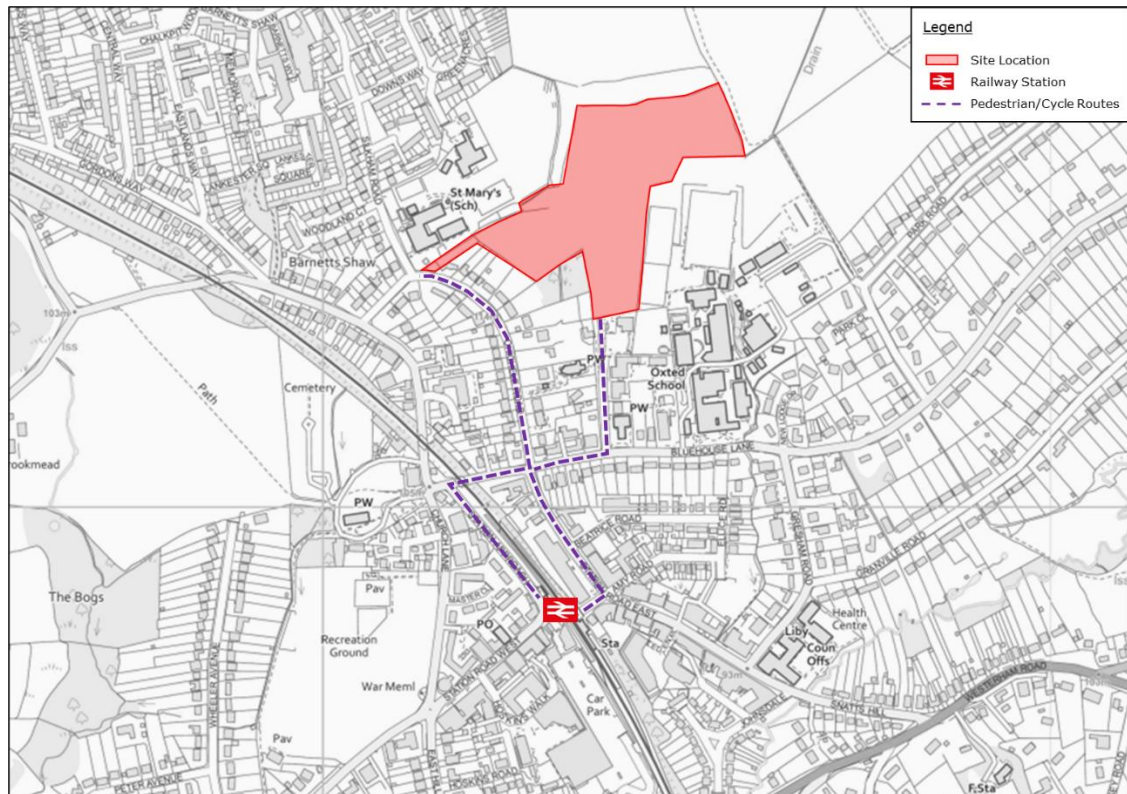


Figure 5.4: Routes to Oxted Railway Station

- 5.34 Pedestrian crossing points with dropped kerbs and tactile paving are provided along each route between the site and Oxted railway station enabling a safe and continuous route for pedestrians, these are illustrated on Figure 5.1.
- 5.35 Oxted railway station benefits from 30 cycle parking spaces which are covered by CCTV. Details of the services operating from Oxted station are shown in Table 5.5 below.

Destination	Route	Approx. Frequency Weekday AM Peak	Approx. Frequency Weekday PM Peak	Approx. Frequency Saturday Daytime
London Bridge	Oxted – East Croydon – London Bridge	4 every hour	2 every hour	Every 30 minutes
London Victoria	Oxted – Woldingham – Upper Warlingham – Riddlesdown – Sanderstead – East Croydon – Clapham Junction – London Victoria	Every 30 minutes	Every 30 minutes	No direct service
Uckfield	Oxted – Hurst Green – Edenbridge Town – Hever – Cowden (Kent) – Ashurst (Kent) – Eridge – Crowborough – Buxted – Uckfield	Hourly	Hourly	Hourly
East Grinstead	Oxted – Hurst Green – Lingfield – Dormans – East Grinstead	2 every hour	2 – 4 every hour	Every 30 minutes

Table 5.5: Services from Oxted Railway Station

Bus Stop Improvements

- 5.36 The following bus stop improvements will be implemented at the bus stop located adjacent to St Mary's C of E Primary School on Silkham Road:
- ▶ Accessibility kerbing
 - ▶ Bus shelter and seating
 - ▶ Lighting
 - ▶ Real Time Passenger Information display
- 5.37 The RTPI will be dealt with at the detailed design stage.

Speed Management Scheme

- 5.38 This has been previously explained in Section 4.0 of this proof.
- 5.39 It is designed to integrate the improvements in road safety proposed on Silkham Road and in the vicinity of the school. SCC requested the following within their formal consultation response:
- "The Applicant shall pay in full the reasonable costs incurred by the County Highway Authority in securing the necessary TROs for the speed limit reductions on Chichele Road, Silkham Road, Central Way, Eastlands Way, Chalkpit Wood, Barnett's Shaw, Memorial Close, Oakshaw, Woodland Court, Downs Way and Greenacres.*
- In any event that the statutory process in securing the necessary TROs and Public Notices fails, the applicant shall identify and agree with the County Highway Authority an alternative set of mitigation measures."*
- 5.40 This has been accepted by the Applicant and will form part of a condition.
- 5.41 The implementation of the speed management scheme will reduce vehicle speeds, enhance the environment, promote road safety and promote active travel, benefiting both existing and future residents.

Car Club Bay

- 5.42 In line with pre- application discussions with SCC, the proposals will include a car club space within the development. The exact location of the vehicle will be confirmed as part of a planning condition. A car club bay is not currently provided within Oxted. As such, providing a car club bay on-site will have significant benefits for both future residents and existing residents within Oxted.
- 5.43 A 2022 report by CoMo – the shared transport organisation (www.como.org.uk), indicates each car club vehicle in the UK replaced 22 private cars, which relates to ownership. Car clubs also free up much-needed space by replacing private cars with a much smaller number of more efficiently used vehicles. 71% of respondents said that a reason for joining a car club was because they don't often need a car.
- 5.44 Therefore, providing a car club has the potential to reduce car ownership levels on-site and within Oxted town.

Implementation of a Travel Plan

5.45 During pre-application discussions, it was agreed that a Travel Plan (CD1.4) for the proposed development would accompany the planning application. A Travel Plan is a management tool that allows a coordinated strategy to bring together daily travel issues and achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government. The Travel Plan (CD1.4) submitted as part of the application was prepared in line with SCC's good practice guidance and will have the following objectives:

- ▶ To reduce journeys to and from the site in single occupancy vehicles;
- ▶ To promote walking and cycling as a health benefit to residents;
- ▶ To reduce the perceived safety risk associated with the alternatives of walking and cycling; and,
- ▶ To promote awareness of sustainable travel choices.

5.46 As set out within SCC's consultation response, the Applicant will pay a contribution of £6,150 towards the auditing of the Travel Plan.

Drop off/Pick-up Facilities

5.47 It is acknowledged that to accommodate the proposed access arrangements, an area where parents currently drop-off and pick-up their children to/from St Mary's C of E Primary School will no longer be available. It should be noted that vehicles associated with drop-off and pick-up for St Mary's C of E Primary School are stopped for a short duration of time which does not last the entirety of the morning peak hour.

5.48 The parking survey results included within the Transport Assessment (CD1.3), suggest that the area around the proposed site access is used for drop-off purposes in the morning peak period and not for pick-up in the afternoon peak period. In terms of distribution of vehicles on the local highway network, drop-off is largely spread evenly across the different zones identified within the survey on both Chichele Road and Silkham Road. Whilst pick-up tends to take place on Silkham Road to the north of St Mary's C of E Primary School.

5.49 The Transport Assessment (CD1.3) concludes that there is sufficient space along Silkham Road to accommodate the drop-off activity which currently takes place at the proposed site access in the morning peak period. Therefore, relocating the drop-off activity to Silkham Road will alleviate existing traffic issues caused by parents dropping off at the junction between Silkham Road and Chichele Road within vicinity of the proposed site access.

Deliverability

5.50 Table 5.6 provides a summary of the transport and highway benefits and the deliverability of each proposal.

Proposed Highway Works	Deliverability
Dropped kerbs and tactile paving at the access and 2 metre footways along the southern side of the access road.	Section 278 works.
Pedestrian/cycle access onto Bluehouse Lane, surface to be improved.	Conditioned.
Two raised tables on Chichele Road and one on Silkham /Road outside of St Mary's C of E Primary School (which will include a zebra crossing with tactile paving).	Section 278 works.
A new zebra crossing on the Bluehouse Lane (east) arm with updated belisha beacons with zebrite LEDs.	Section 278 works.
Speed management scheme including TRO.	Section 106 contribution.
Improvements to the bus stop located adjacent to St Mary's C of E Primary School on Silkham Road.	Section 278 works.
Car club bay.	Conditioned.
Implementation of Travel Plan (CD1.4).	Conditioned.

Table 5.6: Deliverability of Highway Proposals

6.0 Rule 6 Party: Oxted Parish Council and Local Residents

6.1 I now address the concerns of OPC (OPC) as stated in their Statement of Case (SoC – CD13.1). I summarise the concerns of OPC as follows:

- ▶ Unsafe/unsuitable site access
- ▶ Increased traffic congestion
- ▶ Road safety concerns
- ▶ Drop-off and pick-up concerns
- ▶ Removal of existing bus stop

6.2 I summarise the concerns of local residents as follows:

- ▶ Increased traffic congestion
- ▶ Access safety concerns
- ▶ Drop-off and pick-up concerns
- ▶ Traffic surveys

6.3 The following sections set out my response to the comments provided.

Unsafe/Unsuitable Site Access

6.4 OPC and local residents raised concerns over the suitability and safety of the proposed site access, namely the proximity to the access to the Silkham Road/Chichele Road junction and in the vicinity of St Mary's C of E Primary School where drop off and pick up activities currently occur.

6.5 It is important to note that detailed discussions have been held with SCC as the highway authority, regarding the proposed access arrangements onto Chichele Road. This includes pre-application discussions and comments provided within their consultation response. SCC's consultation response concludes the following:

"The Highway Authority considers that the proposal is unlikely to have a material impact on highway safety or capacity given the sustainable location of the development, in transportation terms, and in the context of the proposed offsite highways improvements works which focus on improvements to road safety and pedestrian amenity."

6.6 The response proceeds to state:

"The proposed site and access layouts fail to achieve suitable priority for pedestrians, cycles and vulnerable road users however it is considered that the above recommended conditions would provide sufficient opportunity to ensure that these tests are met by the final version of the scheme, hence the recommended conditions 2 3 and 4 above."

6.7 It is understood that Condition 2 relates to the provision of a Copenhagen style crossing. Since the consultation response, a review of the site access to provide a Copenhagen style crossing has been undertaken. The drawings included at **Appendix G** show the results of 2 options investigated. Both options do not achieve anything like the required visibility splays and thus have been rejected by the Applicant. Whereas the proposed access arrangements can accommodate the required visibility splays based on 85th percentile speeds along Chichele Road, in accordance with Manual for Streets 2 (CD10.2).

- 6.8 SCC raised no objection in relation to the distance between the proposed site access and the junction with Silkham Road/Chichele Road junction. Additionally, the proposed access arrangements have been subject to a Stage 1 Road Safety Audit which did not raise any concerns in terms of the location of the access including the proximity to the Silkham Road/Chichele Road junction and St Mary's C of E Primary School. Furthermore, the accident review identifies no incidents have occurred within the vicinity of the site access within the latest 5-year period.
- 6.9 As agreed within the Stage 1 Road Safety Audit, at the detailed design stage surface water drainage within the site and on the highway will be adjusted as necessary to prevent ponding on the carriageway and footways, particularly at the raised tables/crossings. The access road is not higher where it meets Chichele Road.
- 6.10 Therefore, the proposed vehicular access onto Chichele Road is considered safe and suitable.

Increase Traffic Congestion

Network Traffic

- 6.11 As set out within Section 3.0 it is clear that between 08:30 and 08:45 hours there is congestion at the junction between Chichele Road and Silkham Road when parents are picking up and dropping off their children. However, this is for a short duration of time and commonly occurs within the vicinity of schools.
- 6.12 Nonetheless, the proposals seek to relocate the pick-up and drop-off location away from the Chichele Road/Silkham Road junction, details of this are provided below. The removal of parked cars associated with pick-up/drop-off activity will enhance the operation of the Chichele Road/Silkham Road junction allowing free-flow of traffic.

Development Related Traffic

- 6.13 The vehicular trip generation associated with the proposed development is included within the Transport Assessment (CD1.3). This indicates that the proposed development could generate 52 two-way vehicular movements within the morning peak period and 54 two-way vehicular movements in the evening peak period. Junction capacity assessments were undertaken for the following junctions as requested by SCC:
- ▶ Proposed access junction/ Chichele Road
 - ▶ Chichele Road/ Silkham Road
 - ▶ Chichele Road/ Barrow Green Road
 - ▶ Chichele Road/ Bluehouse Lane east and west / Station Road East mini roundabout
- 6.14 The results set out within the Transport Assessment (CD1.3) concluded that the traffic flows identified above can be accommodated onto Chichele Road and the surrounding network without material impact on the operational capacity of the road. Modelling of the proposed site access junction, Chichele Road/Silkham Road junction, Chichele Road/Barrow Green Road and Chichele Road/Bluehouse Lane/Station Road East mini roundabout indicates that the proposed development will not result in a severe impact to the operation of the local highway network.

Road Safety Concerns

- 6.15 In terms of pedestrian movements at the site access, it is considered that proposed access is suitable to facilitate passing pedestrian movements including parents and children travelling to St Mary's Primary School. The introduction of the access at this location will prevent parents from dropping off and picking up their children in the vicinity of the Silkham Road/Chichele Road junction. As such, reducing the number of vehicles stopping at this location which will enhance the environment for pedestrians. Further details regarding pick-up and drop-off activities is provided below.

6.16 The Transport Assessment (CD1.3) sets out the vehicular trip generation associated with the proposed development and concludes that the site will attract circa 50 two-way vehicles within the morning peak hours (08:00-09:00). This equates to one vehicle every 1-2 minutes which will allow sufficient opportunities for pedestrians to cross the site access safely without conflicting with vehicle movements using the site access.

6.17 OPC and local residents raised concerns surrounding the benefits of the 20mph speed limit zone. It should be noted that the speed management scheme was requested by SCC at the pre-application stage and within their formal consultation response. It was also raised within the Stage 1 Road Safety Audit which stated the below:

"Introduce a local 20mph speed limit to reduce the risk of collisions and the severity of injuries and, if necessary, provide additional traffic calming measures on each approach. Suitable signage of the speed limit and traffic calming features should be provided. It may be appropriate to treat the entire junction arrangement as a raised surface with contrasting surface materials."

6.18 As such, it is evident that the proposed 20mph speed would only enhance the safety of the local roads within the vicinity of the site for pedestrians and cyclists.

Drop-off and Pick-Up Concerns

6.19 Extensive surveys of pedestrians and vehicles associated with St Mary's School have been undertaken to ensure that the site access proposals do not affect the safety or operation of the school drop-off and pick-ups.

6.20 The surveys undertaken are fully described in Section 3.0 paragraph 3.11 to 3.13. It is concluded that there is sufficient space on the local highway network to accommodate any displaced pick-up/drop-off activity associated with providing the site access onto Chichele Road.

6.21 It should be reiterated, that removing the drop-off/pick-up activity adjacent to the site access, will alleviate the current traffic congestion at the Chichele Road/Silkham Road junction. This will also improve the pedestrian environment adjacent to the site access.

6.22 It should be noted, that traffic surveys were undertaken on Tuesday 21st February 2023 surrounding St Mary's C of E Primary School in order to establish the current traffic condition associated with the school. Video footage has been analysed at the beginning and the end of a school day to assess the peak periods. It is clear that between 08:30 and 08:45 hours there is congestion at the junction between Chichele Road and Silkham Road when parents are picking up and dropping off their children. As such, this is a short duration of time and commonly occurs within the vicinity of schools.

Removing Existing Bus Stop

6.23 A bus stop is currently located where the sites access will form a junction with Chichele Road, this will be removed as part of the development. The bus stop located approximately 60 metres north of the site access, adjacent to St Mary's of E Primary School, serves the same bus routes as the bus stop proposed to be removed. As such, the removal of the bus stop situated where the access to the site is proposed will not result in a detrimental impact for passengers using the bus services in the local area. Additionally, the bus stop adjacent to St Mary's of E Primary School will be improved as part of the development, the details of which are set out within the previous section.

Surveys

6.24 Local residents raised concerns surrounding the timing of the traffic surveys. These were undertaken outside of the school holidays and have been accepted by SCC as the highway authority. Additionally, the Transport Analysis Guidance (TAG) Unit M1.2 'Data Sources and Surveys' (CD10.9) states the following in terms of data collection:

"2.4.4 Depending on the purpose of the model being developed, surveys should typically be carried out during a 'neutral', or representative, period. The period(s) selected will depend on the model purpose and may for example, represent average working weekdays, or a Saturday. Normally the period should not be affected by conditions or irregular events that may abnormally affect travel demand patterns. However, there can be instances where the purpose of the model necessitates demand to be representative of a particular period that is different from neutral period defined above, for example, school holidays, or holiday periods in regions with relatively high levels of seasonal tourism, or in planning for specific events. The period for the surveys should be selected with careful consideration of the purpose of the transport model, ensuring that the conditions being surveyed (e.g. traffic flow) are representative of the transport condition being analysed/modelled.

2.4.5 When the purpose of the model is to represent neutral conditions, practitioners are advised to gather initial evidence (for example, long-term count data) to understand current travel patterns and help determine the most appropriate neutral periods for their surveys. In many cases, surveys can be carried out any time of the year on any given day of the week that travel patterns are considered to be representative of the neutral condition being modelled, provided that:

- weather conditions are unlikely to influence travel demand being surveyed*
- there are no special events that are likely to influence travel demand being surveyed*
- adequate lighting is available, where the survey method may have safety considerations, or visibility affects data quality*
- the weeks before/after Easter and Christmas holidays, the Thursday and/or Friday before and all of the week of a bank holiday, and the school holidays are avoided as demand is likely to be different than neutral conditions"*

6.25 It should be reiterated that the surveys were undertaken outside of the school holidays in accordance with the above guidance.

7.0 Response to TDC's Statement of Case

- 7.1 TDC's Statement of Case (CD12.1) refers to other matters at Section 9, where the LPA request further information. I have set the comments and responses out below:

Off-Site Highway Work

- 7.2 The LPA stated the following in regard to off-site highway works:

"The Highway Authority in its consultation response stated If planning permission is to be granted this should be subject to a separate legal agreement relating to off-site highway works and monitoring a travel plan; the LPA will be seeking clarification whether these works should also be the subject of a Grampian condition attached to any permission."

- 7.3 The deliverability of the off-site highway works is set out within Table 5.6.

Pedestrian Links

- 7.4 The LPA stated the following regarding pedestrian links:

"The appellant has previously indicated an intention for a footpath link to be created from the eastern side of the appeal site to link to the local public rights of way (PRoW) network; the LPA is unaware whether this is part of the development proposals to be put forward at the public inquiry and will be seeking clarification. Improvements to that separate part of Bluehouse Road running south from the southern boundary of the appeal site; again, the LPA is unaware whether this is part of the development proposals to be put forward at the public inquiry."

- 7.5 As set out within Section 4, the applicant will seek obtain the relevant permissions in order to provide a pedestrian link between the site and Footpath 75 at the eastern extent of the site. Additionally, subject to the applicant's rights over Bluehouse Road, the surface along the private road (Bluehouse Road) will be upgraded to allow access by all modes of travel. The upgrades to the lane will include filling in potholes and recompacting to give a better surface for pedestrians and cyclists.

8.0 Policy Compliance

8.1 I demonstrate the policy compliance of the site as follows.

Local Policy

LPA Core Strategy (CD4.1)

- 8.2 Policy CSP 11, relates to infrastructure and services, with the LPA states in assessing infrastructure and service requirements the Council will have regard to the cumulative impact of development. Developers will be required to contribute to improved infrastructure and services (including community needs) necessary to support the proposed development; the Council will generally require such provision to be made before the development is occupied. Planning permission will only be granted for developments which increase the demand for off-site services and infrastructure where sufficient capacity exists or where extra capacity can be provided, if necessary through developer funded contributions.
- 8.3 The proposals include contributions to existing transport infrastructure including pedestrian and cycle connections and enhancements to local bus stops.
- 8.4 Policy CSP 12 relates to managing travel demand, with the LPA requiring new developments to make improvements, where appropriate, to existing infrastructure, including road and rail, facilities for bus users, pedestrians and cyclists and those with reduced mobility. Having regard to adopted highway design standards and vehicle and other parking standards.
- 8.5 The proposals include a vehicular access onto Chichele Road in accordance with relevant design guidance. The proposals include improvements to the pedestrian and cycle network, enhanced connectivity for existing residents and upgrades to existing bus stops. The appropriate number of parking spaces will be provided per dwelling in accordance with standards.

LPA Local Plan Part 2 (CD4.2)

- 8.6 Policy DP5 relates to Highway Safety & Design, where the LPA state that developments will be permitted where the proposal complies with the relevant Highway Authority's and any other highways design guidance, does not unnecessarily impede the free flow of traffic on the existing network or create hazards to that traffic and other road users, retains or enhances existing footpaths and cycleway links, provides safe and suitable access to the site which is achievable by all and promotes access by public transport, foot and bicycle to nearby residential, commercial, retail, educational, leisure and recreational areas where appropriate; and fully funds where appropriate, or contributes towards the costs of any measures required to cost effectively mitigate the significant impacts arising from the development.
- 8.7 The proposals will not impact the free flow of traffic on the local highway network or create highway safety concerns for other road users. The development promotes and enhances pedestrian and cycle connection both within the site and off-site. Connections to public transport facilities are provided and bus stop improvements will be implemented. Local amenities are easily accessible both on foot and by cycle within a short distance. Contributions will be made to a speed management scheme and the implementation of the Travel Plan (CD1.4).
- 8.8 Policy DP7 relates to general policy for new development, with all new development expected to be of high quality design, including parking in accordance with the adopted Parking Standard SPD (2012). The proposals include a design where parking is integrated into the scheme and will not result in additional on-street parking.

Regional Policy

Healthy Streets for Surrey (CD10.3)

- 8.9 The Surrey County Council Healthy Streets document provides a guide for how to design new streets in Surrey in order to promote health, happiness, prosperity and sustainability within the design of streets. This guidance has been applied to the design of this site. The proposals have been developed based on this guidance and discussions held with SCC.

National Planning Policy Framework (CD8.1)

Chapter 8 – Promoting Healthy and Safe Communities

- 8.10 Section 8 of the NPPF, Promoting Healthy and Safe Communities, outlines the need for developments to be located as to enable access to well-designed pedestrian and cycle routes and that the layouts of developments should encourage walking and cycling. Planning decisions should protect and enhance public right of way access, as well as providing additional links to existing public rights of way.
- 8.11 The proposed development incorporates many walking and cycling routes through the site ensuring permeability for residents and existing residents. These routes through the site have been designed to connect to surrounding pedestrian routes including the ProW network.

Chapter 9 – Promoting Sustainable Transport

- 8.12 Section 9 of the NPPF, Promoting Sustainable Transport, outlines the need for development to prioritise pedestrian and cycle movements both within the scheme and in neighbouring areas. It is stated that development should allow for efficient access by servicing and emergency vehicles and mitigate any impacts it may have on the highway network. The policy also states that development should only be refused on highways grounds if there would be an unacceptable impact on road safety or cumulative impacts on the road network would be severe.
- 8.13 The development has been designed with access on foot and by cycle in mind. The development has been demonstrated as being accessible by servicing and emergency vehicles at Appendices D and F of the Transport Assessment (CD1.3). Furthermore, the Transport Assessment (CD1.3) indicates that there will be 52 vehicle movements in the AM peak period and 54 vehicle movements in the PM peak and this will not have an adverse impact upon the local highway network.

9.0 Summary and Conclusions

9.1 This Proof of Evidence relates to an appeal by CALA Homes in respect of Land at Chichele Road, Oxted. The appeal has been submitted following the Local Planning Authority's (Tandridge District Council – TDC) refusal of a detailed application (reference 2023/1345) for a residential development on the appeal site. The description of development is as follows:

"Proposed residential development 116 Dwellings (Class C3) including affordable housing with associated access, car parking, soft landscaping and play provision."

9.2 The reasons for refusal relate to inappropriate development in the Green Belt, as well as impacts to ancient woodland, biodiversity and landscape. It should be noted that there were no highways objections.

9.3 I have set out the positive case for the proposals (Section 4.0), which are:

- ▶ Local town facilities are easily accessible by active travel;
- ▶ Improved pedestrian and cycle links will be provided;
- ▶ Enhancement of the connectivity of active travel routes;
- ▶ Oxted railway station is accessible by active travel;
- ▶ Local bus stop improvements;
- ▶ Speed management scheme within the vicinity of the site;
- ▶ Introduction of a car club bay to Oxted;
- ▶ Implementation of a Travel Plan (CD1.4); and,
- ▶ Improved drop off/pick-up facilities.

9.4 Oxted Parish Council, as a Rule 6 Party, and local residents, have raised a number of highway concerns, as follows:

- ▶ Unsafe/unsuitable site access
- ▶ Increased traffic congestion
- ▶ Road safety concerns
- ▶ Drop-off and pick-up concerns
- ▶ Removal of existing bus stop
- ▶ Traffic surveys

9.5 These matters have been addressed in Section 5.0 and I have demonstrated why these are not valid concerns.

9.6 The LPA requested further information within the SoC relating to highways, this have been provided in Section 6.0.

9.7 Finally, in Section 7.0, I have demonstrated why the appeal proposals are fully compliant with policies CSP 12 of the Core Strategy, DP5 of the Local Plan, Healthy Streets for Surrey and sections 8 & 9 of the NPPF.

9.8 I therefore conclude that there are no transport or highway reasons why the appeal should be dismissed.