

ROVIA

Nutfield Park Developments Limited

Former Laporte Works Site Nutfield Green Park, Nutfield

**Proof of Evidence
David Bird BSc CEng MICE**

On Transport Matters (CD11.13) Volume 2 (Appendices)

**TDC Planning Reference: 2023/1281
Planning Inspectorate Reference: APP/M3645/W/25/3374913**

February 2026

Appendix A

Illustrative Masterplan



Adjacent Properties and Boundaries are shown for illustrative purposes only and have not been surveyed unless otherwise stated.
 All areas shown are approximate and should be verified before forming the basis of a decision.
 Do not scale other than for Planning Application purposes.
 All dimensions must be checked by the contractor before commencing work on site.
 No deviation from this drawing will be permitted without the prior written consent of the Architect.
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 Ground Floor Slabs, Foundations, Sub-Structures, etc. All work below ground level is shown provisionally. Inspection of ground condition is essential prior to work commencing.
 Reassessment is essential when the ground conditions are apparent, and redesign may be necessary in the light of soil conditions found. The responsibility for establishing the soil and sub-soil conditions rests with the contractor.

- Site Boundary
- Proposed Residential Development
- Proposed Integrated Retirement Community
- Accessible Open Space to include BNG Enhancements
- Existing Trees / Woodlands Retained
- Proposed Areas of Native Planting
- Proposed SUDs - Sustainable Drainage Areas [Indicative Location]
- Landform
- ✱ Indicative Play Area Locations
- ✱ Existing Play Facilities
- Retained Existing PRoW [Public Right of Ways]
- Proposed upgraded PRoW to Ped/Cycle route
- Proposed upgraded footpath to Ped/Cycle connection route
- Proposed Ped/Cycle link on Site
- Integrated Cycle on-street provision
- Proposed Ped/Cycle link through Development
- New Pedestrian link on Site
- ↔ Vehicular access

The Masterplan is for illustrative purposes only and not a parameter or planning control plan.

Rev	Date	Description	Initials
PROJECT		Nutfield Green Park	
TITLE:		Illustrative Masterplan	
SCALE:		1:2500 @A1	
DATE:		10/2023	
DRAWING No:		SK 23	
DRAWN BY:		BPV/LL/AA/ATM	

ADAM ARCHITECTURE

OLD HYDE HOUSE, 75 HYDE STREET
 WINCHESTER, HAMPSHIRE, SO23 7DW
 TELEPHONE: 01962 843843 FACSIMILE: 01962 843303
 www.adamarchitecture.com contact@adamarchitecture.com

LONDON OFFICE: 6 QUEEN SQUARE, WC1N 3AT
 TELEPHONE: 020 7841 0140 FACSIMILE: 01962 843303
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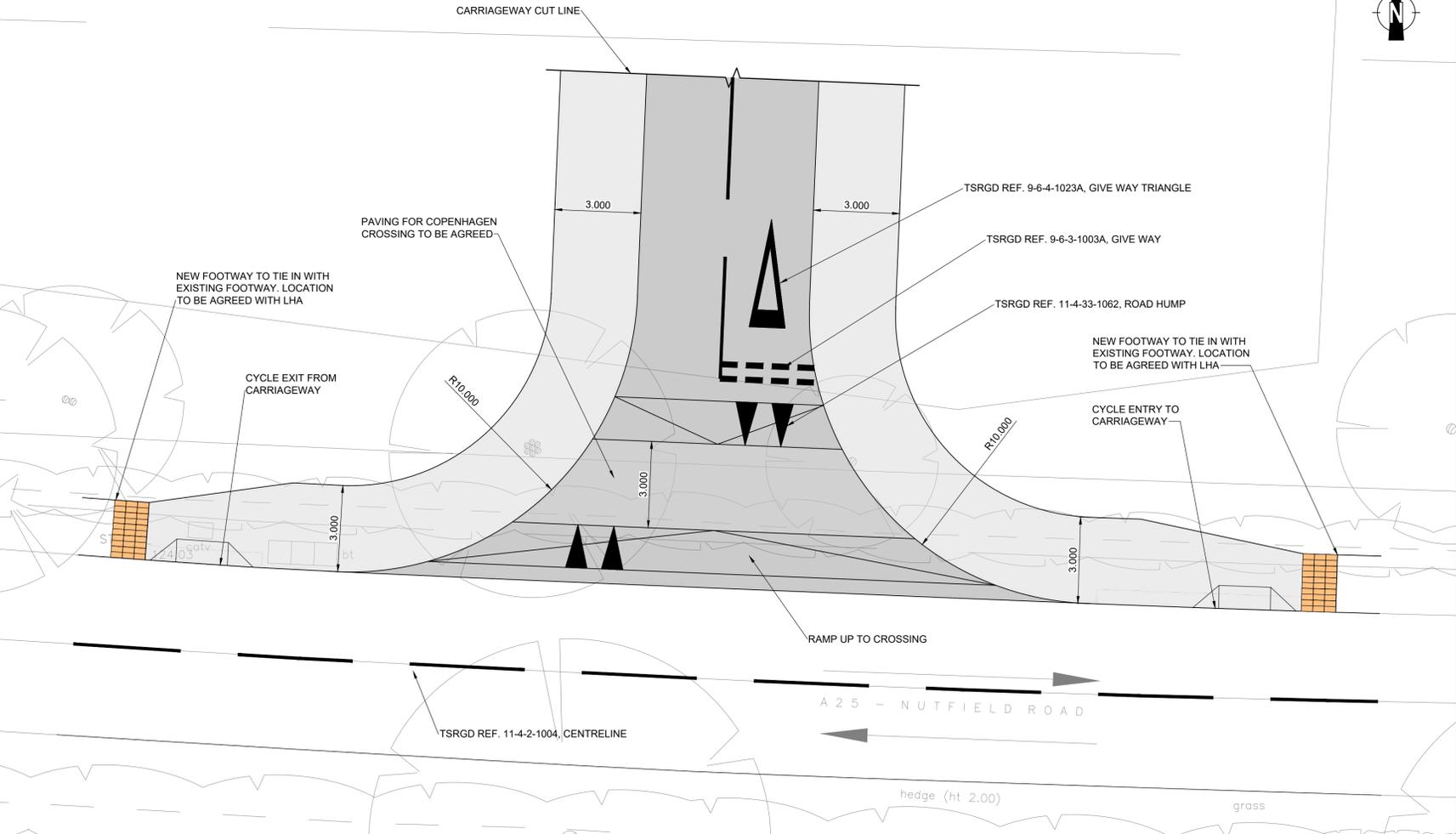
Appendix B

Movement Parameter Plan

Appendix C

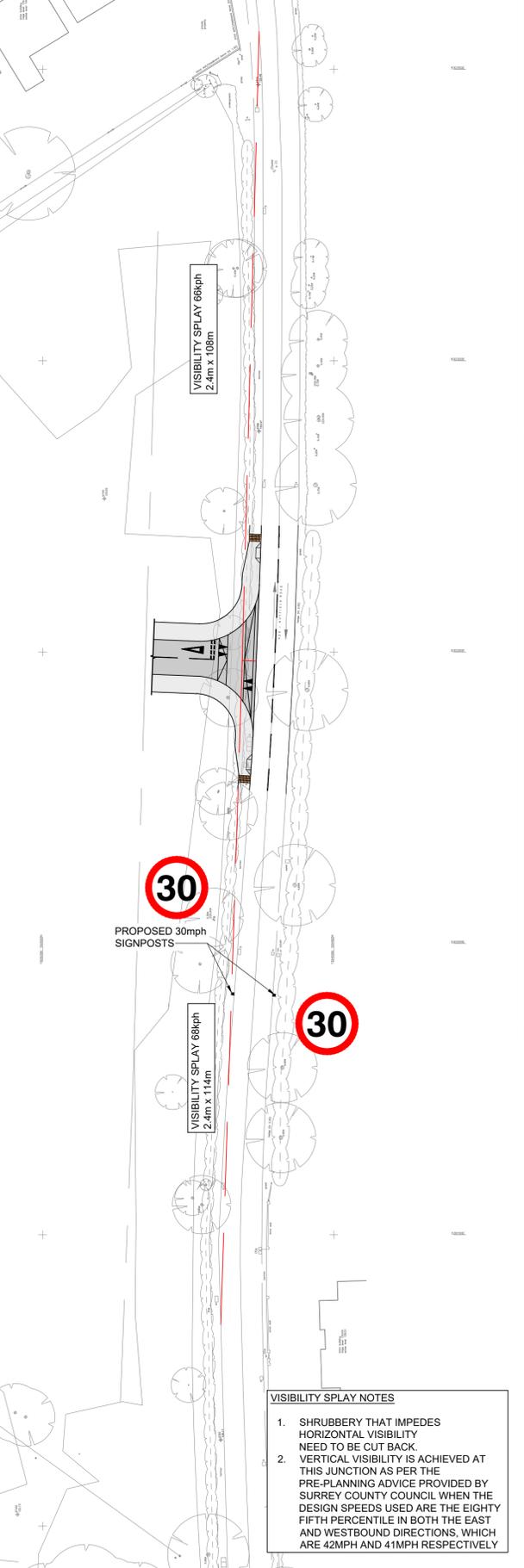
Site Access Junction Drawing

**GENERAL LAYOUT -
SCALE 1:100 @ A1**



0 1 2 4 6
1:100 SCALE (m)

**VISIBILITY SPLAYS -
SCALE 1:500 @ A1**



Dennis Sabre Fire Tender (LWB)	7.700m
Overall Length	2.430m
Overall Width	3.512m
Min Body Ground Clearance	0.397m
Track Width	2.380m
Lock to lock time	5.00s
Kerb to Kerb Turning Radius	7.400m

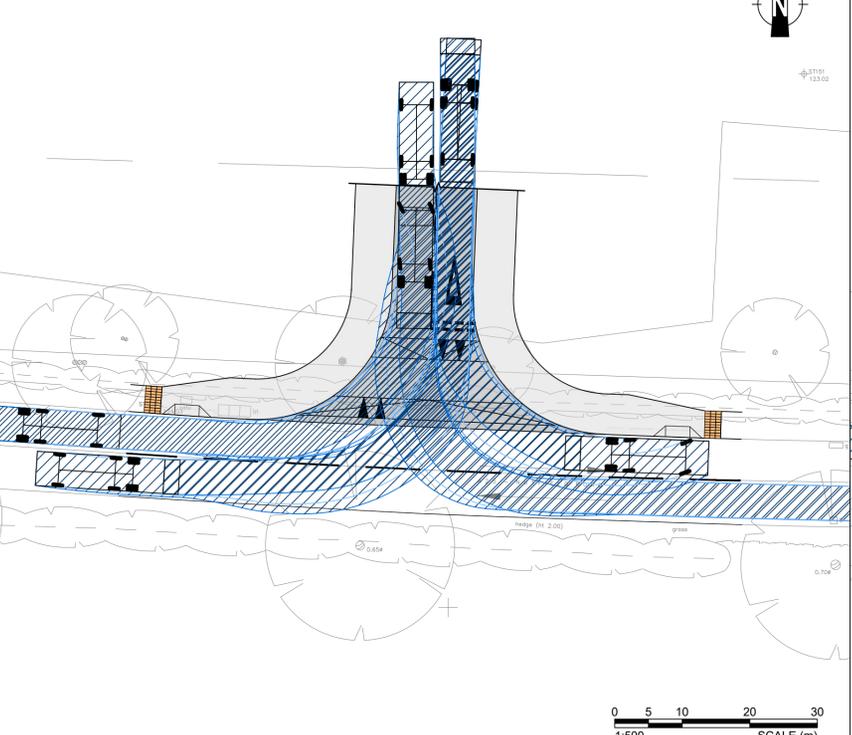
Phoenix 2-23W (with Elite 2 6x2MS chassis)	10.595m
Overall Length	2.530m
Overall Width	3.205m
Min Body Ground Clearance	0.410m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	10.150m

- NOTES**
- THIS DRAWING SHALL BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND RELATED DRAWINGS ISSUED BY THE ENGINEER.
 - THE DESIGN SPEED IS 40MPH
 - ALL DIMENSIONS ARE SHOWN IN METRES UNLESS OTHERWISE STATED.
 - THE HIGHWAY AUTHORITY IS SURREY COUNTY COUNCIL (SCC)
 - ALL STATUTORY CONSENTS, OPENING NOTICES ETC. AS REQUIRED UNDER HIGHWAYS AND WATER INDUSTRY ACTS ARE TO BE OBTAINED BY THE CONTRACTOR PRIOR TO COMMENCEMENTS OF THE WORKS
 - ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE REQUIREMENTS OF SCC HIGHWAYS DEPARTMENT
 - THE PRESENCE OF LIVE UTILITY EQUIPMENT IN THE HIGHWAY SHOULD BE VERIFIED BY THE CONTRACTOR PRIOR TO ANY STARTING ANY WORKS.
 - ALL UTILITY COVERS AND GULLIES IN CARRIAGEWAY/FOOTWAY TO REMAIN UNLESS SHOWN OTHERWISE
 - TOPOGRAPHICAL SURVEY AS PER MIDLAND SURVEY LTD DRAWING "TOPOGRAPHICAL SURVEY" DRAWING NUMBER "42367" DATED NOVEMBER 2022
 - UNTIL SUCH TIME THAT THIS DRAWING IS MARKED "APPROVED FOR CONSTRUCTION" THE INFORMATION SHOWN IS INDICATIVE AND IS SUBJECT TO CHANGE
 - ALL LINING TO THE SPECIFICATIONS OUTLINED IN TSRGD AND TSM GUIDANCE
 - MARKINGS SHOWN INDICATIVELY, TO BE REVIEWED DURING DESIGN

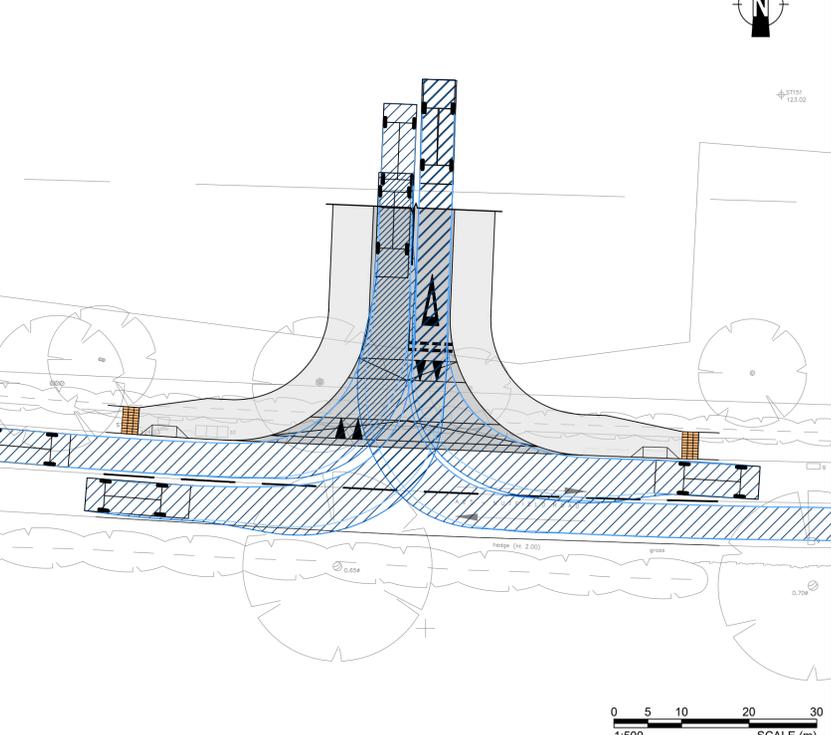
KEY

HB2	HALF BATTERED KERB, SIZE 125x255mm, TYPE HB2 - LAID WITH 125mm UPSTAND
TK	TRANSITION/DROPPER KERB (125x255/150mm DROPPER KERB)
BN	125x150mm BULLNOSE KERB REF BN - KERB UPSTAND 6mm MAX
	BUFF COLOURED TACTILE PAVIOURS 60mm THICK 400mm SQUARE

**VEHICLE TRACKING - REFUSE VEHICLE
SCALE 1:500 @ A1 10mph**



**VEHICLE TRACKING - FIRE VEHICLE
SCALE 1:500 @ A1 10mph**



- VISIBILITY SPLAY NOTES**
- SHRUBBERY THAT IMPEDES HORIZONTAL VISIBILITY NEED TO BE CUT BACK.
 - VERTICAL VISIBILITY IS ACHIEVED AT THIS JUNCTION AS PER THE PRE-PLANNING ADVICE PROVIDED BY SURREY COUNTY COUNCIL WHEN THE DESIGN SPEEDS USED ARE THE FIFTH PERCENTILE IN BOTH THE EAST AND WESTBOUND DIRECTIONS, WHICH ARE 42MPH AND 41MPH RESPECTIVELY

Appendix D

Off-Site Highway Improvement Plans



Notes:
 1. This drawing is not for construction and is intended for illustrative purposes only.

PROPOSED UNCONTROLLED CROSSING, WITH NEW FOOTWAY LINKING TO EXISTING BUS LAYBY, ON NUTFIELD ROAD. REFER TO SLR DWG '226799_PD13 Rev A' FOR MORE DETAILS.

PROPOSED SITE ACCESS JUNCTION. REFER TO VECTOS INFRASTRUCTURE DWG 'VD22815-VEC-HGN-NUT-SK-CH-0005' FOR MORE DETAILS.

PROPOSED SIGNALISED CROSSING ON HIGH STREET (A25) AND JUNCTION IMPROVEMENTS TO MID STREET. REFER TO SLR DWG '226799_PD11' FOR MORE DETAILS.

PROPOSED SIGNALISED CROSSING ON HIGH STREET (A25). REFER TO SLR DWG '226799_PD15 Rev A' FOR MORE DETAILS.

EXISTING BUS STOP

PROPOSED RELOCATED CHANGE IN SPEED LIMIT TO SUIT NEW SITE ACCESS JUNCTION. FURTHER DETAILS SHOWN ON SLR DWG: 'VD22815-VEC-HGN-NUT-SK-CH-0005'



EXISTING LOCATION OF CHANGE IN SPEED LIMIT -
 • 30MPH EASTBOUND
 • 40MPH WESTBOUND

Rev	Details	Drawn	Checked	Date

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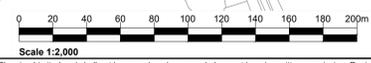
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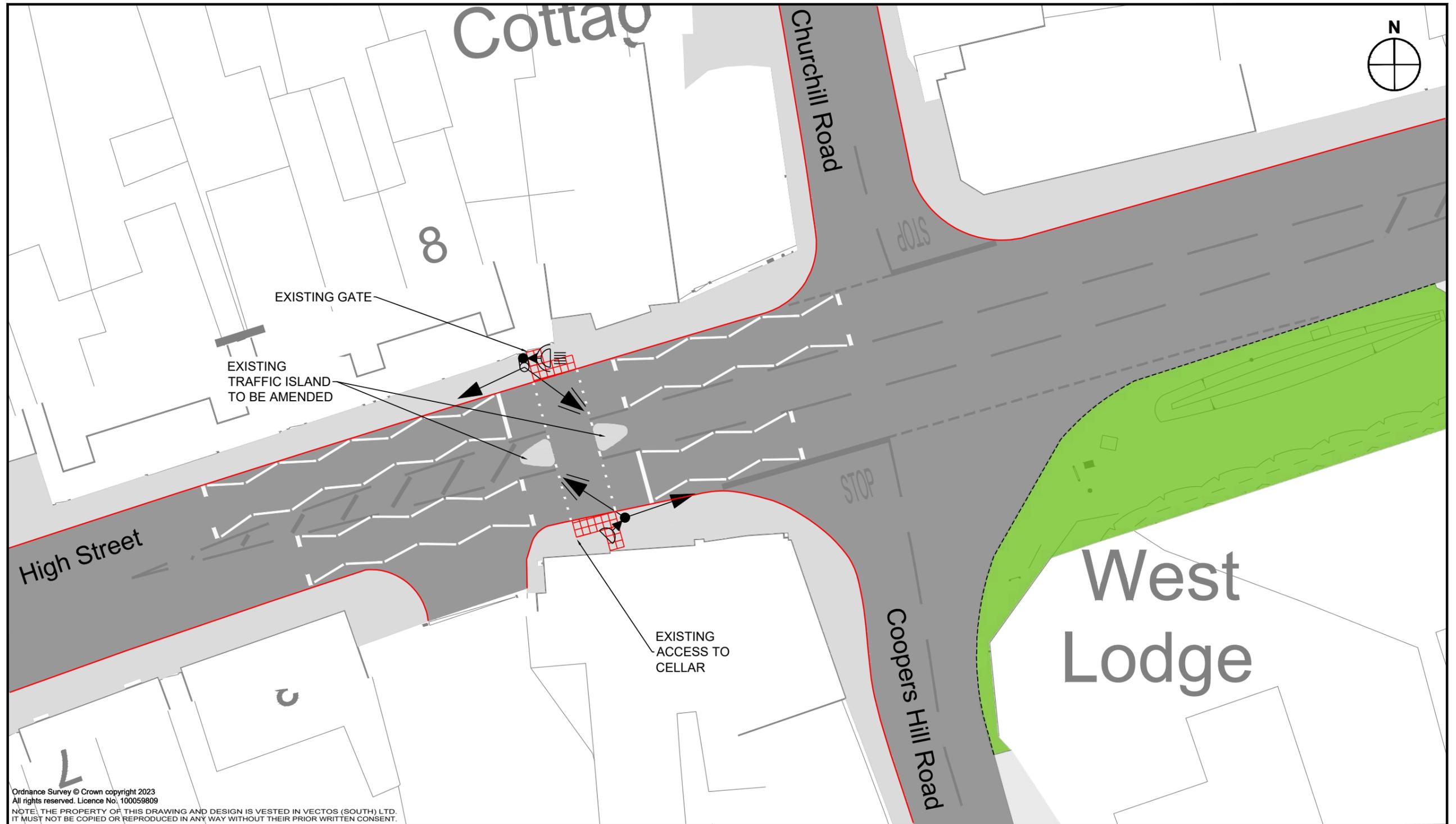
Client: NUTFIELD PARK DEVELOPMENTS LIMITED

Project: NUTFIELD GREEN PARK

Drawing Title: HIGHWAY PROPOSALS OVERVIEW

Scale: 1:2000	@ A1	Project Ref. No: 250103
Designed: N/A	Drawn: TF	Checked: PW
Date: N/A	Date: 20.01.26	Date: 20.01.26
Drawing number: 250103-ROV-HGN-XXX-PL-TP-0001	Revision: P1	





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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Updated drawing	MZ	TF	15.04.2024

Notes:
1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

- Key:**
- Proposed road markings
 - Proposed traffic island
 - Controlled tactile paving
 - Proposed carriageway
 - Proposed footway
 - Proposed verge
 - Proposed signal equipments

INFORMATION ONLY

Nutfield Green Park

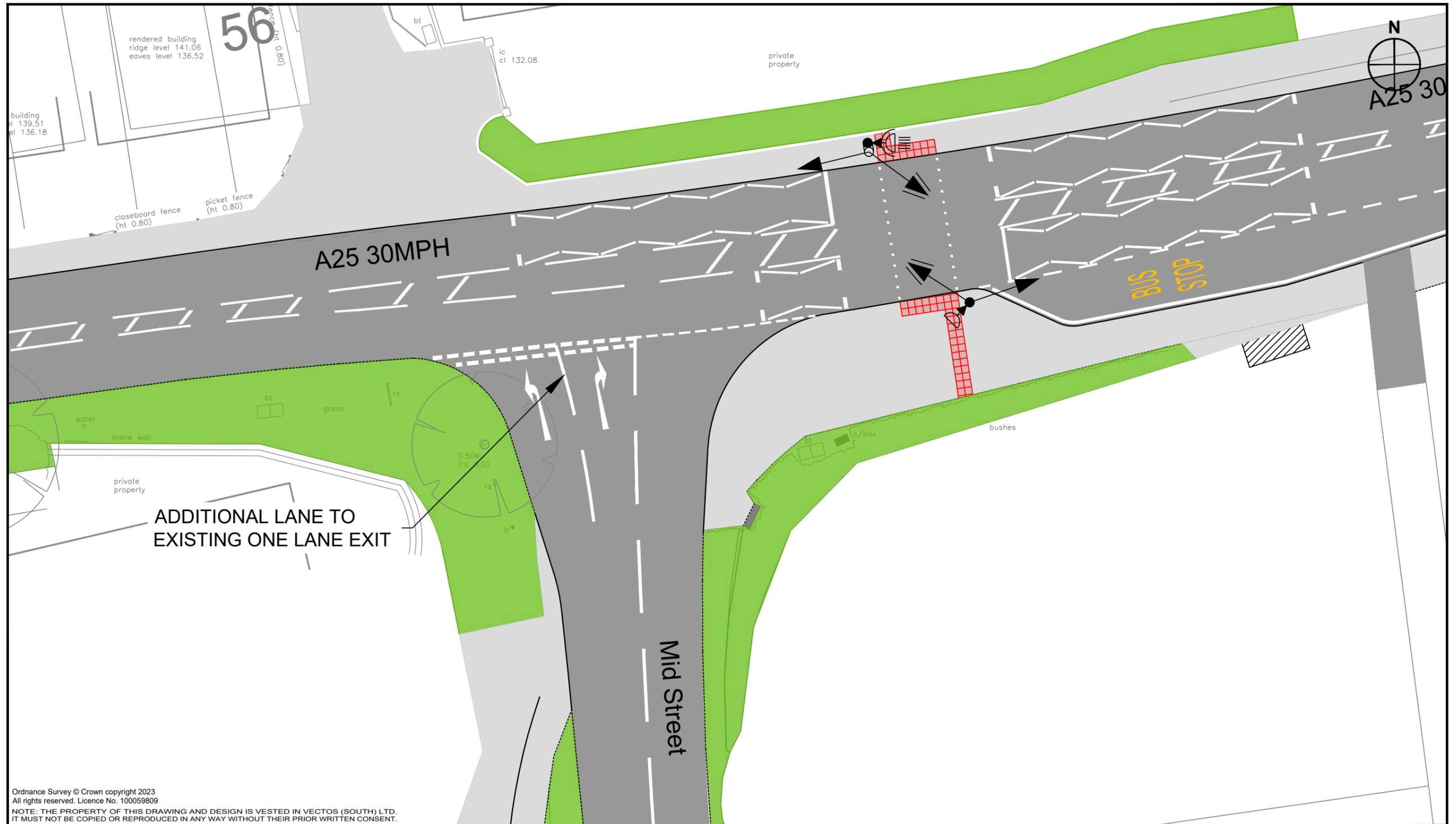
Nutfield Park Developments Ltd

Proposed Controlled Crossing on High Street



DRAWN: MZ	CHECKED: TF	DATE: 04.04.2024	SCALE: 1:200 at A3
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DRAWING NUMBER: 226799/PD15	REVISION: A
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REV.	DETAILS	DRAWN	CHECKED	DATE

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

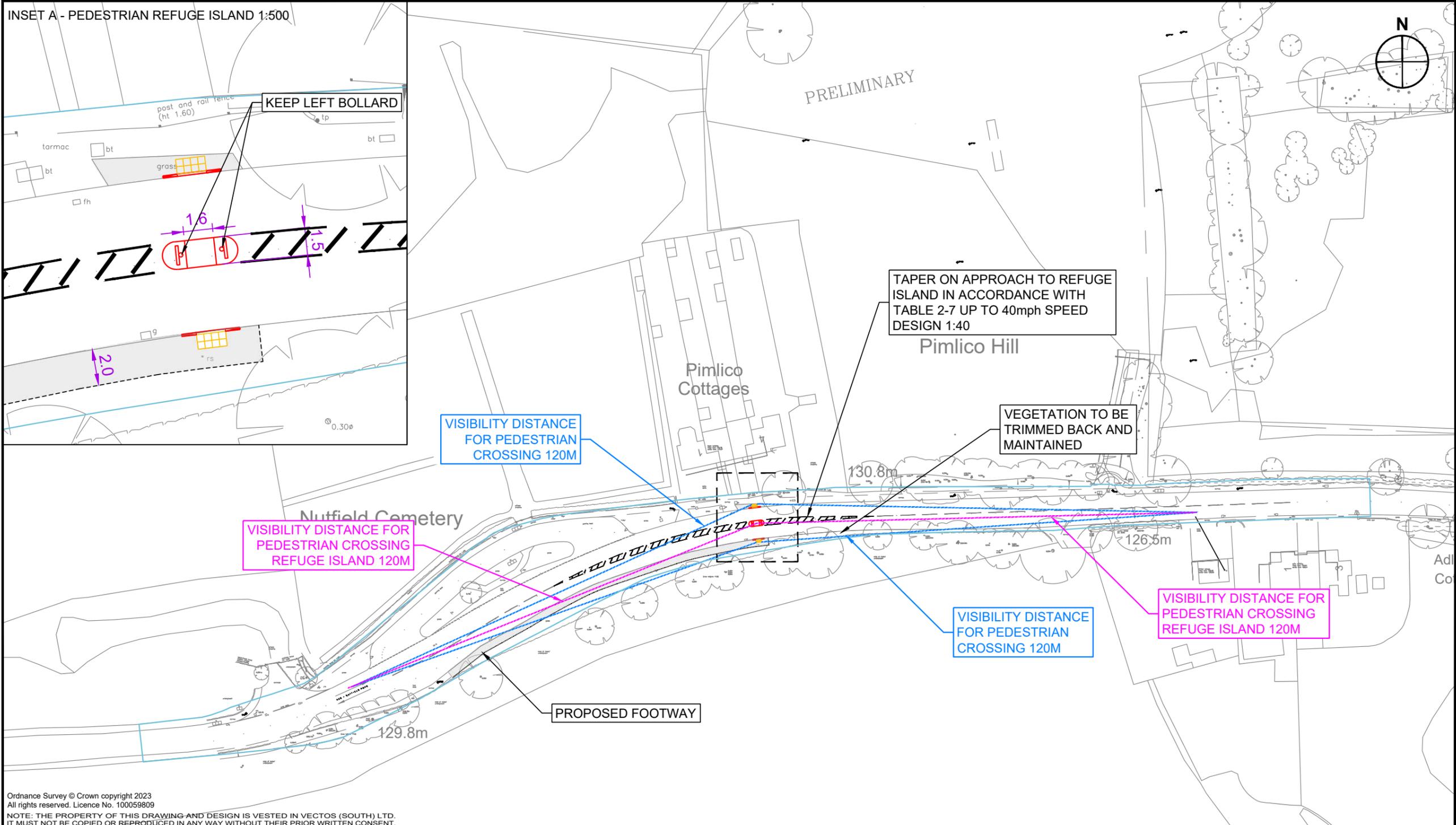
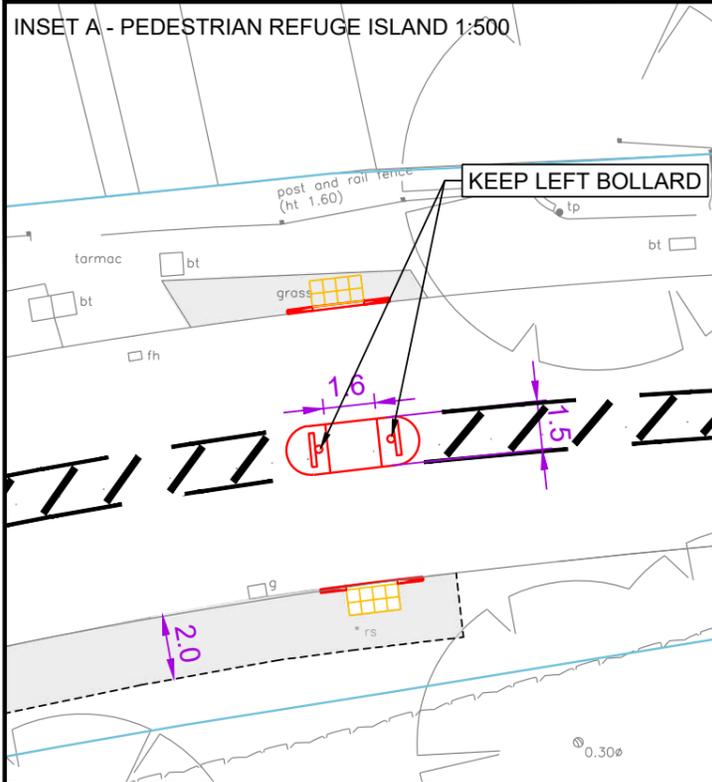
Key:

-  Proposed road markings
-  Controlled tactile paving
-  Proposed carriageway
-  Proposed footway
-  Proposed verge
-  Proposed signal equipments

INFORMATION ONLY

Nutfield Green Park		Nutfield Park Developments Ltd	
Proposed Improvements Mid Street			
DRAWN:	CHECKED:	DATE:	SCALES:
MZ	TF	08.03.2024	1:200 at A3
DRAWING NUMBER:			REVISION:
226799/PD11			.





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REV.	DETAILS	DRAWN	CHECKED	DATE
A	Highway boundary updated	MZ	TF	04.04.2024

Notes:
 1. This is not a construction drawing and is intended for illustrative purposes only.
 2. White lining is indicative only.

Key:
 — Proposed kerb
 — Proposed edging
 — Highway boundary
 — Proposed footway
 ☐ Uncontrolled tactile paving

INFORMATION ONLY

Nutfield Green Park

Nutfield Park Developments Ltd

Proposed Uncontrolled Crossing on Nutfield Road

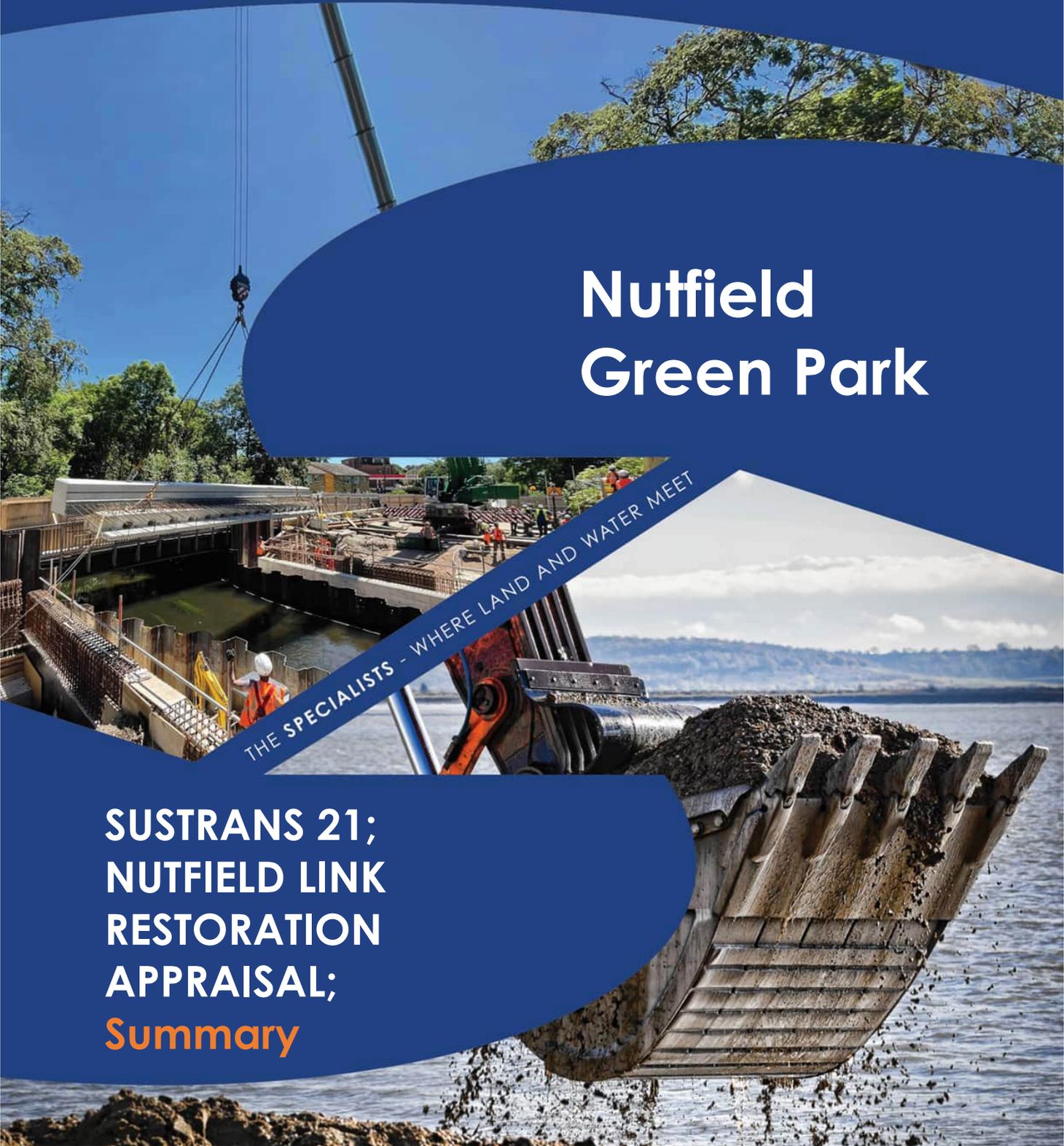


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Appendix E

Land and Water Group Cycle Route Upgrade Strategy



Nutfield Green Park

THE SPECIALISTS - WHERE LAND AND WATER MEET

**SUSTRANS 21;
NUTFIELD LINK
RESTORATION
APPRAISAL;**
Summary



Project Brief

Nutfield Park Developments Ltd is considering a wider strategy for the connectivity of its site on the northern edge of the village settlement of Nutfield, these plans will further contribute to improving the sustainability of the sites' location and make a positive contribution to non-car travel planning for the residents of Nutfield and South Nutfield to the nearby town of Redhill. Currently, the only feasible option for residents to access Redhill on foot or bicycle from Nutfield is along the pavement of the A25.

Nutfield Green Park (NGP) is located on the former Fullers Earthworks site (quarry and industrial site) to the immediate north of the village settlement and can offer a number of points of connectivity to the village centre and A25 to the south and the Sustrans 21 route to the immediate north of the site. The land in question is in single ownership, and subject to a planning application for a small area to be developed (approx. 12 % being 7ha of the 58.9ha site) and the balance of the site is to be enhanced with nature conservation and public access in mind.

Land and Water Group, renowned environmental and civil engineers have been commissioned to assess the feasibility and cost of developing a series of new, connected cycleways through NGP, and to assess the reasons for failure of sections of the adjacent Sustrans 21 and to design and cost the remedial actions required to restore the National Cycle Route to the town of Redhill



Figure 1; Sustrans 21 National Cycleway

Sustrans 21 is part of the designated national cycleway network and connects Central London to Eastbourne on the south coast, passing through Redhill and along the northern boundary of Nutfield Green Park. Locally the route provides direct connectivity to Redhill with bridges over the London/Brighton mainline railway to Redhill Station and Redhill town centre.

The development at Nutfield Green Park proposes to increase connectivity between the settlements of Nutfield and South Nutfield by providing a new network of public cycle paths that will link the development area and the existing settlements

directly to the Sustrans route for the first time. Further works include an upgrade to a substantial portion of the Sustrans route to Redhill which is in disrepair and unpassable in winter periods.

Figure 2; Sustrans 21 Local Route Plan – Nutfield Marsh to Redhill Section



Cavendish Rd Rail Bridge

Biffa Landfill

Nutfield Green Park

Public House

Figure 4; Cycle and Pedestrian Route Masterplan



- Section 1; Yellow; Internal Connecting Cycleway/ Footpaths (NGP)
- Section 2; Blue – Chilmead Lane Section of Sustrans 21
- Section 3; Blue – “Biffa” section of Sustrans 21 (“The Moors”)
- Red; NGP Site Boundary

General Situation



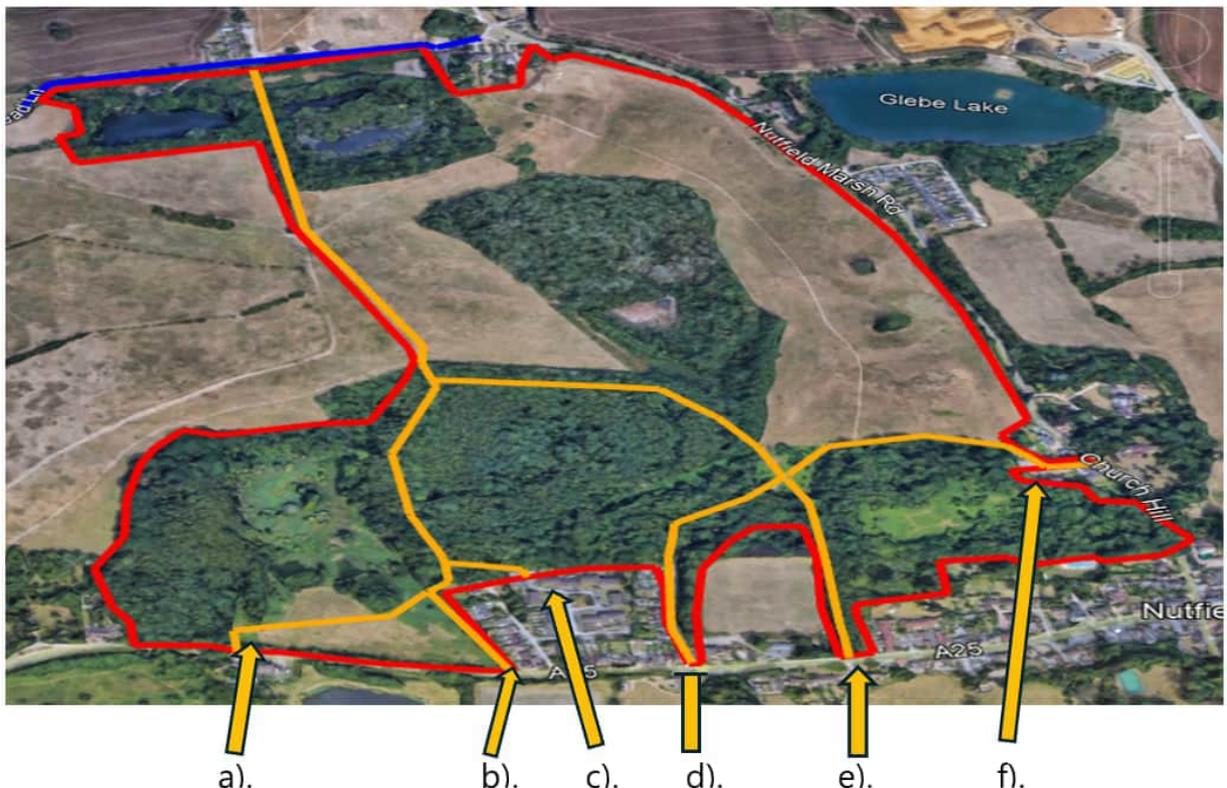
Section 1 – New Connecting Cycle Paths within Nutfield Green Park

All of the proposed new cycle path routes within Nutfield Green Park have been assessed, the six access points that will serve to link Sustrans 21 to Nutfield Village, the A25 and South Nutfield total a length of 2696Lin m of new cycleways.

The network of paths proposed (yellow in Figure 5 below), connect to the settlement areas proposed in the Nutfield Green Park Development, but also connect through the development to existing access points within the village of Nutfield at multiple locations; a). Gore Meadow, b). Adjacent to Park Wood Rd, c). Blacklands Meadow, d). Park Works Rd e). Adjacent to Shortacres and f). Church Hill Car Park. It is important to note that all of these locations access onto the A25 or Church Hill and are on land under the control of the Applicant and require no third-party agreements.

The new connections within Nutfield Village provide an opportunity for connectivity to the Sustrans 21 for Nutfield Village residents without the use of the public highway/Church Hill, and the proposed new Tucan crossing on the A25 between points b), c) and d), will provide onward connectivity to South Nutfield.

Figure 5; Shows the Network of New Access Routes proposed through Nutfield Green Park





All of the routes proposed align with existing public footpaths or existing permissive footpaths and can be installed without the need for land clearance or tree removal and lie within the red line boundary of the planning application.

The current walking surfaces within NGP are not suitable for a national cycle-way standard path and will require a new formation/construction. The recommended construction detail would be a 2m wide track (minimum width) comprising a basal geotextile separator with 150mm of type 1 limestone base (or recycled equivalent) topped with 60mm of 8mm to dust limestone pathway gravel (a porous product).

Section 2 – Chilmead Lane

This section of Sustrans 21 between The Inn on the Pond Public House at Nutfield Marsh to Cormongers Lane is on an existing tarmac road (Chilmead Lane) which services a small number of dwellings and has very low traffic demands. This section is 755 lin m in length and requires little maintenance or upgrade. Chilmead Lane is a maintained public highway.

Figure 6 shows a typical view of Section 2 (Chilmead Lane)



Section 3 “The Moors” (adj to Biffa/Patterson Court Landfill)

The western section of Sustrans 21 from Cormongers Lane to Cavendish Rd rail bridge in Redhill is 1752 lin m in length and largely runs between the northern boundary of Biffa's Patterson Court landfill at Cormongers Lane and the southern boundary of The Moors Nature Reserve and SSSI which is managed by Surrey Wildlife Trust (SWT).



This western section of the Sustrans route is in poor state of disrepair and requires sympathetic renovation to restore its suitability as part of the national cycleway network with careful consideration for the adjacent SSSI.

The Walk, Wheel, Cycle Trust acknowledge;

“On the whole though, the section of NCN21 adjacent to The Moors is in desperate need of restoration due to the constant presence of groundwater, and as mentioned in our original comments, we would welcome any improvements here should the development go ahead, so that people can walk, wheel or cycle in an inclusive, traffic-free environment.”

Helen Kinsella

Project Manager | National Cycle Network Delivery

My pronouns are she/her

Heh-lun Kin-sell-ah #MyNameIs

Walk Wheel Cycle Trust

2 Cathedral Square, College Green, Bristol, BS1 5DD

www.walkwheelcycletrust.org.uk



Section 3 is on land which forms part of the Patterson Court landfill at Cormongers Lane and is owned by Biffa Plc. The route of the cycleway is subleased to Surrey County Council. Biffa have given formal consent for access to undertake the proposed restoration works. (see Appendix A. email below).

LAWS undertook site walkovers and detailed assessments on 04.03.23 (in heavy rainfall) and 19.3.24 (dry conditions). The assessment of the route was after an above average rainfall period in February 2024. A detailed report “24-0345 Sustrans 21 Restoration Appraisal” which details the required remedial works has been shared with all key stakeholders and Tandridge District Council.

In general, the route of the cycleway is fully intact, however it is suffering from continued lack of maintenance to the track surface, to the linear vegetation, to the bridges, signage and furniture. Notably the drainage infrastructure within the easement and the track is impacted by localised flooding from a lack of drainage maintenance from third parties alongside the route, with significant tree, vegetation debris and urban trash interrupting the flows of the Redhill Brook and causing it to “back-up” and flood the adjacent Sustrans route.

With little or no impact, the Redhill Brook could be cleared of excess vegetation and debris (maintenance dredging) and the route could be fully restored to a 2m wide, fine graded, stone surface suitable for cycles, push chairs, pedestrians, wheelchairs and power-assisted single person vehicles (scooters etc) without any changes to engineering, without the need to fell trees or move or replace any significant infrastructure.



Figures 8, 9, 10 typical condition of Section 3 (Feb 2024)

8.



9.



10.



Budgets

A detailed topographical survey and some ground investigation works will be required to finalise a fixed cost for the restoration of Sustrans 21 and the new network of link-cycleways within NGP.

However; the table presented below is a realistic estimate of the likely costs for the works including a 5-year maintenance plan.



Sustrans 21 Restoration Master Budget					
1	Mobilise to site, Contractors plant , machinery and compound			sum	8,500.00
2	Establish Contractors Compound			sum	6,500.00
3	Contractors preliminaries and Security	7,000.50	per week	24 weeks	168,012.00
4	Permanent and Temporary Works design inc investigations			sum	15,000.00
5	Restoration works CH 0-178	119.60	per lin m	178 Lin m	21,288.03
6	Signage Improvements CH 0-755			sum	8,500.00
7	Cormongers Lane Crossing Improvements and Signage			sum	45,450.00
8	Restoration works CH780-1100 and drainage works	145.77		320 lin m	46,646.08
9	Bridge repairs CH 1100			sum	16,400.00
10	Restoration works CH1105 -1545 and drainge works	145.77		440 lin m	64,138.36
11	Bridge repairs CH 1545			sum	24,240.00
12	Redhill Brook Dredging and Clearance SWT land			sum	18,974.00
13	Restoration and drainage works CH 1565-1953	145.77		398 lin m	58,016.06
14	Restoration works CH 1953-2355	119.60		402 lin m	48,077.46
15	Drainage works and ditching CH 2340			sum	11,435.00
16	Restoration works CH 2340-2507	119.60		167 lin m	19,972.48
17	Street Works and signage ch 2507			sum	6,352.00
18	General vegetation trimming and cutting back			sum	16,845.00
19	Signage improvements			sum	18,500.00
20	Low level lighting option	465.00	ea	265 no	123,225.00
21	New cycleways NGP	195.45	per lin m	2681 Lin m	524,001.45
22	Demobilisation			sum	8,500.00
				Total	1,278,572.92

Note;

The proposed restoration works to the existing Sustrans 21 do not require any new engineering or significant infrastructure works, change to alignment or new structures, and largely represent the back-logged maintenance of an existing landscape feature.

Conclusion

By liaison with Sustrans, Biffa and Surrey Wildlife Trust the restoration of the Sustrans 21 to link Nutfield Village, South Nutfield and Nutfield Green Park directly to Redhill is feasible, deliverable and sustainable. The works can be delivered with the minimum of impact and will use the existing infrastructure.

The restored link and new network of feeder cycleways will provide a sustainable, safe, vibrant and healthy link between the Nutfield Green Park, Nutfield, South Nutfield and Redhill and break the need to travel between the two along the busy A25.



Appendix A – Biffa Plc Access Approval in Principle

RE: Sustrans 21 and Nutfield Park



Duncan Wright <duncan.wright@biffa.co.uk>

To: James Maclean

Cc: Lee Coulson; Nicholas Emery; Ben Rigg

This sender duncan.wright@biffa.co.uk is from outside your organization.



Thu 05/02/2026 13:35

Dear James

Thank you for receipt of the proposed Sustrans 21 restoration document ref 24-0345. The restoration of the Sustrans is an important piece of local infrastructure and Biffa has been actively supporting its restoration with other local Stakeholders for some years.

Accepting that Nutfield Green Park are proposing to obtain all necessary permissions and consents for the works and will fully fund the works as set out, Biffa has no objection in principle to NGP accessing the works through and across our land outside of our permitted landfill perimeter.

In the fullness of time we will require a brief access agreement between NGP and ourselves and would expect NGP to provide us with suitable warranties and indemnities during the works period and whilst on our land, but the principle of the proposed restoration works and reasonable access to expedite the works is supported by Biffa Plc.

We wish you luck with your impending planning application and hope that this piece of non-road infrastructure restoration helps support your integrated, sustainable transport strategy.

Regards

Duncan



Duncan Wright
General Manager – Landfill & Gas South

Appendix F

Walk Wheel Cycle Trust (Formerly Sustrans) Letter

Sustrans comment on proposed NCN21 improvements at Nutfield Park.

Following a meeting with James Maclean of Land and Water Group Ltd, and reading the accompanying “Nutfield Green Design and Access Statement” showing the plans for the Nutfield Park development, I am pleased to support the restoration and improvement of the section of National Cycle Network (NCN) 21 at “The Moors”, a route which also forms part of the flagship “Avenue Verte” cycle route connecting London with Paris.

The existing route has suffered from degradation and groundwater flooding for a number of years, which has gradually worsened due to factors such as poor maintenance of the adjacent Redhill Brook and local landfill activity. This has led to the path now being permanently underwater for the majority of the route between Cormonger’s Lane and Cavendish Road.

The development of this route is essential in order to serve the new residents of Nutfield Park and enable them to travel more sustainably. This proposal represents a special opportunity to restore and promote the use of this section of NCN to provide sustainable transport opportunities, and I would be pleased to see the route improved to a standard that would support increased usage as a result of the new development. Please note that my comment only relates to the NCN at this time and is not a comment on the proposed walking and cycling routes within the development itself. However, it is positive to hear that sustainable transport links have been considered to, from and within this development, to avoid residents becoming locked into car-dependency.

The remedial works proposed to NCN 21 will be a much-welcomed improvement and should be secured by virtue of a section 106 agreement. I would welcome consideration being given to these works becoming a pre-commencement condition to enable the benefits to be enjoyed by route users as early as is practical.

Kind regards

Helen Kinsella

Network Development Project Manager for Surrey, Hampshire and Buckinghamshire

Appendix G

SCC Bus Specification Email 11th April 2025

Hello all,

Following our recent meeting concerning the above proposals, we have undertaken further internal consultation and detailed consideration of the feasible and viable options to deliver a meaningful public transport package.

As has been explained and reiterated on a number of occasions, it is not considered realistic that the proposed development would be able to reliably provide a good quality public transport scheme in isolation. Given the level of investment in delivering such a service that has been proposed, however, the County Highways Authority is of the view that a suitably robust scheme could be delivered by the Council if the funding was provided as part of a Section 106 Agreement.

Surrey County Council (SCC) currently operates a countywide Surrey Connect Digital Demand Responsive Transport (DDRT) service which offers flexible, bookable public transport on a zonal basis. Services are operated using battery electric accessible minibuses with fares set on a mileage basis. Passengers can book their trips via an app, on the web and currently via a call centre. Approximately 80% of trips are booked via the app/web. Text messages keep passengers informed of their pickup times. Passenger satisfaction of the Surrey Connect service is consistently around 98%.

Service description:

The funding would provide a dedicated one vehicle Surrey Connect DDRT service for Nutfield Green Park, establishing an operating zone with a circa 5-mile radius, including important local destinations residents would wish to access, and SCC would expand the offer to include local communities in the vicinity.

This approach would use the existing SCC digital booking/scheduling platform, call centre and the SCC's preferred transport provider. Passenger trip data can be analysed as necessary to assess and monitor the effectiveness of the scheme.

Operating hours:

Monday to Saturday: 6am – 11pm

Sunday 8am – 10pm

Finance:

Estimated running costs are circa £195K/annum, less expected fares income of £48K (the assumption applied by yourselves), this would total a cost £148K/annum.

These costs are based upon current SCC contract costs following competitive tender process for similar services and have been extrapolated out as necessary to reflect the longer operating model.

It is not considered realistic that an in-perpetuity scheme can be delivered by a single development of this scale however the above approach represents the best approach to delivering long-term and meaningful improvements to address the CHA's reasons for objecting to the proposals. By utilising the funding to build on an existing scheme which is being delivered by the County Council, there is far greater scope for a high-quality service to be provided over the longest achievable term.

This approach would have the significant benefit of covering a wider and more flexible geographical area than the proposed private scheme. A further benefit also therefore arises as it would serve to reduce reliance on the private car in the local area, beyond the site boundary, thereby reducing the pressure on local congested sections of the public highway and addressing both the sustainability and highway capacity objections raised by the CHA concerning the proposed development. Given that this would form part of a wider existing and ongoing County led scheme, economies of scale allow this scheme to achieve a greater value for money than could realistically be achieved for a scheme delivered in isolation.

Other funding options have been considered, including diverting a portion of the funding towards existing mainline bus services however it has been determined that this would not represent the ideal solution for the development for two reasons. The first reason for this is that the walking distances from much of the proposed development to the bus services are in excess of recommended maximum distances to achieve a reasonable propensity towards travelling by this mode and therefore the full DDRT option better serves the development itself and, in the CHA's view, better meets the relevant planning tests. The second reason for this approach is a matter of cost efficiency and seeking to achieve the longest term and best value for money improvements, thereby maximising on the benefit delivered by the contribution.

Kind regards,

James Lehane MCIHT

Appendix H

Local Amenities Table

Ref	Service	Category	Distance (m)	Walking Time (mins)	Cycling Time	Existing Bus Time (mins)	Proposed Bus Time (mins)
1	Redhill Station	Transport	3000	36	12	15-19	7-14
2	Nutfield Station	Transport	1850	23	7	0	Circa 5 mins
3	Church Hill Nursery	Nursery	850	11	4	0	Circa 3 mins
4	Earlswood Nursery & Infant School	Education	2650	33	11	22-25	6-11
5	Nutfield Church CofE Primary School	Education	1450	18	6	0	Circa 5 mins
6	Bletchingly Village Primary School	Education	3400	43	14	23-24	7-14
7	Oxted School	Education	13350	0	0	34	0
8	Carrington School	Education	2750	34	12	0	6-12
9	Woodlands Surgery	Health	3250	41	13	26-32	7-14
10	Greystone House Surgery	Health	3450	43	14	25-30	8-16
11	East Surrey Hospital	Health	4950	0	20	28-34	12-24
12	Lowcroft Dental Surgeries	Health	2450	31	10	18-22	5-10
13	Holborn's, South Nutfield	Retail (inc food Post Office)	1550	19	6	0	Circa 5 mins
14	Sainsbury's	Retail (inc food)	3150	39	13	16-21	7-13
15	Priory Farm Shop & Garden Centre	Retail (inc food)	1050	13	4	0	Circa 5 mins
16	The Belfry Shopping Centre	Retail (inc food)	2950	37	12	16-21	7-13
17	The Queen's Head, Nutfield High Street	Public House	800	10	3	0	Circa 3 mins
18	Inn on the Pond, Chilmead Lane	Public House	850	11	3	0	Circa 5 mins
19	The Gym	Leisure	3150	39	13	16-21	7-13
20	The Light (Cinema/Bowling Alley/Bar)	Leisure	2850	36	12	16-21	6-11
21	Donyngs Leisure Centre	Leisure	3550	44	14	26-31	8-17
22	Nutfield Cricket Club	Community/Leisure	850	11	3	0	Circa 5 mins
23	Nutfield Youth Football Club	Community/Leisure	450	6	2	0	Circa 3 mins
24	St Peter and St Paul Church	Community	800	10	3	0	Circa 3 mins
25	Gatwick Airport	Transport/Employment	13250	0	0	44-55	N/A
26	Crawley	Town Centre	19350	0	0	54-66	N/A
27	Redhill	Town Centre	>3000	37	12	16-21	6-12
28	Reigate	Town Centre	5750	0	23	0	13-25
29	Godstone	Town Centre	5350	0	21	21-22	11-22
30	Oxted	Town Centre	12850	0	0	33-41	0