

N01 - Highways Response to SCC

Site: Land at Mount Avenue, Chaldon
Prepared by: RW/RA
Approved by: RAA
Date: 23/09/2025

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1.0 Introduction

- 1.1 This Highways Response Technical Note has been prepared on behalf of Sigma Homes Limited to support an outline planning application (with all matters reserved except access) for a proposed residential development comprising up to 30 dwellings (including 50% affordable units) on land at Mount Avenue, Chaldon (herein referred to as 'the site'). The local planning authority is Tandridge District Council (TDC), and the applicable highway authority is Surrey County Council (SCC).
- 1.2 A Transport Statement and Travel Plan Statement (dated 24/06/2025) were submitted in support of these outline proposals. SCC as county highway authority have provided their initial comments (dated 28/08/2025) requesting further information before they are able to provide a full response to the proposals in the context of highways and transportation considerations. The comments are attached at [Appendix A](#) for clarity, and the specific requested further information is reproduced below for ease of reference:

"1. Evidence of the vertical visibility splay to the west of the site access, in the context of the gradient on the B2031 (Rook Lane).

2. Details of measures to provide a pedestrian crossing to access the bus stop on the northern side of the B2031 and of the potential to provide enhancements to the bus stops on either side of the B2031, close to the junction with Mount Avenue".

- 1.3 This brief Technical Note will provide this further information as requested by SCC.

2.0 Vertical Visibility Splays

- 2.1 The vertical junction visibility at the existing junction of Mount Avenue with Rook Lane has been checked within Civil 3D CAD software using 3D topographical survey data. The achievable vertical visibility splay has been checked from a driver's eye height of 1.05m to a driver's eye height of 1.05m. The vertical visibility splay has also been checked from a driver's eye height of 1.05m to an object height of 0.6m. This has been plotted as a chainage to the west (trailing direction) of the existing junction as requested and for completeness, this has also been plotted to the east (leading direction) of the existing junction. The required vertical visibility is achieved in both directions, and this is illustrated in the drawing attached at [Appendix B](#).

3.0 Bus Stop Amenity

- 3.1 There is potential to provide a dropped kerb uncontrolled crossing point with tactile paving to provide enhanced amenity for wheelchair users, parents with perambulators and those with mobility and/or visibility impairments crossing Rook Lane between the two bus stops. A potential crossing point location has been illustrated on the drawing attached at [Appendix C](#) and the available visibility for pedestrians has been checked in each direction (based on the established SSDs) from a pedestrian x-distance of 0.5m. The applicant would be happy to include these within the proposals.
- 3.2 There is equally potential for small bus shelters on either side of the carriageway (with or without seating as deemed appropriate). There are several proprietary models available which might be appropriate for the local character and equally would result in minimal impact on the available footway widths and the visibility splays from adjacent access junctions (including private driveways). It is expected that small cantilever shelters (or other visually permeable designs with narrow footprints) would be appropriate, and examples can be provided if required.

North of Rook Lane

- 3.3 The footway width adjacent to the existing northern bus stop is around 1.5m with a soft verge of around 0.5m behind. This bus stop location is assumed to result in buses stopping directly opposite Mount Avenue. Whilst a new shelter in this location would potentially be possible, it is suggested that relocating the bus stop (with a new shelter and flag) around 15m to the east would allow the bus shelter and stop to be placed where the footway is significantly wider at around 2.3m. An indicative location is shown on the attached plan at Appendix C, which assumes a robust offset of 0.3m from the wall at the back of the footway (to facilitate construction/mounting). The bus flag is currently mounted on a lighting column and hence a new bus flag would also be required (preferably of a similar character to the bus flag opposite).
- 3.4 A shelter in this location might have the potential to impact upon the existing access junction visibility splay from Chaldon Mead looking west (leading direction) of that access. Based on the attached plan at Appendix C, it is expected that a cantilever shelter or similar could be placed such that the rear panel of the shelter sits behind the visibility splay and hence the existing visibility would not be disrupted. Cantilever shelters are available with clear glass panels mounted on thin extruded aluminium frames providing enhanced visual permeability.

South of Rook Lane

- 3.5 The footway width adjacent to the existing southern bus stop is around 2.1m. This is considered to offer the potential to locate a small shelter adjacent to the existing bus stop and flag location. An indicative location is shown on the attached plan at Appendix C, which assumes a robust offset of 0.3m from the fence at the back of the footway (to facilitate construction/mounting).
- 3.6 A shelter in this location might have the potential to impact upon the existing junction visibility splays from the two adjacent private driveways looking west (trailing direction) of their respective junctions. Based on the attached plan at Appendix C, it is expected that a cantilever shelter or similar would not block the visibility splays from these private driveways.
- 3.7 The other consideration for a shelter at this location would be the potential impact to the junction visibility splay from Mount Avenue looking east (leading direction). Based on the attached plan at Appendix C, it is evident that the visibility splay would pass behind the shelter, as well as potentially through the shelter. It is therefore expected that a cantilever shelter or similar could partially block the visibility splay to the east from Mount Avenue, however the extent of this would depend on the exact profile of the rear facia of the shelter and the exact location. Depending on the construction method, it might be possible to locate the rear facia closer to the existing fence and hence behind the visibility splay, however this would be subject to further detailed investigation. Cantilever shelters are available with clear glass panels mounted on thin extruded aluminium frames providing enhanced visual permeability.
- 3.8 There is also the potential opportunity for bus shelters with the rear facia facing the carriageway. These would be subject to minimum offsets from the edge of carriageway and might equally impact on visibility splays. It is currently assumed that rear facias towards the back of the footway would offer the least impact to visibility splays in both cases, however this would again be subject to the exact type of shelter and the exact location.

4.0 Summary

- 4.1 SCC as county highway authority have requested confirmation of the vertical visibility splays from the existing junction of Mount Avenue with Rook Lane. Confirmation that the required vertical visibility splays are achieved has been provided.
- 4.2 SCC have requested investigation into the feasibility of a potential uncontrolled pedestrian crossing point (with dropped kerbs and tactile paving) providing enhanced crossing amenity between the existing bus stops. It has been demonstrated that this can be provided and that appropriate visibility for pedestrians would be available. The applicant would be happy to provide this crossing point through the associated S278 works.

- 4.3 SCC have equally requested investigation into the feasibility of enhancements to the existing bus stops. It is assumed that new cantilever bus shelters with seating would provide a suitable level of enhancement, although the northern stop would also require a new bus flag and pole.
- 4.4 It has been demonstrated that cantilever bus shelters could be feasible on both sides of the carriageway subject to careful consideration of the exact location, size and type of shelters to ensure that appropriate footway widths and junction visibility is maintained. The applicant would be happy to fund the provision of these shelters (and flag) and this could be secured by a suitably worded planning condition.

Appendix A

SCC Request for Further Information



E-mail: james.lehane@surreycc.gov.uk

James Kidger
TANDRIDGE DISTRICT COUNCIL
COUNCIL OFFICES
STATION ROAD EAST
OXTED
RH8 0BT

28 August 2025

Dear James Kidger

APPLICATION NO: TA/25/771

SITE: Land At Mount Avenue, Chaldon, CR3 5BB

I refer to the above planning application upon which you have requested our consideration of the highway and transport issues. Before I am able to provide a full response, please request the following be provided by the Applicant:

1. Evidence of the vertical visibility splay to the west of the site access, in the context of the gradient on the B2031 (Rook Lane).
2. Details of measures to provide a pedestrian crossing to access the bus stop on the northern side of the B2031 and of the potential to provide enhancements to the bus stops on either side of the B2031, close to the junction with Mount Avenue.

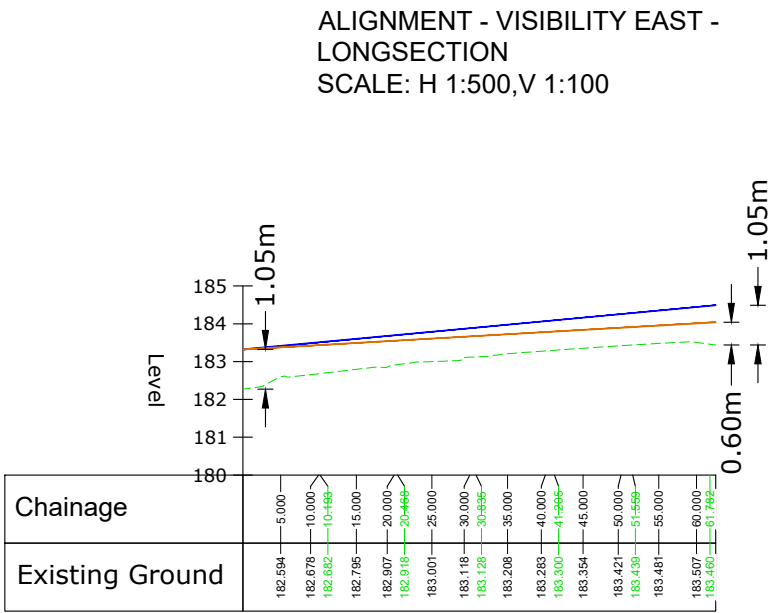
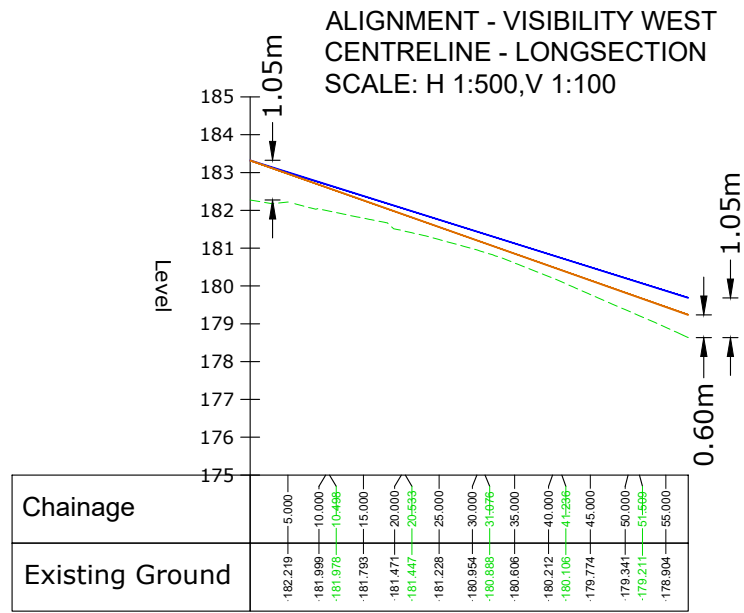
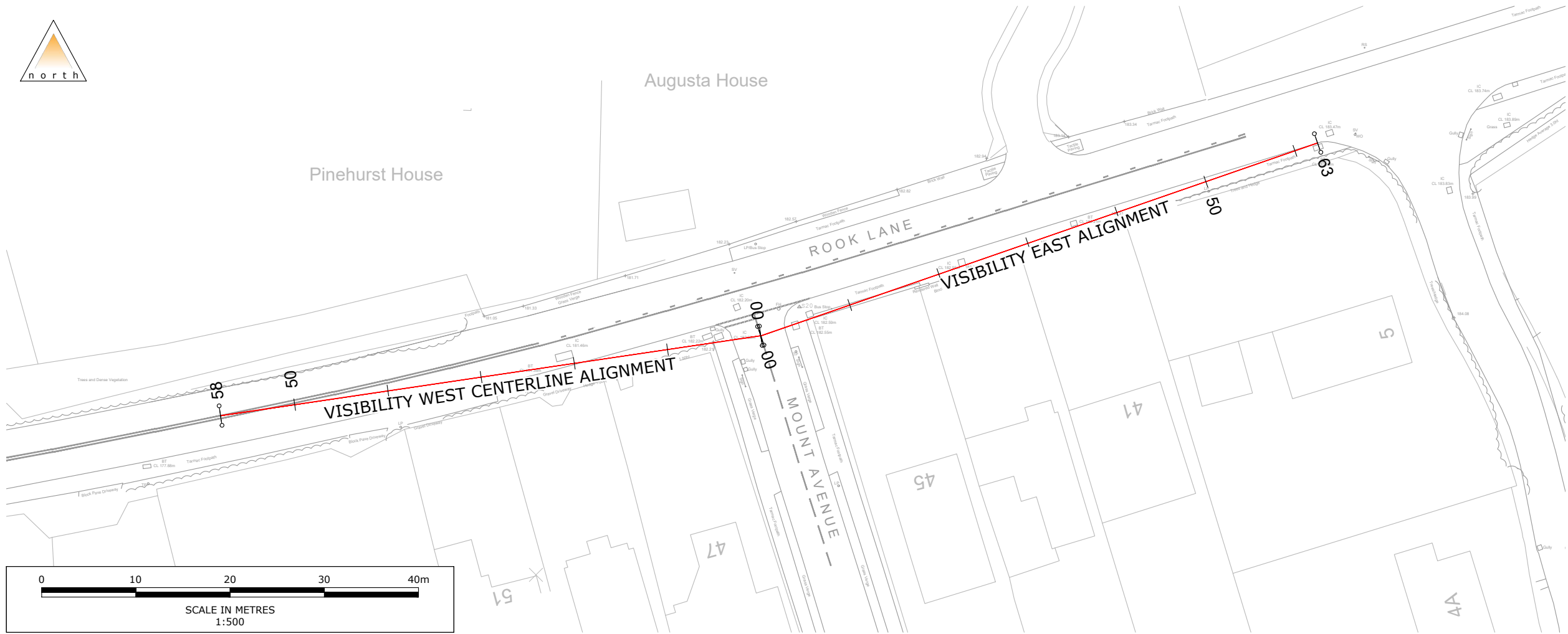
Please request that the Applicant provides the above amendments/information in sufficient time so that we may respond before your deadline for determination. Please ensure that the response to this letter is in writing and all appropriate documentation, as requested, is attached.

Yours Sincerely,

James Lehane
Principal Transport Development Planning Officer

Appendix B

Vertical Visibility Splay Drawing



- Notes
1. All levels and dimensions to be checked on site before any work commences. All dimensions in metres unless stated otherwise.
 2. This drawing is based on survey information supplied by InCo Surveys, and Motion cannot guarantee the accuracy of the data provided.
 3. This drawing is based on OS mapping and Motion cannot guarantee the accuracy of the data.

- Legend
- Section alignment
 - Vertical visibility for driver's eye height to driver's eye height - 1.05m to 1.05m
 - Vertical visibility for driver's eye height to object height - 1.05m to 0.6m
 - Existing ground

P01	First Issue	RW	RA	RA	11/09/2025
Rev.	Description	Drm	Chk	App	Date

Drawing Status:

FOR PLANNING
NOT FOR CONSTRUCTION



Project:

Land South of Mount Avenue, Caterham

Title:

Existing Access Junction
Vertical Visibility

Scale: As shown(@ A3)

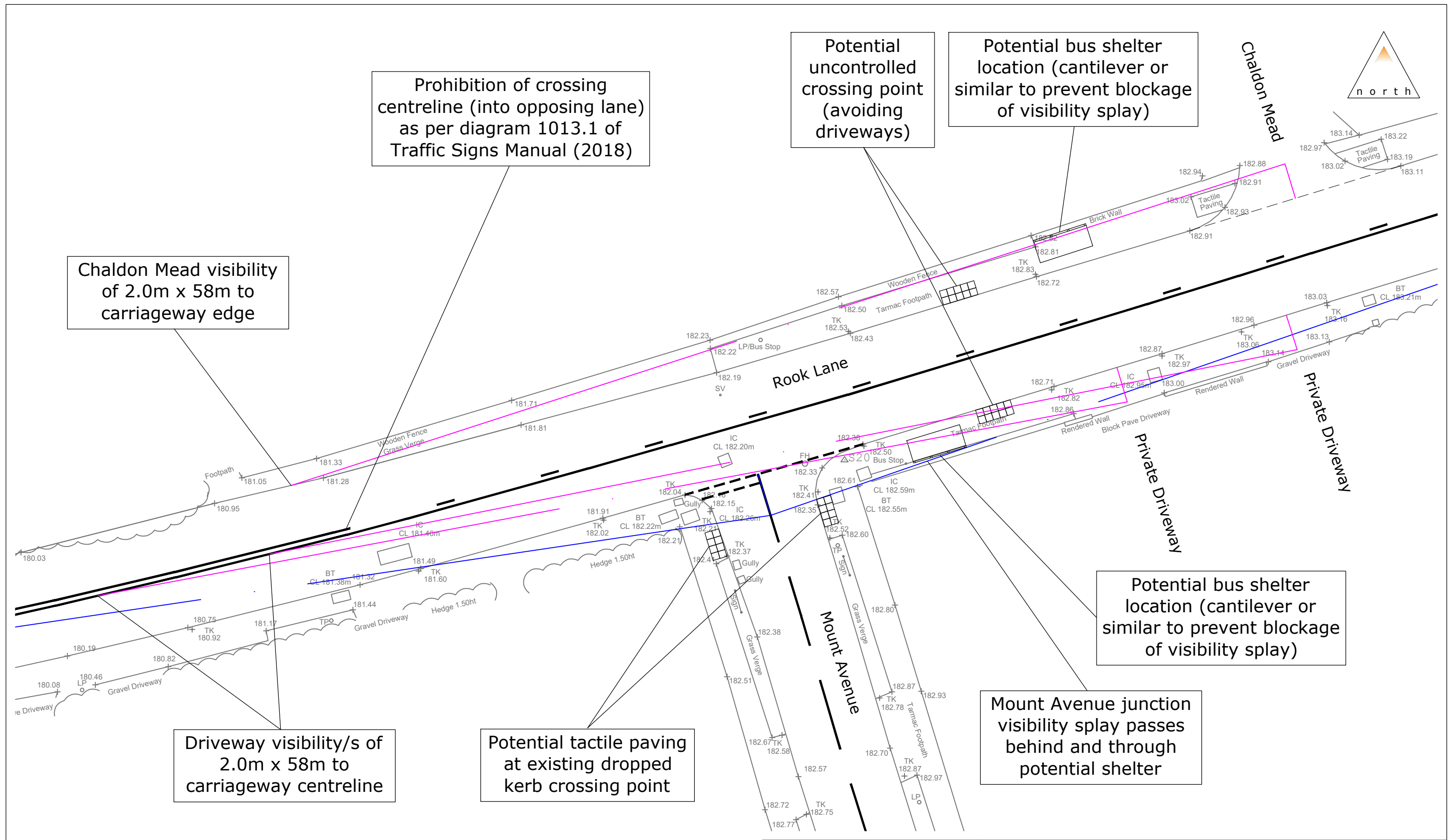
Drawing: 2502049-TN-001

Revision: P01

Appendix C

Proposed Bus Stop Enhancement Plan

C:\Users\richardallman\Motion\StaffSite - Simoun 2502094\Drawings\2502094-001 Rev C.dwg



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8 Duncannon Street
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Project: Land at Mount Avenue, Chaldon		
Title: Mount Avenue/Rook Lane Proposed Bus Stop Enhancement Plan		
Scale: 1:200 (@ A3)		
Notes:		Drawing: 2502094-TN-002
		Revision: