

From: James Lehane <James.Lehane@surreycc.gov.uk> on behalf of TDCTAN/COM/SCC <tdctan@surreycc.gov.uk>
Sent: 09 March 2026 11:32
To: Amit Patel; Statutory
Subject: Response To Application Number TA/25/771 at Land At Mount Avenue, Chaldon, CR3 5BB
Attachments: Response_TA-25-771(3).pdf

Hi Amit,

Please find attached my consultation response in relation to the above planning application.

Kind regards,

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Environment, Infrastructure & Growth (EIG)
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APPLICATION NUMBER	TA/25/771
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DEVELOPMENT AFFECTING ROADS

TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992

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

Development: Erection of 30 dwellings (50% affordable) with associated works including provision of vehicular and pedestrian access, landscaping, drainage, and other associated infrastructure (Outline application with all matters reserved except access, layout and scale).

Contact Officer	James Lehane	Initial Consultation Date	13 August 2025	Response Date	9 March 2026
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The proposed development has been considered by THE COUNTY HIGHWAY AUTHORITY (CHA) who having assessed the application on safety, capacity and policy grounds, recommends the following conditions be imposed in any permission granted:

1. No part of the development shall be first occupied unless and until the proposed access to Mount Avenue has been constructed in general accordance with the approved plan (drawing reference 2502094-TS-002), with amendments to remove the proposed footway extension on the west side of Mount Avenue to preserve the existing turning head (subject to detailed design in the Section 278 process required to deliver these works).
2. No part of the development shall be first occupied unless and until the proposed pedestrian access to Birchwood Lane has been constructed in general accordance with the approved plan (drawing reference 2502094-TS-003), providing a permanent barrier to motor vehicle access to the site, and thereafter that permanent physical barrier shall be permanently retained and maintained to the satisfaction of the Local Planning Authority.
3. No part of the development shall be first occupied unless and until the internal site roads have been constructed in general accordance with the approved plan (drawing number PL-03 Rev P1), with the following amendments:
 - a. Provision of a raised table pedestrian crossing at the site access onto Mount Avenue, to provide pedestrian access to the footway on the eastern side of the access road and to reduce vehicle speeds entering and exiting the site.
 - b. Use of block paving within shared surface areas of the site (those areas without segregated footways) to indicate a pedestrian priority environment.
4. The development hereby approved shall not be first occupied unless and until the following cycle facilities have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority. Thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority:

- a. High quality, secure, lit and covered cycle parking for each dwelling.
 - b. Charging points with timers for e-bikes within said facilities.
 - c. Clear hardstanding routes between the cycle stores and the site access.
5. The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans (drawing number PL-03 Rev P1) for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.
6. No development shall commence until a Construction Transport Management Plan (CTMP), to include details of the following items, has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.
 - a. Parking for vehicles of site personnel, operatives and visitors.
 - b. Loading and unloading of plant and materials.
 - c. Storage of plant and materials.
 - d. Programme of works (including measures for traffic management).
 - e. Provision of boundary hoarding behind any visibility zones.
 - f. HGV deliveries and hours of operation.
 - g. Vehicle routing.
 - h. Measures to prevent the deposit of materials on the highway.
 - i. Before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused.
 - j. On-site turning for construction vehicles
7. The development hereby approved shall not be first occupied unless and until the following sustainable transport improvements have been provided in accordance with a scheme to be submitted to and approved by the Local Planning Authority:
 - a. Provision of speed reduction to 20mph, along with any necessary traffic calming measures, between the development and Caterham on the Hill High Street, extending the existing upcoming 20mph limit on Rook Lane (which is to the west of the development, currently planned to end just to the east of the junction with Mount Avenue). This is to include Rook Lane and Chaldon Road, extending to side roads as appropriate and feasible, subject to the necessary Traffic Regulation Order (TRO) consultation.
 - b. The developer shall fund the cost of the TRO advertising and completion (£3,000) required to deliver item a above.
 - c. The improvement of the bus stops located on Rook Lane close to the junction with Mount Avenue to include shelters, enhanced waiting areas and real time passenger information.
 - d. A continuous pedestrian crossing at the Rook Lane junction with Mount Avenue.
 - e. Pedestrian crossing improvement on Rook Lane to provide access to westbound bus services.
 - f. Information to be provided to residents regarding the availability of and whereabouts of local public transport, walking routes and cycling routes.

Reasons

The above conditions are required in order to ensure that the proposed development would not result in unacceptable detriments to the safe operation of the public highway and in order that suitable provision is made for sustainable modes of transport, in accordance with the requirements of the National Planning Policy Framework (NPPF) 2024, including paragraphs 115, 116 and 117, Policy DP5 of the Tandridge Local Plan and the objectives of the Surrey Local Transport Plan 4 (LTP4).

Further specific details concerning each condition above are provided in the 'Note to Planning Officer' section below.

Informative

The permission hereby granted shall not be construed as authority to carry out any works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway or any works that may affect a drainage channel/culvert or water course. In instances where the applicant is not the Highway Authority the applicant is advised that a permit and, potentially, a Section 278 agreement must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway.

All works (including Stats connections/diversions required by the development itself or the associated highway works) on the highway will require a permit and an application will need to be submitted to the County Council's Street Works Team up to 3 months in advance of the intended start date, depending on the scale of the works proposed and the classification of the road. Please see: <http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/traffic-management-permit-scheme>

The applicant is also advised that Consent may be required under Section 23 of the Land Drainage Act 1991. Please see: www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice

It is the responsibility of the developer to provide e-bike charging points with standard three-point plug sockets with timers (weatherproof if outdoors) to prevent them constantly drawing a current over night or for longer than required. Signage should be considered regarding damaged or shock impacted batteries, indicating that these should not be used/charged. Where communal bike stores with e-bike charging are required, access and fire escape routes shall not be used for the storage of e-bikes whilst charging. All communal areas where e-bikes are charged must be designed to provide detection, minimise the spread of fire from the cycle store area, and be designed to be fully compliant with Building Regulations. With regard to e-bike sockets in a domestic dwelling, detection measures should be provided, and an official e-bike charger should be used. Guidance on detection can be found in BS 5839-6 for fire detection and fire alarm systems in both new and existing domestic premises. Wherever e-bikes are charged, relevant additional fire resistance measures may be necessary as required by Building Regulations.

Note to Planning Officer

The CHA is content that the proposed development is acceptable in highways planning terms so long as the above conditions and informative notes are included in any permission granted.

The site is not in an ideal location from a sustainable transport perspective, with long walking distances to local amenities (approximately 1.7km to Caterham on the Hill High Street, 2.6km to Caterham High Street, Croydon Road and 1.8km to the supermarket on Coulsdon Road), without appropriate cycle infrastructure and with steep gradients on the route to Caterham town centre.

Rook Lane is a busy road, with high volumes of traffic at most times of day and without any segregated cycle infrastructure, which combines with the overall distance to materially limit the propensity to travel by active modes. It is therefore considered that the sustainable transport and road safety improvements required by the above recommended conditions are necessary in order that the development could be considered acceptable in the context of the 2024 NPPF requirements under paragraphs 115 and 117, as well as the Tandridge Local Plan Policy DP5 and the objectives of the LTP4.

These conditions have also been informed by the advice provided by the Planning Inspectorate in their 2025 webinar on 'What is meant by a Sustainable Location?' (link: <https://www.gov.uk/guidance/planning-inspectorate-webinars#webinar-6---what-is-meant-by-a-sustainable-location>)

Please note the following further comments concerning the above recommended conditions:

Condition 1

The proposed access arrangements onto Mount Avenue including narrowing of the available carriageway in order to provide footways on either side of the road. While the principle of this approach is suitable, the specific proposed changes in this location would result in a loss of the existing turning head area without a material enhancement in terms of pedestrian connectivity. The recommended condition seeks to retain the turning head while providing the direct pedestrian connection into the pedestrian footway on the eastern side of the proposed access.

This condition will require the developer to enter into a Section 278 Agreement with the CHA, with the final details of the scheme to be determined through this process.

Condition 2

The retention of pedestrian and cycle access via Birchwood Lane is beneficial however a physical barrier is required to ensure that this is not used as a secondary vehicular access to the development.

Condition 3

The minor amendments to the proposed site layout are in order to ensure that the site provides a low speed, pedestrian dominated environment in accordance with the Healthy Streets for Surrey Guidance. For more information, please visit: <https://www.surreycc.gov.uk/land-planning-and-development/healthy-streets>

This condition includes provision of a raised table pedestrian crossing at the site access onto Mount Avenue, both for the above reasons but also to provide connectivity with the footway on the eastern side of the access road, with regard to the amendment under condition 2.

Conditions 4 & 5

These conditions seek to secure the proposed vehicular parking and turning provision as well as to provide adequate facilities for cycle parking on site. Cycle parking for houses is generally provided within the curtilage of each dwelling however communal cycle stores can be considered also.

Condition 6

The hours of operation and delivery timings in the CTMP must avoid key periods on the highway network and local school start and finish times for HGV deliveries and ensure that no HGVs will be parked up or waiting on Rook Lane or Mount Avenue at any times. There is to be no HGV or construction access to the development from Birchwood Lane.

Condition 7

As noted above, the opportunities and appeal of travel by sustainable modes from this site are very limited. As such, the measures in this condition have been identified following detailed assessment of the submitted details, local engagement and internal consultation with Road Safety colleagues.

There is an existing planned speed reduction scheme (expected to be implemented in summer 2026) along Rook Lane to the west of the site, which extends to and includes Mount Avenue and the Rook Lane junction with Mount Avenue. By extending this scheme to reach the Caterham on the Hill town centre area (Chaldon Road / High Street / Town End), the potential for walking and cycling trips to be made between the site and local amenities would be greatly enhanced.

This speed reduction would also represent a material improvement in terms of pedestrian safety when seeking to cross Rook Lane to access amenities wider pedestrian and cycle connections.

The final version of the scheme should include residential side roads were practicable, with traffic calming measures to be provided subject to speed survey evidence and technical review. This condition will require the developer to enter into a Section 278 Agreement with the CHA, with the final details of the scheme to be determined through this process and subject to the necessary public TRO consultation.

This condition also requires the delivery of a Copenhagen style continuous footway crossing at the Rook Lane junction with Mount Avenue, which is to enhance pedestrian connectivity and road safety in this location. This is in accordance with the Healthy Streets for Surrey Guidance section 5.2 (link: <https://www.surreycc.gov.uk/land-planning-and-development/healthy-streets/requirements-and-guidance/section?id=5.2>)

The condition further requires that bus stop enhancements are provided on Rook Lane in order that passengers have appropriate facilities and that an improved crossing facility is provided to access these services. The form of this crossing will be informed by what is being delivered under item a of this condition and should be designed to tie in with any traffic calming measures.

It is noted that there is an alternative scheme of improvements outlined in Appendix C of the Transport Statement. These measures would all be beneficial however, given the lengths to the identified destinations and constraints in what can be delivered along those routes, that proposed scheme is not considered adequate to represent providing a genuine and safe choice of transport modes with active and sustainable travel options being able to compete with the private motor vehicle. As such, this alternative approach has been identified and recommended by the CHA.