THE TOWN AND COUNTRY PLANNING ACT 1990

SITE: Farleigh Road (Land at), Warlingham

Proposal: Proposed access onto Farleigh Road, via Park Lane, for the proposed construction of 40 -50 residential dwellings. Includes upgraded access to Park Lane

27/09/18

Dear Mr. McMurtary

Thank you for your submission of the information, received 28 August 2018. The proposal affects a private road for which Surrey County Council is Highway Authority and the following comments, which are made without prejudice, should be considered before any subsequent planning application is made.

Overview
Surrey County Council notes that the site does not have any previous planning permission, and as such any future submission will be required to provide robust evidence to support any further planning application. The CHA has provided advice based upon the development having up to 50 residential units; in order to assess the ‘worst case scenario’ and mitigate any impact.

The proposal is considered to be a balanced approach between the demands of peak-hour journey time and congestion associated with movements at the nearby schools along Farleigh Road. The CHA would have no objection in principle to the redevelopment of the site as proposed, however any future application should be supported by robust evidence to overcome the comments outlined below.

Access arrangements:
The access arrangements as indicated within the supporting Transport Statement Scoping Note indicate that access will be via Park Lane (Public Footpath 48), directly onto Farleigh Road (C217). The Scoping Note indicates that the proposed access would be modified accordingly:

- Carriageway Width – 5.5m, with a four metre bellmouth at the junction
- Footway Width – 1.6m, on the southern side of the access
- Visibility Splays – in accordance with Manual for Streets.

It would be the County Highway Authority’s preference to have a footway on both sides of the access, however the CHA accepts that this may be restricted due to land ownership issues. Should there be only
one footway included within the final submission, suitable crossing points for pedestrians and future residents should be provided at the bellmouth arrangement (as indicated on the submitted plans within the Scoping Note). The remaining modifications as indicated within the Scoping Note meet the minimum requirements as outlined within Manual for Streets and the CHA notes that the access layout submitted within the Scoping Note (Dwg: 1808019-SKO1), would be acceptable to accommodate the intensified usage for the increased number of dwellings.

Visibility is slightly restricted due to the curvature of Farleigh Road and a boundary wall in the leading direction (right hand side upon exit). Visibility Splays included within the Scoping Note (Dwg 1808019-SKO1) demonstrate that sufficient visibility requirements are met for a 30mph road in accordance with Manual for Streets. While the geometry of Farleigh Road does curve, this is in the trailing direction (left hand side upon exit) and not the critical direction for traffic. The CHA considers that the area falling outside of the visibility envelope in this direction (and encompassing Private Road X217, north of Park Lane) would not pose a risk in terms of road safety given the slow speed of vehicles exiting the proposed development.

While the CHA has, in principle, agreed the visibility splays indicated on the submitted drawing no speed surveys have been included within the report and as such the CHA is unable to verify this at this time. In order to provide robust evidence for any future application an updated speed survey should be undertaken and any variation in visibility achievable noted. Any future application should include this supporting evidence as part of the submission.

Public Footpath
The existing private access, Park Lane, forms part of the Rights of Way Network, Public Footpath 48. As such, the CHA requested an internal consult from the Rights of Way team on this pre-planning application in order to inform any future application. The Rights of Way team has responded as follows:

I note the intention to provide a 1.6m footway alongside the access road which will separate users from vehicles and this is welcomed. I would hope this pavement will be maintained along the whole road. This is a busy path from Farleigh Road to access the playground so I would ask that the developer carries out improvements on our behalf, on the remainder of FP48 up to the point where it meets FP47. We will need to agree a specification before they proceed.

Other than that, I don’t have anything in the immediate vicinity although FP47 north to BW86 might benefit from some surfacing. Otherwise, I have some surfacing desperately needed on BW53, and FP53 would also benefit from some stone going down on it as its another useful link into village centre.

During construction phase, the CHA would point out that any obstruction or diversion required to the Public Footpath would need to be agreed with the Rights of Way team.

Parking
The proposed mix of residential dwellings has not yet been decided, and parking levels will need to be finalised within any subsequent planning application for both vehicles and cycles. These should accord with the Tandridge District Parking Standards, available online. All parking is expected to be accommodated within the site.
Additionally, during a site visit, the CHA noted that on-street parking is permitted along Farleigh Road with limited timing restrictions owing to the nearby school. The applicant may wish to consider the application of a Traffic Regulation Order (TRO) across the bellmouth in order to restrict parking on-street adjacent to the access arrangement via double yellow lines. This will allow for increased visibility in this area and free turning movements into/out of the site.

Electric Vehicle Charging
Surrey County Council has recently implemented a draft policy of providing electric vehicle charging points for each new dwelling at the following rates:

- For Flats: 20% of available spaces to be fitted with a fast charge socket
- For Houses: 1 fast charge socket per house

This policy is likely to be adopted by the end of 2018; and it would be beneficial for new sites coming forward to include this within their development. Electric Charging points should be provided with fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) and more details can be found online: https://www.surreycc.gov.uk/__data/assets/pdf_file/0005/155660/January-2018-Parking-Guidance-for-Development.pdf

Trip Generation and Traffic Flows
The provided Transport Statement indicates that there would be an approximate trip rate of 23 AM peak two-way trips, and 23 PM peak two-way trips (overall 109 arrivals and 114 departures throughout the day, or 223 two-way trips). The consented scheme for 10 dwellings identified 7 AM peak hour trips (two way) and 6 PM peak hour trips (two way); resulting in a proposed combined total of 25 AM two-way trips in the AM peak and 23 PM two-way trips in the PM peak hour. This results in less than one movement per minute over the course of the AM and PM peak hours and as such, the CHA would not consider that to be a significant impact upon the public highway network.

Any future planning application would need to consider the impact of the proposed development upon the public highway network in terms of the nearby school and the impact during the school pick-up/drop-off hours; local residents are likely to be sensitive to an increased number of movements in this area and it would be beneficial to provide a robust demonstration of trip generation and it’s likely impact upon both pedestrian and vulnerable users in the area, and volume/frequency of trips. Any mitigation measures required or considered in order to offset the transport impact of development would need to be indicated within any future planning application.

Travel Plan
The CHA would expect a suitable travel plan to be included containing information for future residents on nearby public transport options, cycle routes and walking links or the inclusion of car share schemes.

Policy and Standards
National Planning Policy Framework;
Tandridge Borough Saved Policies—DP5, CSP12;
Surrey Design Guide Technical Appendix;
Tandridge Parking Standards & Surrey Parking Guidance;
Design Manual for Roads and Bridges
Manual for Streets 1 & 2.
Electric Vehicle Charging
Conclusion
At this early stage of pre-application consideration, the CHA has made a number of comments that the applicant may wish to consider prior to submitting an application. Further work, in terms of the visibility splay and final arrangement will need to be done and may be subject Road Safety Audits. However, in principle the CHA raises no road safety concerns with the proposed development.

Please note that any further pre-application advice will be charged at the standard rates in accordance with Surrey County Council’s pre-application fee structure.

These comments are made, however, without prejudice to any further planning application. If you would like to discuss the matter further please do not hesitate to contact me.

Yours sincerely,

Toni Walmsley Macey
Transport Development Planning Officer