

# TRANSPORT TECHNICAL NOTE

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**HOOKE FARM, EFFINGHAM COMMON, EFFINGHAM, SURREY KT24 5JE**

**Prepared on behalf of Runnymede Homes**

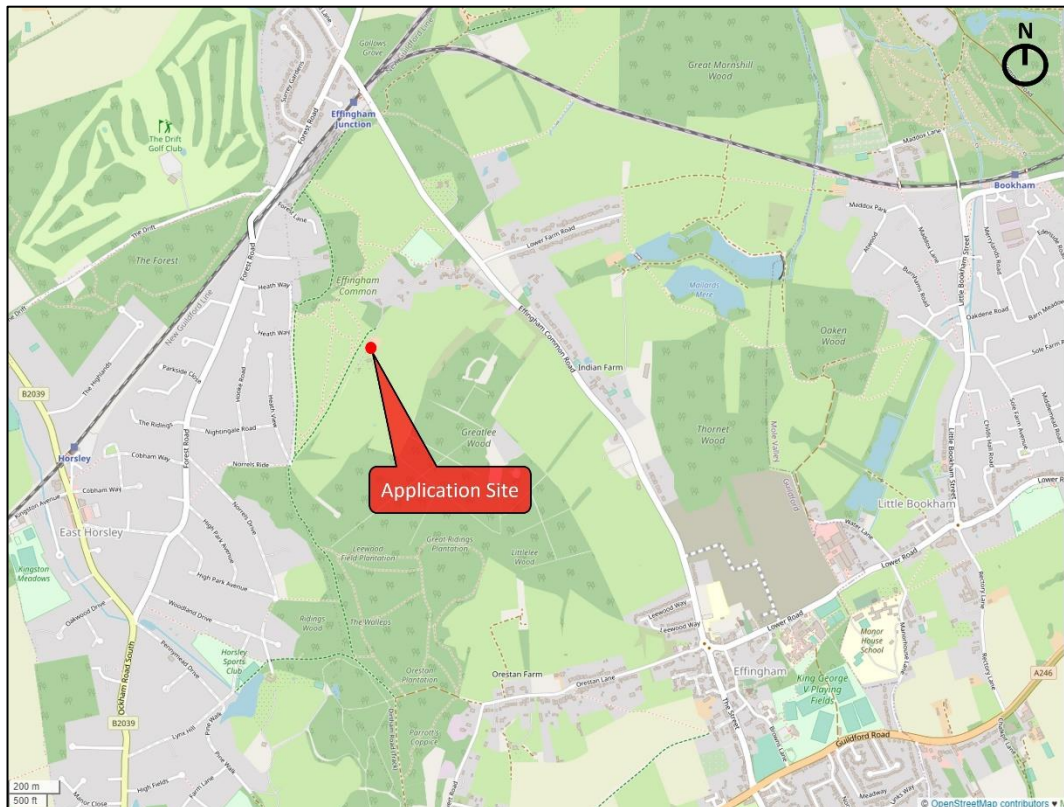
**November 2023**

**Reference: P22116 TN/PC**

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## **Introduction and Site Location**

- 1** This Transport Technical Note is prepared on behalf of Runnymede Homes (the “Applicant”) in relation to their residential development proposals at Hooke Farm, Effingham Common, Effingham, Surrey KT24 5JE (the “application site”), located within the administrative authority of Guildford Borough Council (GBC). The location of the site in the context of the local area is shown in **Figure 1** overleaf.
- 2** The site is located an approximate 2.5km travel distance to the northeast of Effingham village centre and a 1.6km travel distance to the east of East Horsley village centre. Effingham Junction train station is a 1.2km travel distance to the north. The site is within an area that is rural in character but interspersed by individually designed dwellings and farmland. The site is accessed from a single track lane which serves a further dwelling (Hooke Farm) and associated buildings to the west. To the east of the application site, the access lane leads to a gated access with a further single track lane referred to as Effingham Common, some 160 metres to the east of the application site.



**Figure 1: Site Location**

- 3 Effingham Common serves predominantly individual dwellings on both sides as well as Effingham Cricket Club some 350m to the northeast of the application site. Effingham Common forms a priority junction with Effingham Common Road some 550 metres to the northeast of the application site.
- 4 Effingham Common Road is straight in alignment at its junction with Effingham Common, with excellent visibility plays in each direction. Effingham Common Road is subject to a 40mph speed limit in the vicinity of Effingham Common.
- 5 Within the application site itself, there are five buildings that are in equestrian and associated storage uses. The site is no longer in full operating capacity, but was formerly in use as DIY livery and stables, providing horse riding lessons, stabling and other equine facilities.

- 6 This report accompanies a full planning application for the demolition of the existing equestrian/storage buildings and the redevelopment of the land to provide a development of two 2-bedroom, single-storey dwellings with associated car parking, cycle parking, landscaping and refuse storage facilities. The dwellings and associated car parking spaces shall be accessed via a central accessway that will continue as a pedestrian-only route through to a wildflower meadow.
- 7 An extract from the proposed site layout plan prepared by Doug Dadswell Architecture is shown in **Figure 2** below.



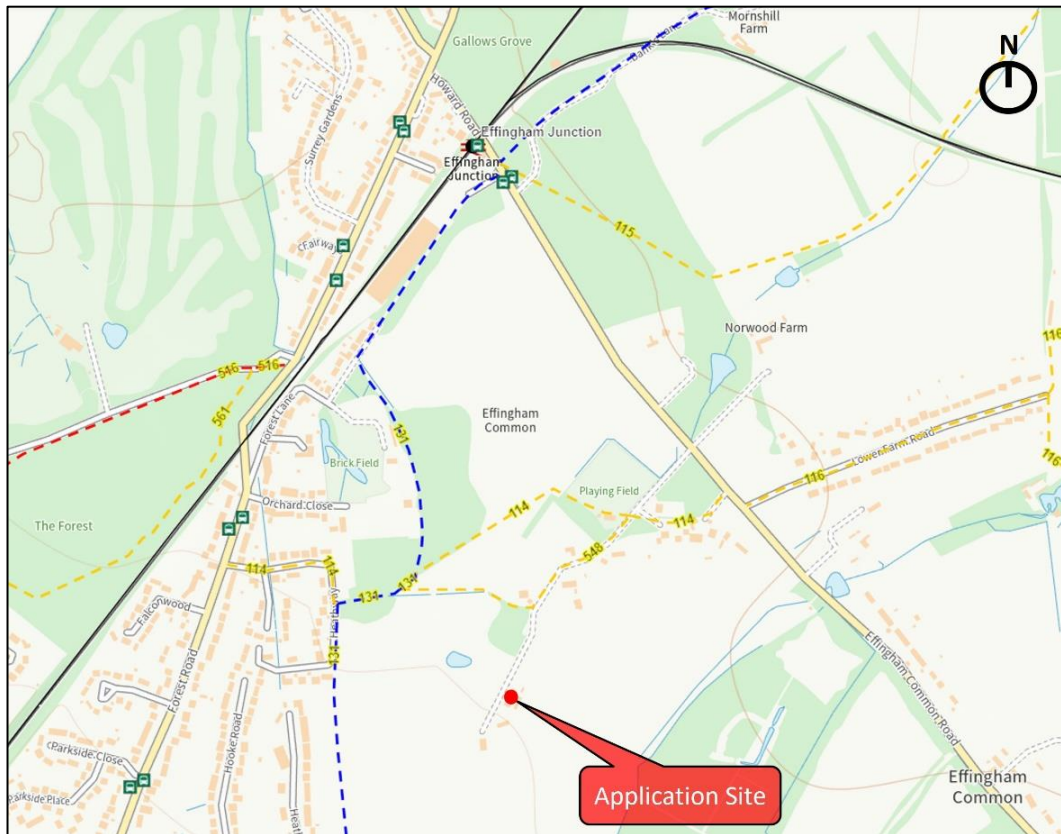
**Figure 2: Proposed Site Layout Extract**

## Recent Site Planning History

- 8 In June 2022, a planning application (GBC planning reference 21/P/02609) for the demolition of the existing buildings and the erection of 5 dwellings on the site was refused due to four reasons. The first reason for refusal referred to failing to promote sustainable patterns of transport.
- 9 Surrey County Council (SCC), as local highway authority, assessed the application on safety, capacity and policy grounds and raised no objection to the proposals and recommended the imposition of four planning conditions relating to visibility splay provision, site layout, Construction Transport Management Plan and electric vehicle charging points.
- 10 In August 2021, a Prior Approval application (GBC planning reference 21/W/00080) for the change of use of a barn to two dwellings was refused for the reason that the barn was deemed to be in equestrian use and not in agricultural use.
- 11 The transport and highways impacts of the development were considered by GBC who, within the Officer's Delegated Report, stated *"The proposed development will use an existing access track to the site. The number of vehicular trips associated with two two-bedroom properties is not considered to be at a significant level which would have any adverse impact on the existing situation in this regard. There would be space within the curtilage of the site to provide parking"*.
- 12 SCC, as local highway authority, were consulted and considered *"that the proposal is unlikely to have a material impact on highway safety issues"*.
- 13 The proposed scheme therefore represents a reduction of 3 dwellings compared to the refused scheme and comprises the same number of dwellings to that of a scheme that has previously been deemed not to have a material impact on capacity or highway safety issues.

## Accessibility

- 14** The application site is within a rural location characterised by individually designed dwellings and farm/agricultural uses. The site is located within the designated Effingham neighbourhood plan area.
- 15** Local amenities within the area include Effingham Cricket Club (350m), Effingham Mini Mart convenience store (1.2km) and many local amenities and facilities within East Horsley and Effingham, including restaurants, hot-food takeaways, convenience stores, hairdressers, library, post office and schools. As the site is within an established rural location, it is evident that access by car would be the primary mode of travel, although some day-to-day journeys would clearly be feasible by non-car modes of travel.
- 16** Despite its rural location, the site is reasonably accessible by non-car modes of travel. Effingham Common is lightly-trafficked lane characterised by a shared surface for all users. Between the site access and Effingham Cricket Club, the lane forms part of Public Right of Way (PRoW) 548. By definition, a lightly-trafficked, shared surface lane that forms part of a PRoW would not have a separate footway.
- 17** It is also worthy of note that the *Surrey Design Guide Technical Appendix* (now-superseded by *Healthy Streets for Surrey*) stated at paragraph 3.3.4 that “*streets may be designed without footways (as Shared Surfaces) where serving up to 50 dwellings or equivalent. In these situations, where traffic speed is less than 20mph, a segregated facility for pedestrians is unnecessary*”.
- 18** PRoW 548 connects with a network of PRoWs and footways within the area, details of which are shown in **Figure 3** overleaf.



**Figure 3: Local PRoWs and Public Transport Facilities** (source Surrey Interactive Map © Crown copyright and database rights (2023) OS 100019613)

- 19 A standard width footway is located along the eastern side of the carriageway of Effingham Common Road, separated from the carriageway in places by a grassed verge. This continues to Effingham Junction to the northwest and Effingham to the southeast.
- 20 The nearest bus stops (reference 'Effingham Junction') to the site are located on each side of Effingham Common Road, a short distance to the south of Effingham Junction and a 1.1km walk/cycle (15 minute walk) from the site via Effingham Common Road. These stops provide access to the number 478 bus service which is operated by Reptons Coaches on behalf of Surrey County Council and routes four times per day in each direction between Leatherhead and Guildford bus station, via Leatherhead railway station, Great Bookham, Effingham, Effingham Junction, Horsley railway station, West Horsley, West Clandon and Merow. The service operates Monday to Friday (except public holidays), with no services on a Sunday or on public holidays.

- 21** Effingham Junction railway station is a 1.2km travel distance (16 minute walk) to the north of the site via Effingham Common Road. Effingham Junction station and stopping services are operated by South Western Railway. There are typically three off-peak trains per hour to London Waterloo, of which two route via Cobham and one via Epsom. In the opposing direction there are typically three off-peak services per hour to Guildford. The typical journey time between Effingham Junction and London Waterloo is circa 47 minutes. Between Effingham Junction and Guildford, the typical journey time is 20 minutes.
- 22** In relation to rural development, Paragraph 79 of the National Planning Policy Framework (NPPF) 2023 states *“To promote sustainable development in rural areas, housing should be located where it will enhance or maintain the vitality of rural communities. Planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services. Where there are groups of smaller settlements, development in one village may support services in a village nearby.”*
- 23** Furthermore, Paragraph 105 of the NPPF states that *“opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.”*
- 24** In summary, the site is located within a rural area, but within the immediate proximity of other residential dwellings and nearby local amenities and facilities. Effingham Junction railway station and nearby bus stops are within a 1.2km travel distance to the north which equates to a 16 minute walk or 4 minute cycle.
- 25** Advice issued by The Institution of Highways & Transportation (IHT) within *‘Guidelines for providing for journeys on foot’* suggests acceptable walking distances for the purpose of commuting, with 1km being an acceptable walking distance and 2km being the preferred maximum. The walk distance of 1.2km would therefore evidently be within the range of acceptability for residents to be able to walk or cycle on a regular basis.

## Proposed Development

- 26** The development proposals involve the demolition of the existing equestrian and storage use buildings, to be replaced with two detached 2-bed residential dwellings with associated car parking, cycle parking, refuse storage provision and amenity space.
- 27** The scheme will retain the existing vehicular access onto the track which forms part of the application site as well as the adjacent verge along the western side of the track. The verge is a mix of grassed and gravelled surface and is presently used for presenting refuse bins for collection and likely visitor car parking. Large vehicles associated with the existing equestrian use that may need to reverse into the site from the track are also likely to utilise this land when turning.
- 28** The proposed development would make use of the existing access arrangements onto the access lane. Visibility splays will be improved by the removal of the immediately adjacent building and the setting back of the Plot 2 dwelling, with the access widened and acting as a turning area to enable visitors and servicing vehicles to turn around. Swept path analysis for a car, fire tender and typical delivery vehicle is contained at **Appendix A**.
- 29** It was noted from the site visit undertaken on a bin collection day that refuse vehicles will turn around further along the access track to the west in the proximity of the adjacent dwelling known as Hooke Farm. Consequently, it is not necessary to overdesign the access to accommodate the turning manoeuvre of a refuse vehicle as such a manoeuvre will not take place.
- 30** Both dwellings shall be provided with two car parking spaces. Plot 1 shall have external driveway parking and Plot 2 shall have a partially covered driveway.



- 31** Locally adopted parking standards are set out within GBC's *Parking Standards for New Development Supplementary Planning Document (SPD) March 2023*. For 2-bed houses within village and rural locations, the expected provision is 1.5 spaces per unit (for 3-bed houses the expected provision is 2 spaces per unit). The proposed level of provision is therefore in accordance with parking standards.
- 32** With regards to cycle parking, the SPD stipulates a minimum requirement of 1 cycle parking space per bedroom. Plot 1 shall have sheltered cycle storage provision to the side of the dwelling and Plot 2 shall have cycle parking provision within the rear of the covered driveway. Both cycle parking areas shall have capacity for two bicycles, in accordance with standards.
- 33** Each dwelling shall have dedicated bin storage space on plot, and it is expected that bins will be presented at the side of the access lane in advance of collections, in keeping with the collection arrangements for the adjacent Hooke Farm dwelling and nearby dwellings along Effingham Common. Bin collection areas alongside the access are indicated on the proposed site layout plan.

### **Trip Generation**

- 34** As discussed within paragraphs 10 to 13, the number of vehicular trips associated with two 2-bedroom properties would not be significant and would not have any adverse impact in terms of highway safety or capacity issues.
- 35** With reference to the TRICS database, such a land use would typically generate 5-6 vehicle movements per dwelling per weekday, with no greater than a typical total of 2 vehicle movements during the peak hours.
- 36** The existing site use is not fully operational and therefore it is not possible to undertake a meaningful traffic count of the existing site.

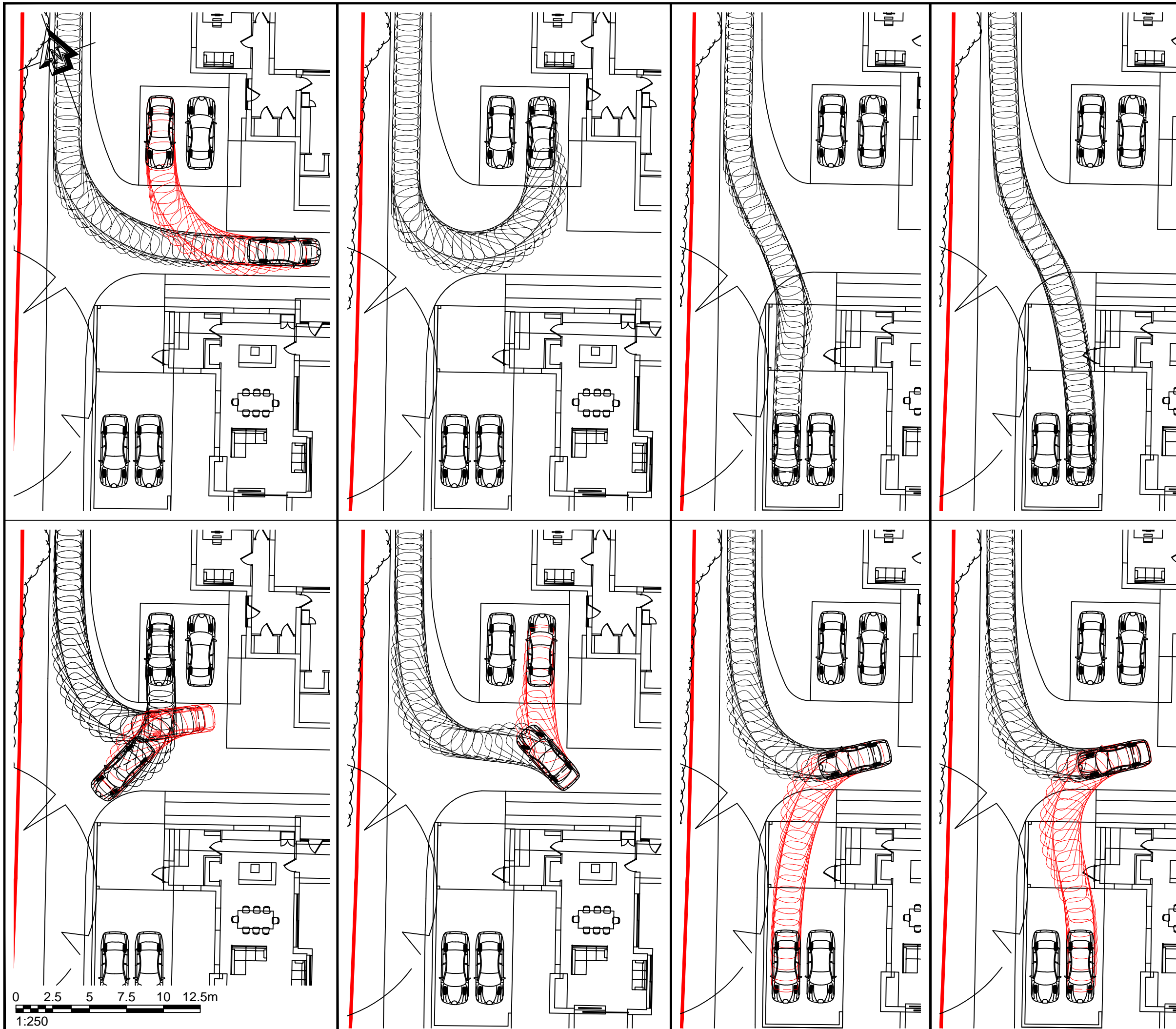
- 37** There are limited comparable sites within the TRICS database in order for a meaningful trip rate analysis to be undertaken. The most modest yet comparable site (TRICS site reference WM-16-C-02) is a 1.16ha livery with 2 full time employees and 1 part time employee. The site generates 20 arrivals and 19 departures during a weekday, with 5-7 movements during the peak hours.
- 38** It is therefore more than reasonable to conclude that the vehicular trip generation of a DIY livery and stables, providing horse riding lessons, stabling and other equine facilities would be expected to generate a higher level of vehicle trips than two 2-bedroom dwellings during a typical weekday.

### **Summary and Conclusions**

- 39** The proposed scheme is for two 2-bedroom dwellings which is the same number to that of a scheme that has previously been deemed by the local planning and highways authorities not to have a material impact on capacity or highway safety issues.
- 40** The proposed dwellings would be accompanied by a level of on-site car and cycle parking provision that is in accordance with locally adopted parking standards. Refuse collection arrangements will be in keeping with other nearby dwellings along Effingham Common.
- 41** The proposed scheme largely retains the existing access arrangements, but with improvements to visibility and manoeuvrability.
- 42** This note has demonstrated that due consideration has been given to the potential transport and highways aspects of the proposed scheme and it is considered that the scheme would be entirely acceptable on transport and highways grounds.

# **Appendix A:**

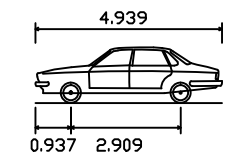
## **Swept Path Analysis**



**NOTES:**

1. Do not scale from this drawing.
2. This drawing to be read & printed in colour.
3. This drawing is for illustrative purposes only, and not for construction.

**LARGE SIZE CAR (Jaguar S-Type)**



Overall Length	4.939m
Overall Width	1.878m
Overall Body Height	1.474m
Min Body Ground Clearance	0.259m
Max Track Width	1.544m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

	FORWARD MOVEMENTS (design speed - 5kph)
	REVERSE MOVEMENTS (design speed - 2.5kph)

Stationary steering: **ON**

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

Status

<input checked="" type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client  
**Runnymede Homes**

Project  
**Hooke Farm, Effingham**

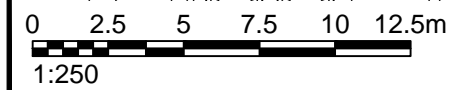
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**Vehicular Swept Paths Analysis using Large Size Car**

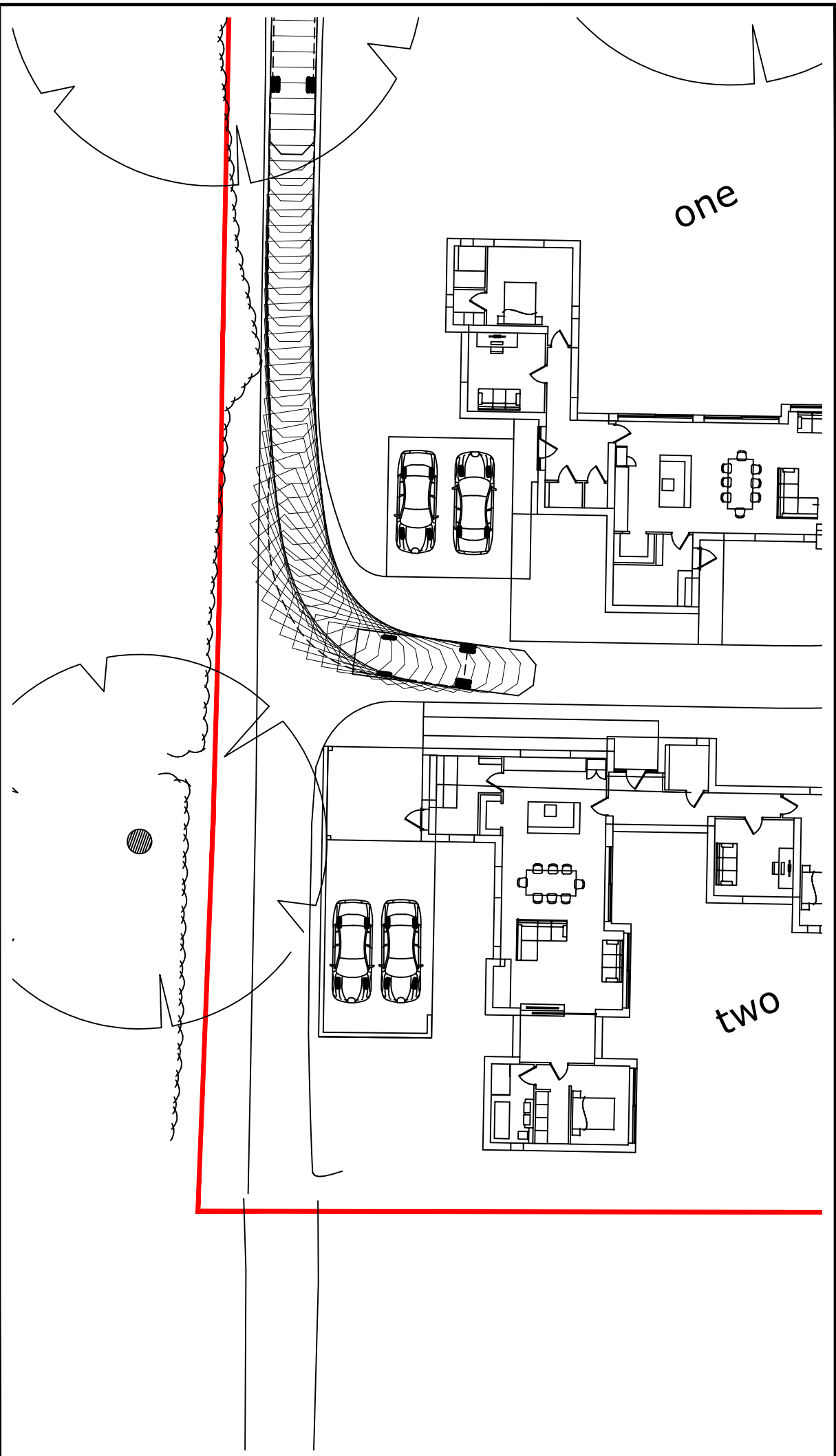
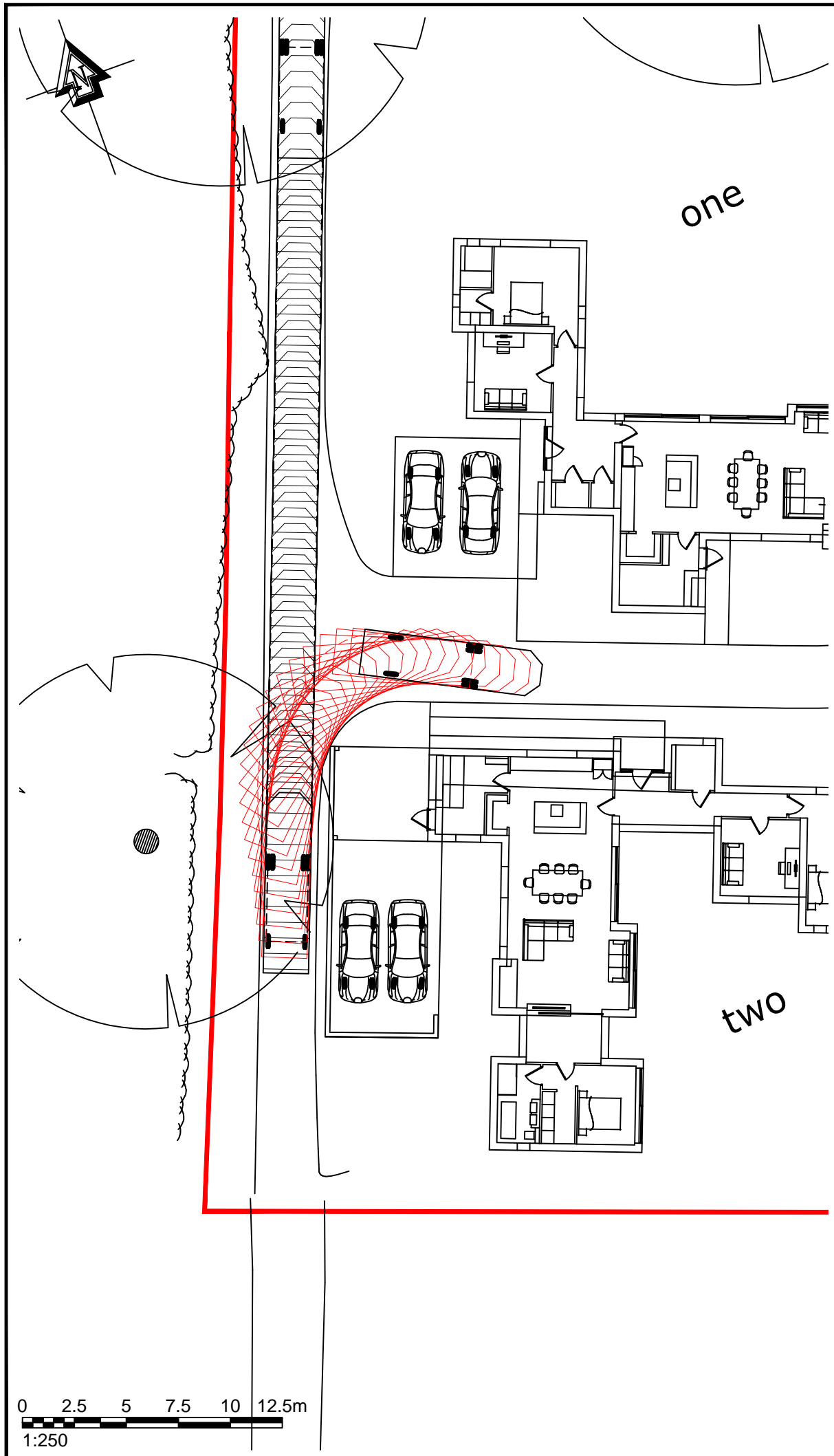
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Drawn By	DW	Checked By	PC
Date	30.10.2023	Date	30.10.2023
Approved By	PC	Date	30.10.2023

**Crosby**  
Transport Planning

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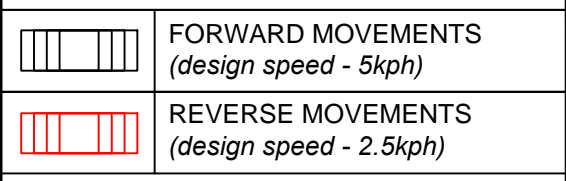
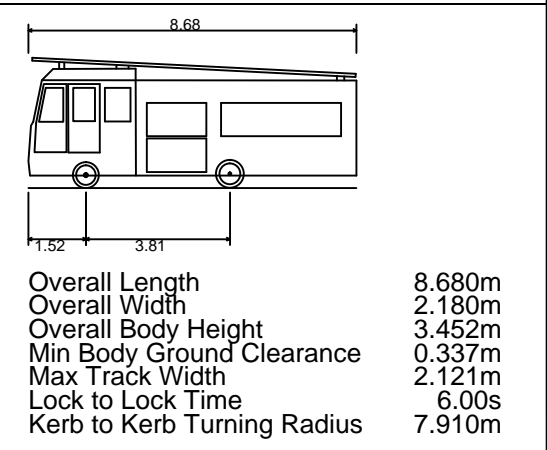
Project Ref	Drawing No	Rev
<b>P23116</b>	<b>TRK01</b>	





- NOTES:**
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**DB32 FIRE APPLIANCE**



Rev	Details	Drawn	Checked	Date
...	...	...	...	...

Status

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<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client  
**Runnymede Homes**

Project  
**Hooke Farm, Effingham**

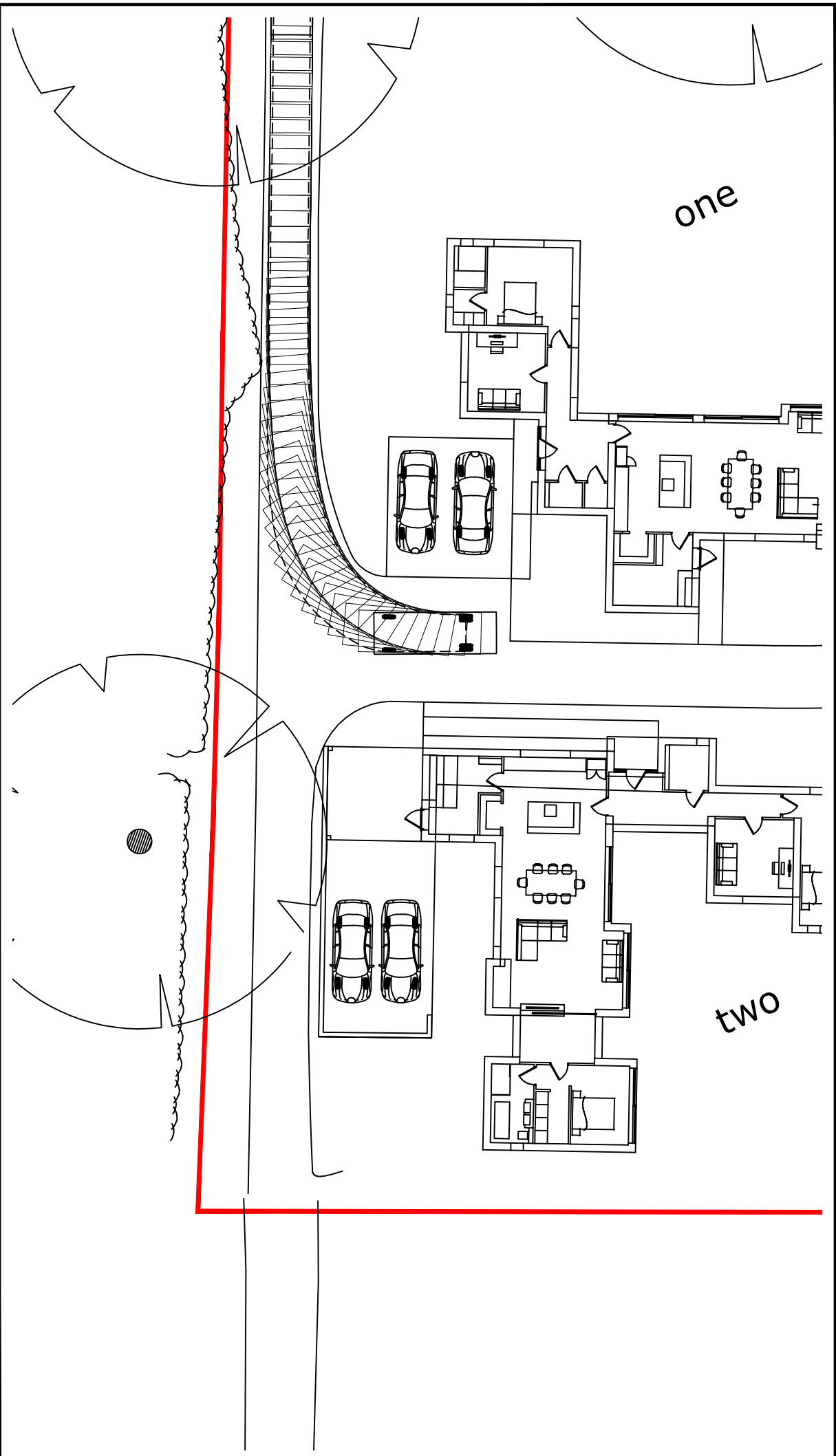
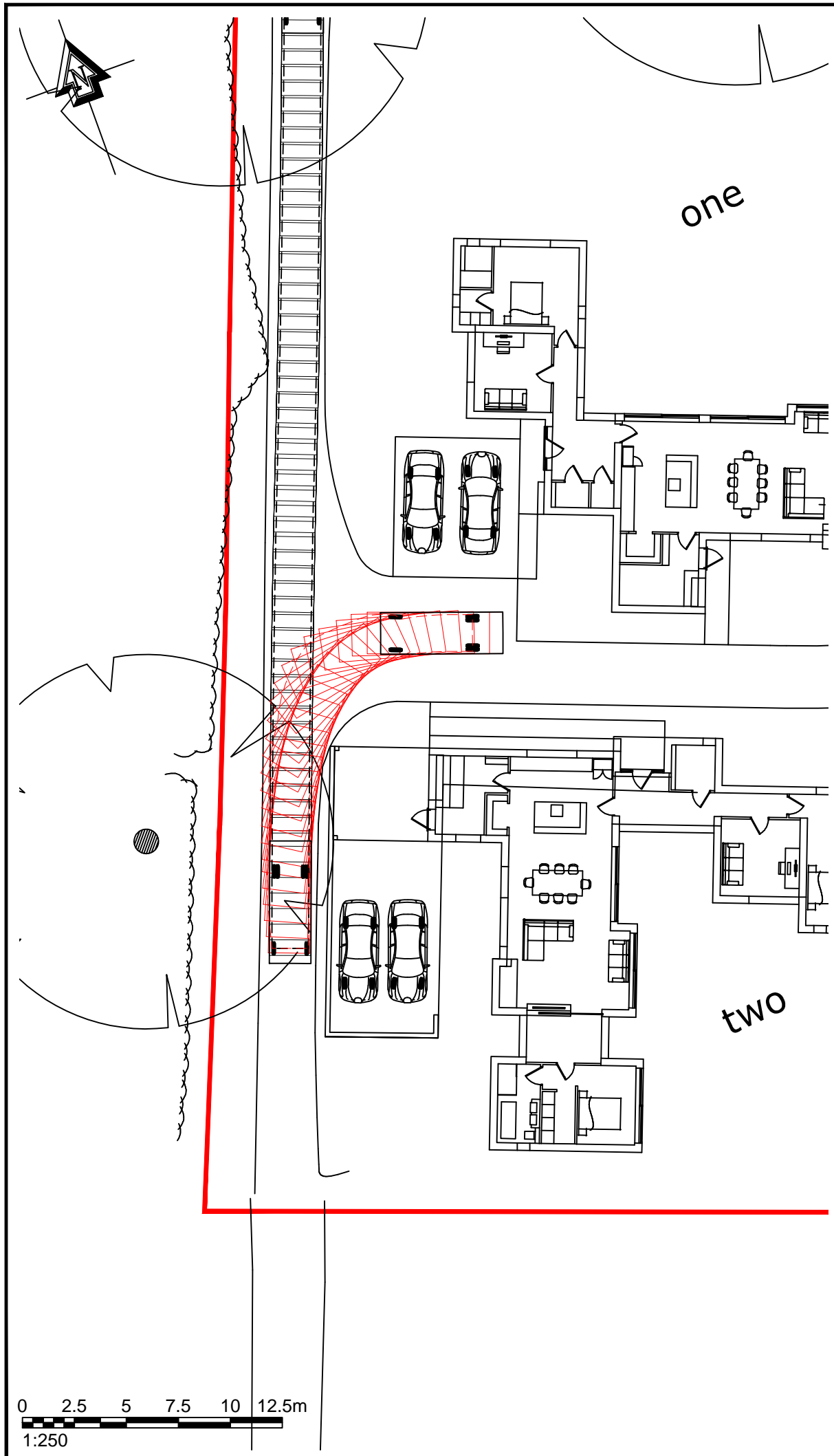
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**Vehicular Swept Paths Analysis using DB32 Fire Appliance**

Scale	<b>1:250</b>	Size	<b>A3</b>
Drawn By	DW	Checked By	PC
Approved By	PC	Date	30.10.2023

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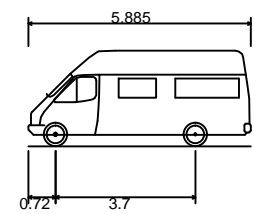
Project Ref	Drawing No	Rev
P23116	TRK02	



**NOTES:**

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**4.6T LIGHT VAN**



Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.000m

	<b>FORWARD MOVEMENTS</b> (design speed - 5kph)
	<b>REVERSE MOVEMENTS</b> (design speed - 2.5kph)

Rev	Details	Drawn	Checked	Date
...	...	...	...	...

Status

<input checked="" type="checkbox"/> Preliminary	<input type="checkbox"/> For Approval	<input type="checkbox"/> For Construction
<input checked="" type="checkbox"/> For Information	<input type="checkbox"/> For Tender	<input type="checkbox"/> As Built

Client  
**Runnymede Homes**

Project  
**Hooke Farm, Effingham**

Drawing Title  
**Vehicular Swept Paths Analysis using 4.6T Light Van**

Scale	<b>1:250</b>	Size	<b>A3</b>
Drawn By	DW	Checked By	PC
Approved By	PC	Date	07.11.2023

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Project Ref	Drawing No	Rev
P23116	TRK03	

