

Our Ref: TP53xx\_L2\_RF

Your Ref:

Date: 31<sup>st</sup> May 2023

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London  
W1H 1DP

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Adam Beamish  
Beamish Planning Consultancy  
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River Crescent  
Waterside Way  
Nottingham  
NG2 4RE

Dear Adam,

### **ORCHARD LANE, EAST MOLESEY – REVISED LAYOUT (EL/22/3525)**

I am writing in connection with the revised layout for the proposed development at Orchard Lane, East Molesey. As you are aware, we prepared a Transport Statement (TS) in October 2022 in support of the planning application, and received a consultation response from Surrey County Council (SCC) as local highway authority in January 2023. Since that time, the site layout has been altered to accommodate the requirements of other consultees; we have therefore re-assessed the revised layout and I am providing this letter to summarise that re-assessment and provide a written response to the SCC comments.

- i. Firstly, I would state that as a result of the revised layout, all the conclusions of the Transport Statement remain the same. The proposed development will still provide sufficient car and cycle parking for the new residents and their visitors, and the net effect of redeveloping this site will have no material adverse effects on any part of the local transport network.
- ii. A series of revised swept path analyses are included here as Appendix A to reflect the minor changes to the site geometry.
- iii. The site access is technically a side road off Orchard Lane and therefore the required visibility splay of 2.4m x 43m was illustrated in the TS. However, SCC requested that the access be assessed as if it were a continuation of Orchard Lane (i.e. a bend in the road). We have therefore assessed a forward visibility envelope with a stopping sight distance of 18m which is sufficient for a vehicle leaving the site and negotiating the left-hand bend at 15mph<sup>1</sup>. This is illustrated in Appendix B.
- iv. The refuse collection strategy is described in detail in the Delivery and Servicing Plan which is Section 6 of the TS (paragraph 6.2.1).
- v. The SCC consultation response raises a query over the operation of the ramp and asks whether signalised car park access arrangement has been considered. Paragraph 4.2.3 states that “*The basement is accessed via a single width ramp, controlled by a set of sensors and a red/green signal control system. For safety reasons, the default setting will be a green light for those leaving the basement; however, as a vehicle approaches the top of the ramp, seeking to gain access to the car park, the lights will change to give priority to the entering vehicle*”.

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<sup>1</sup> Manual for Streets and DMRB, SSD calculation



- vi. All parking spaces will be provided with EV charging points. All EV charging points, including those in the basement, will be installed in accordance with The Building Regulations 2010, Approved Document S “Infrastructure for the charging of electric vehicles”.
- vii. SCC has requested that the development makes provision for a Car Club, funds the introduction of a Car Club space on Orchard Lane and provides the residents with the years free membership. The provision of a Car Club was considered during the design development stage, in discussion with Lifestyle Residences. Section 5 of the TS is entitled “Residents’ Travel Information” which forms part of a three-part Transport Implementation Strategy. Section 5.4 is entitled ‘Shared Mobility’ and sets out the strategy for providing shared transport for the residents. The nature of the proposed development, as bespoke later living accommodation, lends itself to car sharing and potentially for the provision of minibus, as explained in the TS. Given the nature of the proposed development, the applicant is happy to accept a planning condition requiring either a Car Club (as requested by SCC) or a minibus for a minimum of three years after first occupation, and that details of the shared transport provision should be submitted and agreed prior to first occupation. We would suggest the following planning condition, based on the standard Car Club condition set out in SCC’s publication ‘Guidance on car clubs in new developments’:

*“The development hereby approved shall not be first occupied unless and until a shared transport scheme has been submitted to and approved in writing by the Local Planning Authority. The shared transport scheme shall include either a) the provision of a car club space with opportunity for EV charging, a minimum of one car club vehicle for occupiers to use in accordance with the scheme, eligible residents will be provided with a minimum of three years free car club membership and £50 free drive time, or b) the provision of a mini-bus (or similar) for a minimum of three years to provide shared transport for the residents of the development. The car club or mini-bus vehicles shall be retained and maintained for their designated purpose(s) for a minimum of three years.”*

- viii. SCC have suggested that a contribution towards maintaining and enhancing local bus services via a S106 agreement, should be considered. The TS demonstrates that the proposed development would result in a net increase of 4 bus trips in the morning peak (two people leaving and two people arriving) and just 2 trips in the evening peak. The net increase would be just 16 bus trips per day (8 departures and 8 arrivals). The TS concludes that the net increase in bus passengers would have no material effect on transport capacity. The overall effect, however, would be to add revenue to local bus services thereby increasing local bus viability. There is no justification for the development to make a S106 contribution towards bus infrastructure or services.

I trust that the above covers all matters in sufficient detail, however, please do not hesitate to contact me if you have any queries or require any further information.

Yours sincerely

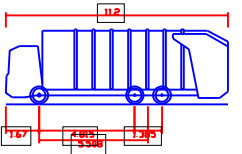
**Richard Fitter**

**Director** FCILT, FICE, FIHE



## **Appendix A**

### Revised swept path analyses



Phoenix 2 Duo (P2-15W with Elite 6x4 chassis)	
Overall Length	11.200m
Overall Width	3.750m
Overall Body Height	6.284m
Min. Body Ground Clearance	2.500m
Track Width	4.000m
Lock to lock time	7.000s
Kerb to Kerb Turning Radius	9.500m

A 05/23 Change to layout RG

REV DATE REVISION DETAILS BY



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE  
Orchard lane, East Molesey

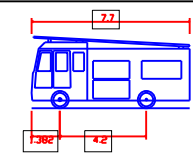
DRAWING TITLE  
Large Refuse Vehicle in and out

CLIENT / ARCHITECT

STATUS  
PRELIMINARY

SCALE 1:250	DRAWN AT A3 RG
CHECKED RAF	APPROVED RAF

DRG SIZE A3	DATE May 2023	DRAWING NUMBER SK101	REV A
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Dennis Sabre Fire Tender (LWB)	7.700m
Overall Length	7.700m
Overall Width	2.400m
Overall Body Height	3.500m
Min. Body-ground Clearance	2.900m
Track Width	2.300m
Lock to lock time	3.900s
Kerb to Kerb Turning Radius	7.400m

A	05/23	Change to layout	RG
REV	DATE	REVISION DETAILS	BY



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE  
**Orchard lane, East Molesey**

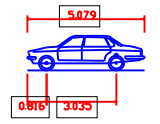
DRAWING TITLE  
**Fire tender Vehicle in and out**

CLIENT / ARCHITECT

STATUS  
**PRELIMINARY**

SCALE 1:250	DRAWN AT A3 RG
CHECKED RAF	APPROVED RAF

DRG SIZE A3	DATE May 2023	DRAWING NUMBER SK102	REV A
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Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.510m
Min Body Ground Clearance	1.831m
Max Track Width	4.99m
Lock to lock time	5.900m
Kerb to Kerb Turning Radius	

A	05/23	Change to layout	RG
REV	DATE	REVISION DETAILS	BY



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE  
Orchard lane, East Molesey

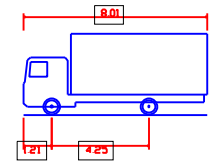
DRAWING TITLE  
Large Car In and Out

CLIENT / ARCHITECT

STATUS  
**PRELIMINARY**

SCALE	1:500	AT A3	DRAWN	RG
CHECKED	RAF		APPROVED	RAF

DRG SIZE	A3	DATE	May 2023	DRAWING NUMBER	SK103	REV	A
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7.5t Box Van	8.01m
Overall Length	8.01m
Overall Width	2.21m
Overall Body Height	2.25m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.400m

A 05/23 Change to layout RG

REV	DATE	REVISION DETAILS	BY
A	05/23	Change to layout	RG



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
TELEPHONE : 0117 937 4077

PROJECT TITLE  
Orchard lane, East Molesey

DRAWING TITLE  
7.5t box van loading

CLIENT / ARCHITECT

STATUS  
**PRELIMINARY**

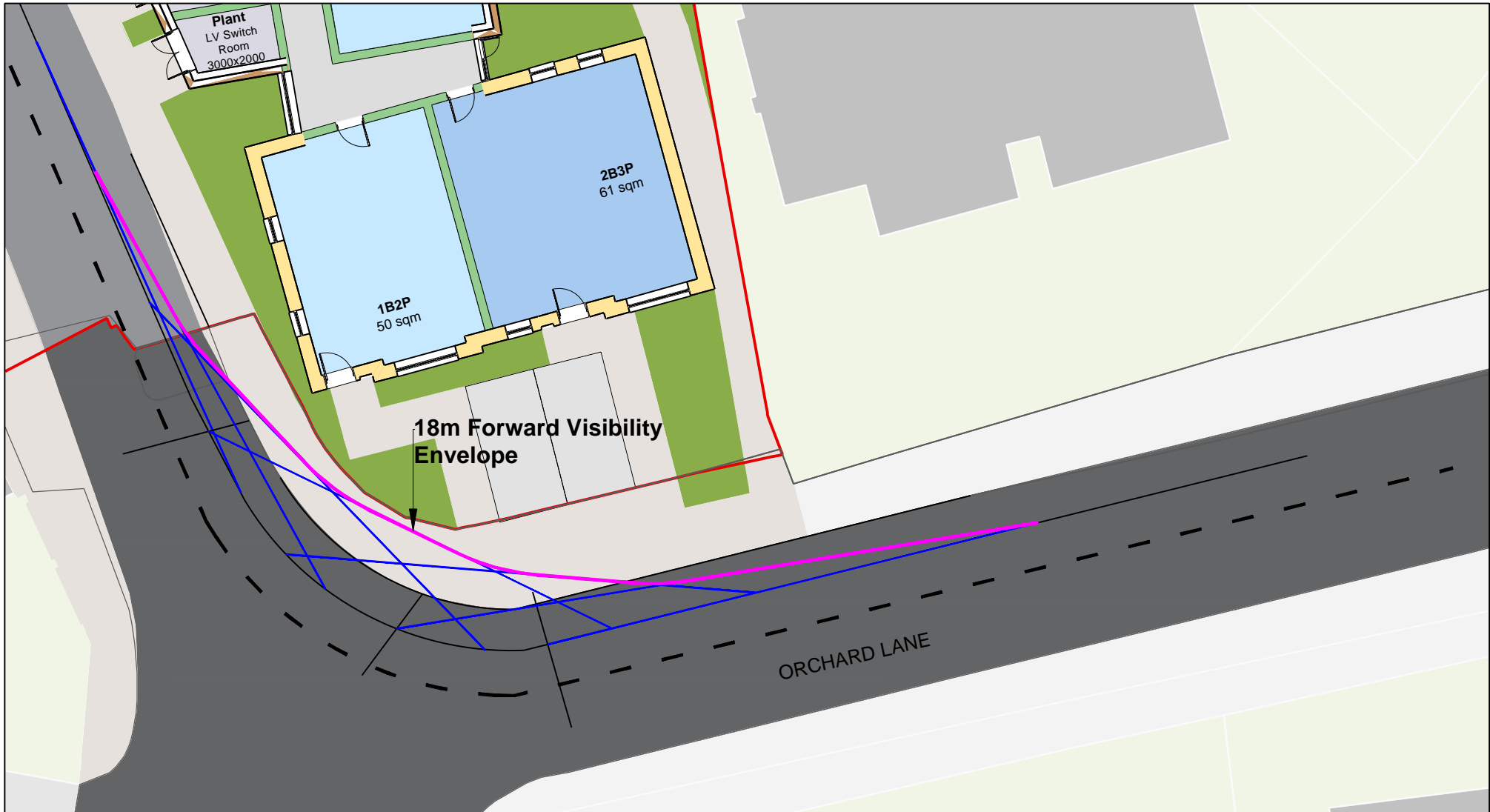
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CHECKED RAF	APPROVED RAF


DRG SIZE A3	DATE May 2023	DRAWING NUMBER SK104	REV A
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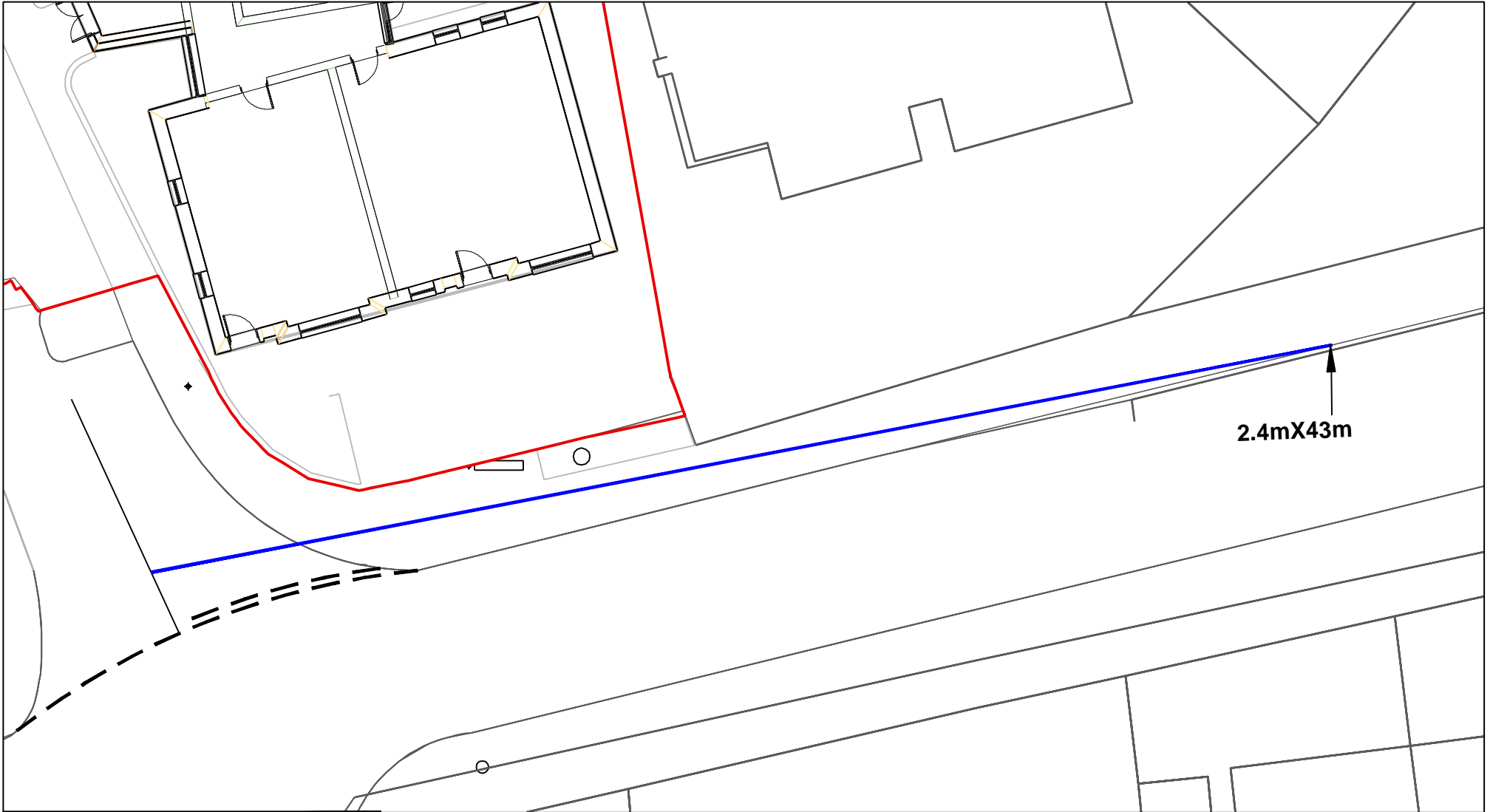


**Appendix B**  
18m forward visibility envelope





 <p>2<sup>nd</sup> &amp; 3<sup>rd</sup> Floors   Northgate House   Upper Borough Walls   Bath   BA1 1RG TELEPHONE : 0117 937 4077</p>	PROJECT TITLE Orchard Lane, East Molesey		
	DRAWING TITLE Stopping Sight Distance 18m		
	DATE May 2023	SCALE 1:200 AT A4	STATUS PRELIMINARY
	DRAWN RG	CHECKED RAF	APPROVED RAF
	DRG SIZE A4	DRAWING NUMBER Sk210	REV A



2.4mX43m



2<sup>nd</sup> & 3<sup>rd</sup> Floors | Northgate House | Upper Borough Walls | Bath | BA1 1RG  
 TELEPHONE : 0117 937 4077

PROJECT TITLE		Orchard Lane, East Molesey			
DRAWING TITLE		Visibility splay			
DATE	Jan 2023	SCALE	1:200 AT A4	STATUS	PRELIMINARY
DRAWN	RG	CHECKED	RAF	APPROVED	RAF
DRG SIZE	A4	DRAWING NUMBER	SK211	REV	