

# **TRANSPORT STATEMENT CRESCENT ROAD CATERHAM**

35 CRESCENT ROAD, CATERHAM CR3 6LE

TRANSPORT STATEMENT  
MARCH 2024

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# 1 INTRODUCTION

## 1.1 INTRODUCTION

This Transport Statement is to accompany the proposed development of 35 Crescent Road, Caterham CR3 6LE (within the Tandridge District Council authority area).

## 1.2 EXISTING SITE

The existing site comprises a detached house.

The site has 2 x points of direct vehicle access from Crescent Road serving garages and hardstanding providing parking space for a number of parked vehicles.

## 1.3 PROPOSED REDEVELOPMENT

The proposal seeks a new terrace of 4 x 3 bedroom dwellings.

Revised formal access with 2 x points of direct vehicle access from Crescent Road serving hardstanding and garages is proposed.

The proposed layout includes 8 vehicle car parking spaces in a tandem arrangement, typical of parking along Crescent Road, along with secure cycle parking spaces.

## 1.4 TRANSPORT STATEMENT STRUCTURE AND CONTENTS

Sections 2 to 4 of this Transport Statement report detail the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report detail the proposals and their transport impact and integration with planning policy and guidance.

The proposed redevelopment has been discussed in detail at formal Pre-Application level with Tandridge District Council (Tandridge DC reference " PA/2023/188").

## **2 EXISTING CONDITIONS - EXISTING SITE INFORMATION**

### **2.1 LOCATION**

The proposed redevelopment site is 35 Crescent Road, Caterham CR3 6LE.

DC Architects are the project architects. Refer to DC Architects' accompanying plans for the application site's location, site boundary and existing building layout.

### **2.2 EXISTING SITE INFORMATION**

The existing site comprises a detached house.

The site has 2 points of direct vehicle access from Crescent Road serving garages and hardstanding providing parking space for a number of parked vehicles.

# 3 EXISTING CONDITIONS - SUSTAINABLE TRANSPORT NETWORK

## 3.1 CONTEXT AND ACCESSIBILITY

"Caterham Valley town centre" designated Town Centre is approximately 150m walk distance to the west of the site.

Caterham Valley as at the top of the centres hierarchy in Policy CSP 23 Town and other centres of the "Tandridge District Core Strategy" (Tandridge DC, 2008).

Caterham Valley town centre includes "Primary Shopping Frontages", "Secondary Shopping Frontages" and a "Primary Shopping Area" ("Tandridge DC Planning Policy Maps" ([Online] <

<http://www.cartogold.co.uk/tandridgelocalplan/Tandridge.htm> > [Accessed February 2022]).

"Manual for Streets" (Department for Transport and Department for Communities and Local Government, 2007) includes the concept of the "walkable neighbourhood" which includes the (p.45) "range of facilities within 10 minutes' (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot". Caterham Valley town centre and its amenities and services are within the site's walkable neighbourhood.

In BREEAM assessment the number and type of existing accessible amenities within 500m of a site are considerations when assessing accessibility. Although the proposal does not require a BREEAM assessment the requirements are a useful consideration when considering accessibility.

As discussed the site is approximately 150m walk distance from a significant local centre. Specific facilities are provided in turn below:

- "Food outlet" - Waitrose - approximately 300m to 350m walk distance
- "Access to cash" - Barclay's Bank - approximately 300m walk distance
- "Outdoor open space" - Timber Hill Park - 0m walk distance (opposite application site)
- "Recreation or leisure facility" - Timber Hill Park - 0m walk distance (opposite application site)
- "Postal facility" - Caterham Post Office - approximately 400m walk distance
- "Community facility" - Caterham Valley Library - approximately 575m walk distance
- "Pharmacy" - Vitalone Pharmacy - approximately 200m walk distance
- "GP" - Caterham Valley Medical Practice - approximately 550m walk distance
- "School" - St John's C of E Primary School - approximately 900m walk distance

Based on the above the site is considered to be in a very accessible location.

## 3.2 BUS

The site has access to the 400, 407, 409, 411 and 540 primary bus services. The 407 and 540 bus services are accessible from "Caterham Valley" bus stops on Croydon Road, adjacent the Croydon Road / Crescent Road junction. The 400, 409, 411 and 540 bus services are accessible from "Caterham" bus stops outside Caterham Railway Station on Station Avenue.

### 3.3 RAIL

The site has access to Southern's Caterham Line rail services to London Bridge from Caterham Railway Station. Caterham Railway Station is an approximate 350m walk distance.

### 3.4 SUMMARY

Based on the above the site is considered to be in a very accessible location for access to services on foot with a significant local town centre within an approximate 150m walk distance and a very sustainable location for access to public transport including 5 x primary bus services and to rail services to a major London terminal from Caterham Railway Station within an approximate 350m walk distance.

# 4 EXISTING CONDITIONS - ROAD NETWORK

## 4.1 EXISTING ACCESS

The existing site comprises a detached house.

The site has 2 x points of direct vehicle access from Crescent Road serving a garage and hardstanding providing parking space for a number of parked vehicles.

A formal 4.1m wide dropped kerb vehicle crossover (4.1m wide inclusive of kerb quadrants) serves a single garage.

Additional hardstanding large / wide enough to accommodate 3 ~ off-street parked cars is located directly next to the single garage although this does not have a formal dropped kerb vehicle crossover. Reviewing Tandridge DC planning database it appears the hardstanding is a partial implementation of approved planning application "2012/685" for the "Erection of timber decking and balustrading together with an extension to existing vehicular crossover" approved Summer 2012.

## 4.2 ROAD NETWORK

Crescent Road is an unclassified local access road / residential street.

## 4.3 INJURY ACCIDENT / COLLISION DATA

Crashmap's online injury accident / collision mapping tool was used to research 5-year road safety history on adjoining sections of Crescent Road and Timber Hill Road; the tool shows no slight / serious / fatal accidents / collisions in the past 5-years [Online] < <http://www.crashmap.co.uk/> >.

## 4.4 PARKING

The does not fall within a Permit Controlled Parking Zone.

Crescent Road and Timber Hill Road have comprehensive Single and Double Yellow Line waiting / parking restrictions and the only available on-street parking is in Timber Hill Road and this permits 1 hour maximum stay short stay parking Mondays to Saturdays 8.30am to 6pm.

# **5 PROPOSED DEVELOPMENT - PROPOSED SCHEME INFORMATION**

## **5.1 PROPOSAL INFORMATION**

The proposal seeks a new terrace of 4 x 3 bedroom dwellings.

## **5.2 TRANSPORT PARAMETERS**

Revised formal access with 2 x points of direct vehicle access from Crescent Road serving hardstanding and garages is proposed.

The proposed layout includes 8 vehicle car parking spaces inclusive of 16 x cycle parking spaces.

The proposed layout also includes a refuse store within a short push / pull distance of the public highway.

DC Architects are the project architects. Refer to DC Architects' accompanying plans for the proposed site and floor plans.



# 6 PROPOSED DEVELOPMENT - PARKING

## 6.1 PROPOSAL INFORMATION

The proposal seeks a new terrace of 4 x 3 bedroom dwellings.

The proposed layout includes 8 x vehicle car parking spaces along with 16 x cycle parking spaces in secure stores.

## 6.2 FRAMEWORK

To assess whether the proposed parking provision is appropriate Development Plan policies have been assessed.

## 6.3 VEHICLE PARKING

### 6.3.1 VEHICLE PARKING - ADOPTED LOCAL PARKING POLICY

Adopted local parking policy is set out in "Policy CSP 12 Managing Travel Demand" of the "Tandridge District Core Strategy" (Tandridge DC, 2008). The policy states:

"Policy CSP 12 - Managing Travel Demand. The Council will require new development to:

- Make improvements, where appropriate, to the existing infrastructure network, including road and rail, facilities for bus users, pedestrians and cyclists and those with reduced mobility.
- Have regard to adopted highway design standards and vehicle and other parking standards.

The Council will support the enhancement and better management of the regional transport spokes; M23/A23 corridor, M25/A25/Redhill to Tonbridge line corridor and the A264, subject to suitable environmental safeguards."

Adopted local parking policy is also set out in "DP7: General Policy for New Development" of "Tandridge Local Plan, Part 2: Detailed Policies, 2014-2029" (Tandridge DC, 2014).

Clause B.3 of Policy DP7 states:

"DP7: General Policy for New Development

B. Where the principle of the proposed new development - whether on a site that is previously developed or green field - is in accordance with other policies in the Development Plan, permission will be granted where the following matters are effectively addressed:

3. Parking: The proposal has regard to the adopted Parking Standards SPD (2012) or successor documents; maintains existing off-street parking spaces (including garages) where they are considered necessary to serve the existing buildings or use; and does not result in additional on-street parking where this would cause congestion or harm to amenity or highway safety;"

"Tandridge Parking Standards Supplementary Planning Document" (Tandridge DC, 2012) are current and have not been superseded.

The Residential Parking matrix in Appendix 1 Vehicular Parking Levels of Tandridge Parking Standards SPD states that required parking is "2 spaces allocated (preferred) 3 bedroom dwellings". This standard is exclusive of visitor parking, which the SPD identifies as generally being acceptable on the street side.

Accordingly the Tandridge Parking Standards SPD requires 8 allocated spaces. The proposal meets these standards.

#### 6.3.2 VEHICLE PARKING - COUNTY-WIDE PARKING GUIDANCE

County-wide parking guidance set out in "Vehicular and Cycle Parking Guidance January 2018" (Surrey County Council, 2018). The proposal would be inline with these standards.

#### 6.3.3 VEHICLE PARKING - NATIONAL PLANNING POLICY FRAMEWORK

It is considered that guidance in the latest "National Planning Policy Framework" (MHCLG, 2021) should be given planning weight.

With regards to parking standards NPPF states (p.31):

"107. If setting local parking standards for residential and non-residential development, policies should take into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles."

##### 6.3.3.A APPLICATION SITE ACCESSIBILITY

As discussed in Section 3 of this report, the site is considered to be in a very accessible location for access to services on foot with a significant local town centre within an approximate 150m walk distance. This should reduce future occupants' reliance on cars, car ownership and vehicle parking demand.

##### 6.3.3.B THE TYPE, MIX AND USE OF DEVELOPMENT

The application seeks 3 bed dwellings only.

##### 6.3.3.C THE AVAILABILITY OF AND OPPORTUNITIES FOR PUBLIC TRANSPORT

As discussed in Section 3 of this report, the site is considered to be in a very sustainable location for access to public transport including 5 x primary bus services and to rail services to a major London terminal from Caterham Railway Station within an approximate 350m walk distance. This should reduce future occupants' reliance on cars, car ownership and vehicle parking demand.

##### 6.3.3.D LOCAL CAR OWNERSHIP LEVELS

Local car ownership data can be extracted from Census data and this data is considered a significant material consideration in the assessment of parking provisions.

Census 2011 "accommodation type by car or van availability" datasets for the site's localised "output area", local Harestone Ward and for Tandridge has been obtained.

The data projects 1.5 vehicles per dwelling vehicle ownership for all three geographic areas.

Based on the Census data the 4 dwellings are projected to generate a demand for 6 cars / spaces.

#### 6.3.3.E ADEQUATE PROVISION OF SPACES FOR CHARGING PLUG-IN AND OTHER ULTRA-LOW EMISSION VEHICLES

"Surrey County Council Vehicular and Cycle Parking Guidance" provides Electric Vehicle parking standards / guidance and states the following (p.11, Surrey CC, 2018):

"20% of available spaces to be fitted with a fast charge socket" The applicant would accept a planning condition securing active electric vehicle parking provision at an appropriate level.

#### 6.3.3.F NPPF SUMMARY

With regards to Para 107 of the NPPF, the proposal is:

- a) the accessibility of the development – in a very accessible location
- b) the type, mix and use of development - provides family sized 3 bedroom dwellings only
- c) the availability of and opportunities for public transport - in an area well served by public transport
- d) local car ownership levels - in an area where dwellings have 2 parking spaces per 3 bed house
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles - will provide appropriate electric vehicle parking and this could be secured by planning condition

In light of the above the provision of 8 x spaces is considered acceptable and likely to cater for potential / projected demand.

#### 6.3.4 VEHICLE PARKING SUMMARY

The proposal provides parking in line with the local Development Plan standards, in excess of county-wide guidance standards and is considered acceptable in light of National Planning Policy Framework criteria.

Site context and accessibility should reduce future occupants' reliance on cars, car ownership and vehicle parking demand.

As set out in Section 4 of this report, the site does not fall within a Permit Controlled Parking Zone. Crescent Road and Timber Hill Road have comprehensive Single and Double Yellow Line waiting / parking restrictions and the only available on-street parking is in Timber Hill Road and this permits 1 hour maximum stay short stay parking Mondays to Saturdays 8.30am to 6pm.

There are no opportunities for longer stay residential / future occupants on-street parking due to the above restrictions. For this reason it is considered that the proposal would have no on-street overspill parking demand impacts; it would be impractical to own a car at the site and rely on off-site parking.

#### 6.4 CYCLE PARKING

As discussed "Tandridge District Core Strategy" (Tandridge DC, 2008) and "Tandridge Local Plan, Part 2: Detailed Policies, 2014-2029" (Tandridge DC, 2014) refer to "Tandridge Parking Standards Supplementary Planning Document" (Tandridge DC, 2012).

Appendix 2 Minimum Cycle Parking Levels of Tandridge Parking SPD states a minimum standard of 2 cycle

spaces per 3 bedroom unit.

"Vehicular and Cycle Parking Guidance January 2018" (Surrey CC, 2018) also includes the same minimum standard.

The proposed layout includes 16 x cycle parking spaces in a secure store, with a further 16 x cycle storage spaces within the large secure garage for each dwelling at street level. This provision significantly exceeds the standards and is therefore considered acceptable and to support sustainable travel options.

With regards to cycle parking design the cycle parking store:

- Provides for sheffield stands as opposed to less desired two-tier stands.
- The store is sheltered from weather.
- The store door provides a good opening width.
- There is lighting for provided for the store.
- It is suggested the store has power supply for electric cycles that don't have detachable batteries.
- The route to the garage store is step-free.

It is considered that cycle parking is "pleasant, sufficient and convenient" per Principle 9 of "LTN 1/20" cycle parking design is therefore considered acceptable.

# 7 PROPOSED DEVELOPMENT - PROPOSAL POLICY INTEGRATION & IMPACTS

## 7.1 SUSTAINABLE LOCATION

The site is within walking distance of the locally significant Caterham Valley town centre.

The site is also within walking distance of a bus services and to Southern's rail services to London Bridge from Caterham Railway Station.

The site is considered to be very accessible and in a sustainable location.

## 7.2 VEHICLE AND CYCLE PARKING

As discussed in detail in the previous Section the proposal's parking is considered acceptable, likely to cater for projected parking demand and unlikely to generate a demand for on-street overspill parking.

## 7.3 ACCESS, LAYOUT AND SERVICING

The existing site has 2 x points of direct vehicle access from Crescent Road serving a garage and hardstanding providing parking space for 4 parked vehicles.

As discussed access comprises: a formal 4.1m wide dropped kerb vehicle crossover (4.1m wide inclusive of kerb quadrants) which serves a single garage and an informal access requiring bumping over the raised kerb serving additional hardstanding large / wide enough to accommodate 3 x off-street parked cars (this appears to be a partial implementation of approved planning application "2012/685").

A revised formal access to the Crescent Road is proposed.

The detailed design of the proposed access will need to be discussed / agreed with Surrey CC engineers at a later date if the application is approved and prior to occupation; the costs of these off-site works will be funded by the applicant.

The parking layout provides parking spaces that are a minimum of 4.8m x 2.4m in size as per "Transport Development Planning Good Practice Guide" (Surrey CC, n.d.). The proposed parking layout has been assessed using AutoCAD Vehicle Tracking 2022.

Proposed access vehicle-to-pedestrian sightlines of 2.0m (Y distance) x 2.0m (X distance) at both sides of the new access are provided per "Transport Development Planning Good Practice Guide" (Surrey CC, n.d.).

Access vehicle-to-vehicle sightlines are achievable to approximately 110m to 115m (Y distance) x 2.4m (X distance) to the north and approximately 90m (Y distance) x 2.4m (X distance) sightline to the south. Sightlines are greater than sightlines / visibility guidance in "Manual for Streets" (DCLG & DfT, 2007) (cited in Surrey CC's Transport Development Planning Good Practice Guide) which states that sightlines / "Y distances" should be based on stopping sight distance values set out in Table 7.1 in the document. A Y distance / stopping sight distance value of 43m is prescribed for 30mph speeds. Visibility is also clear to the give way line of the Timber Hill Road minor arm of the Crescent Road / Timber Hill Road junction.

There is a street light column in a header position at the Crescent Road / Timber Hill Road junction which will aid vehicle and pedestrian intervisibility during the hours of no daylight.

The following Figures are provided:

- Figure 1- site ingress assessment using AutoCAD Vehicle Tracking 2022 with a 4.7m long estate car
- Figure 2 - site egress assessment using AutoCAD Vehicle Tracking 2022 with a 4.8m long car
- Figure 3 - vehicle-to-pedestrian sightlines
- Figure 4 - vehicle-to-vehicle sightlines

Refuse and recycling stores are within 10m of the highway, a short push / pull distance for local authority collections.

It is considered that routine domestic servicing activities could take place from Single Yellow Line kerb space outside the site.

Fire access is discussed in a fire statement / strategy.

Based on the above site access, layout and servicing proposals are considered acceptable.

Relevant adopted local policy is set out in "DP5: Highway Safety & Design" of "Tandridge Local Plan, Part 2: Detailed Policies, 2014-2029" (Tandridge DC, 2014).

Clause A of Policy DP5 states:

"DP5: Highway Safety & Design

A. Development will be permitted subject to meeting the requirements of all other appropriate Development Plan policies and where the proposal:

1. Complies with the relevant Highway Authority's and any other highways design guidance;
2. Does not unnecessarily impede the free flow of traffic on the existing network or create hazards to that traffic and other road users;
3. Retains or enhances existing footpaths and cycleway links;
4. Provides safe and suitable access to the site which is achievable by all and promotes access by public transport, foot and bicycle to nearby residential, commercial, retail, educational, leisure and recreational areas where appropriate; and
5. Fully funds where appropriate, or contributes towards the costs of any measures required to cost effectively mitigate the significant impacts arising from the development."

It is considered the proposal supports / is supported by this policy.

#### 7.4 TRIPS

Given that the proposals are for a modest residential development it is considered that detailed trip generation calculations are not required as the proposals' trip impacts are likely to be minimal / insignificant and within the day-to-day variations of traffic on the wider local distributor / strategic road network.

It is considered that the proposals are acceptable / not objectionable in this regard.

#### 7.5 CONSTRUCTION

It is considered that the site / works would be "low impact" and as such a standalone Outline CLP to support the application should not be necessary. It is anticipated that a Construction Logistics Plan (CLP) or similar will likely be required as a planning condition.

In response to any planning condition a contractor's Detailed CLP should be prepared in accordance with "Construction Logistics Planning Guidance" (TfL) prior to works starting.

The Detailed CLP will be structured as follows:

1. Introduction
2. Context, considerations and challenges
3. Construction programme and methodology
4. Vehicle routing and site access
5. Strategies to reduce impacts
6. Estimated vehicle movements
7. Implementing, monitoring and updating

## 7.6 TRANSPORT IMPACTS AND SUMMARY

The development is considered to be sustainable and is not considered to have any significant transport impacts.

From a transport perspective it is considered that the development supports / is supported by policies in:

- "Tandridge District Core Strategy" (Tandridge DC, 2008)
- "Tandridge Local Plan, Part 2: Detailed Policies, 2014-2029" (Tandridge DC, 2014)
- "Tandridge Parking Standards Supplementary Planning Document" (Tandridge DC, 2012).
- "Vehicular and Cycle Parking Guidance January 2018" (Surrey CC, 2018)
- "Transport Development Planning Good Practice Guide" (Surrey CC, n.d.).
- "National Planning Policy Framework" (MHCLG, 2021)

The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework policy of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".

# 8 SUMMARY & CONCLUSIONS

This Transport Statement is to accompany a proposed development at 35 Crescent Road, Caterham CR3 6LE.

## 8.1 EXISTING SITE

The existing site comprises a detached house.

The site has 2 x existing points of direct vehicle access from Crescent Road serving a garage and hardstanding providing parking space for a number of parked vehicles.

## 8.2 PROPOSED REDEVELOPMENT

The proposal seeks a new building providing 4 terrace dwelling houses: 4 x 3 bedroom dwellings.

Revised 2 x points of direct vehicle access are proposed to Crescent Road.

The proposed layout includes 8 x vehicle car parking spaces along with cycle parking provision.

## 8.3 REPORT FINDINGS

Sections 2 to 4 of this Transport Statement assessed the existing site, the site's accessibility using sustainable transport modes and the adjoining highway network.

Sections 5 to 7 of this report assessed the proposals and their transport impacts and integration with planning policy and guidance.

As set out in this Transport Statement, the proposals are in a sustainable and accessible location and are not considered to have any significant transport impacts.

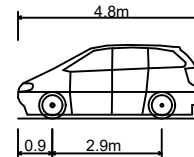
From a transport perspective it is considered that the development supports / is supported by policies in:

- "Tandridge District Core Strategy" (Tandridge DC, 2008)
- "Tandridge Local Plan, Part 2: Detailed Policies, 2014-2029" (Tandridge DC, 2014)
- "Tandridge Parking Standards Supplementary Planning Document" (Tandridge DC, 2012).
- "Vehicular and Cycle Parking Guidance January 2018" (Surrey CC, 2018)
- "Transport Development Planning Good Practice Guide" (Surrey CC, n.d.).
- "National Planning Policy Framework" (MHCLG, 2021)

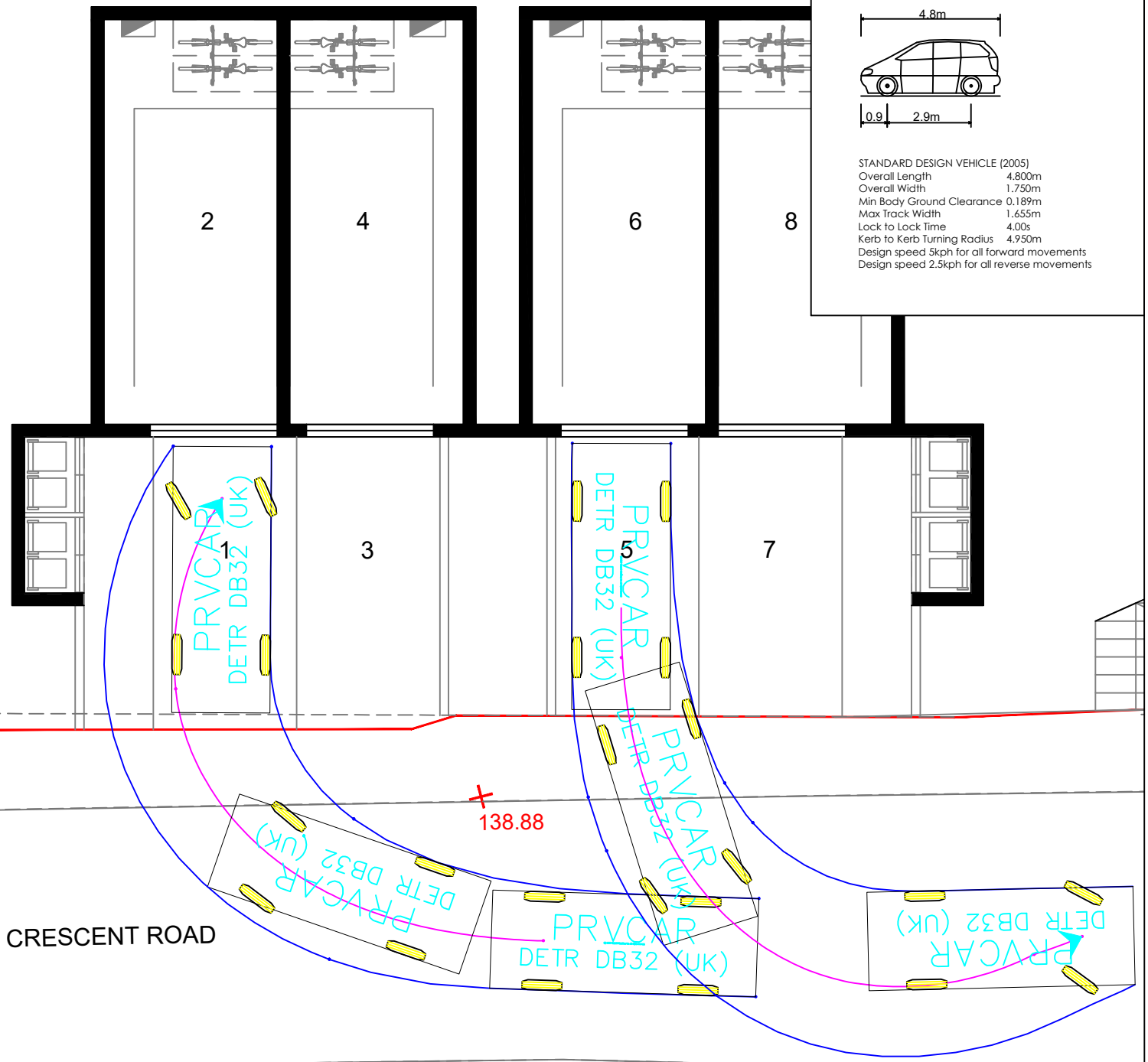
The current proposals are not considered to have unacceptable safety impacts or other severe transport impacts in the context of The National Planning Policy Framework policy of only preventing or refusing development on transport grounds where "there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe".



# FIGURES



STANDARD DESIGN VEHICLE (2005)  
Overall Length 4.800m  
Overall Width 1.750m  
Min Body Ground Clearance 0.189m  
Max Track Width 1.655m  
Lock to Lock Time 4.00s  
Kerb to Kerb Turning Radius 4.950m  
Design speed 5kph for all forward movements  
Design speed 2.5kph for all reverse movements



## SWEPT PATH TRACKING PRIVATE CAR PARKING

### PLANNING

35 CRESCENT ROAD  
CATERHAM CR3 6LE

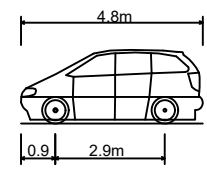
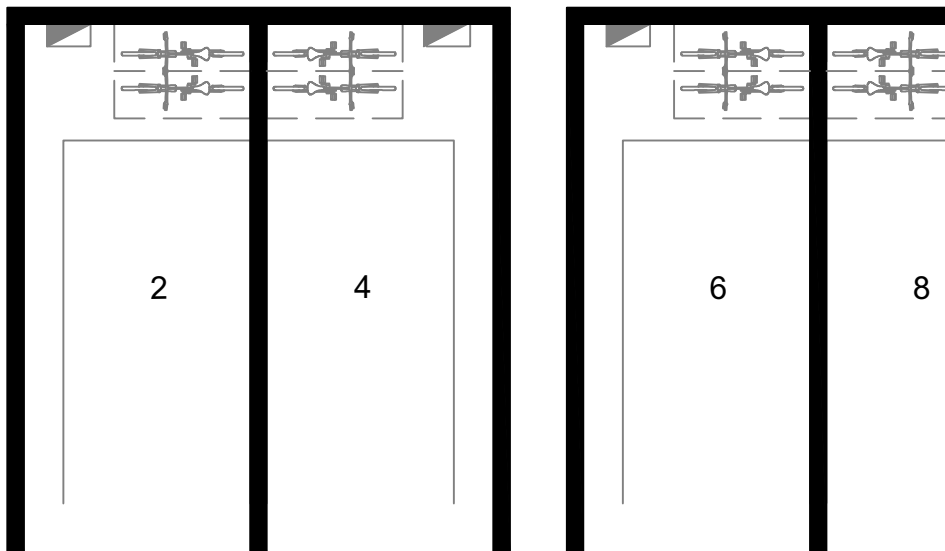
FIGURE 1 - BAY 1 & 5  
INGRESS AND EGRESS

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P2202-F1

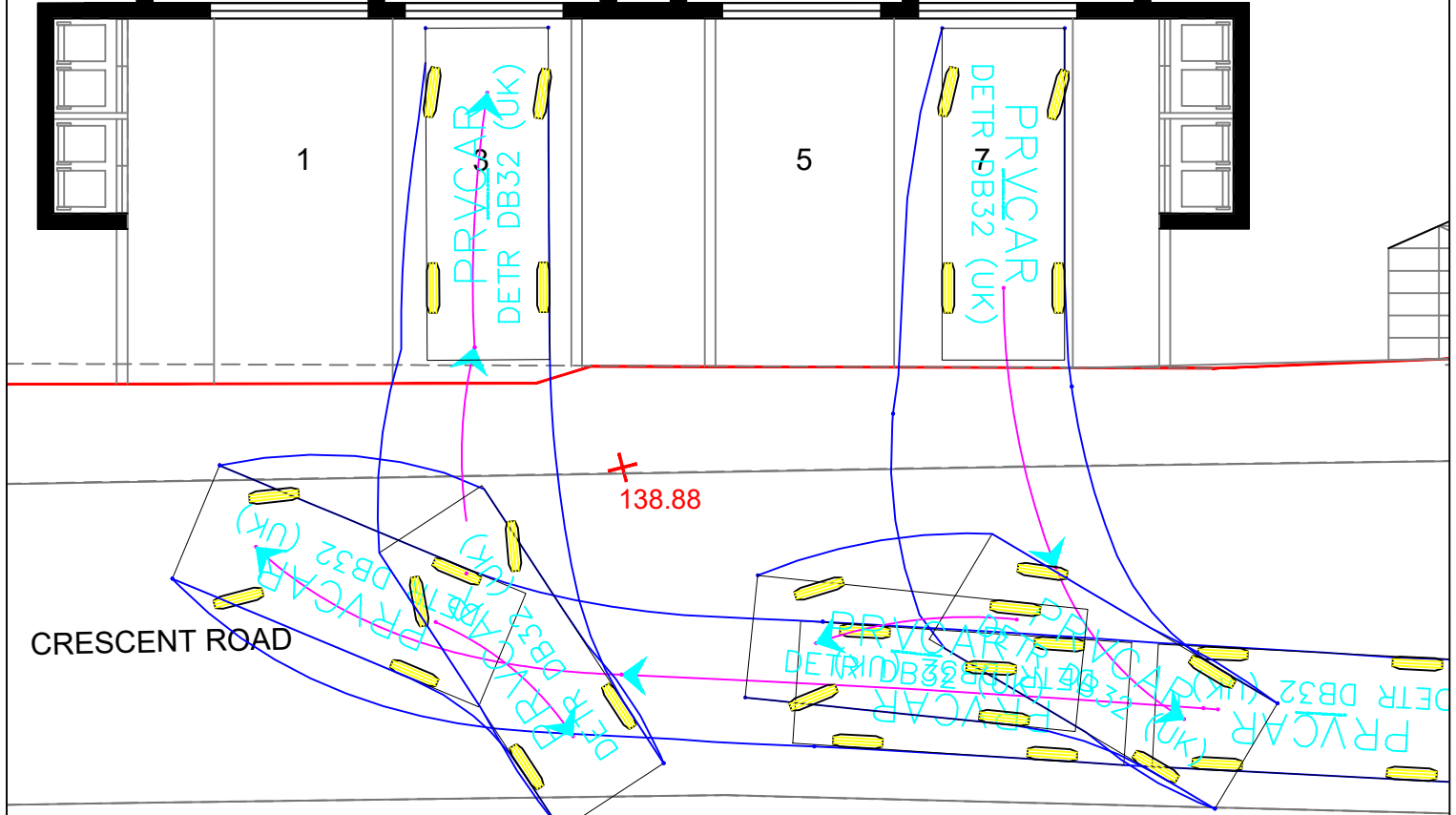


0 5M  
Scale 1:100 @ A4



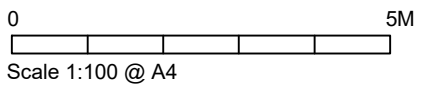
STANDARD DESIGN VEHICLE (2005)

Overall Length	4.800m
Overall Width	1.750m
Min Body Ground Clearance	0.189m
Max Track Width	1.655m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	4.950m
Design speed 5kph for all forward movements	
Design speed 2.5kph for all reverse movements	



CRESCENT ROAD

138.88



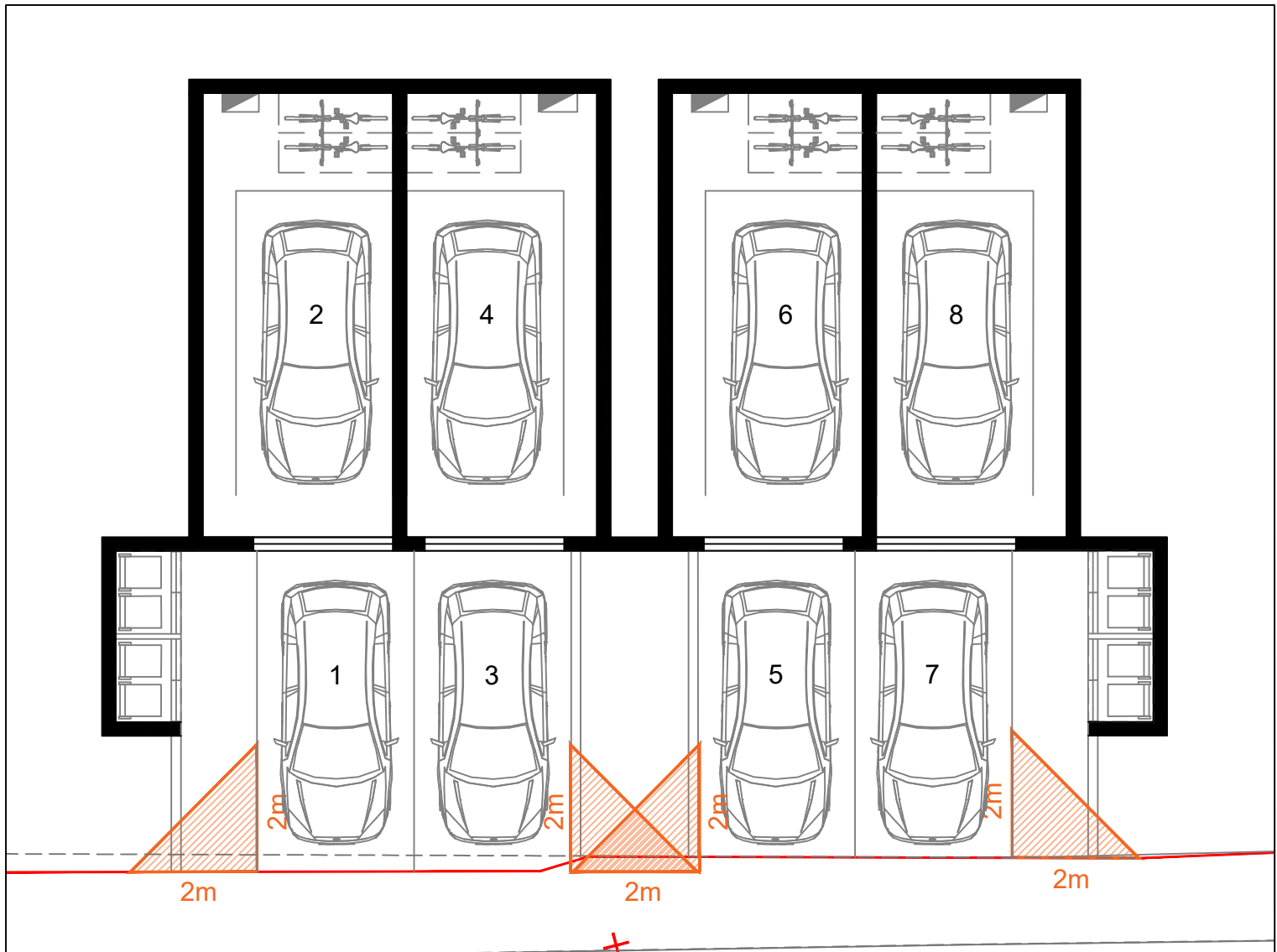
SWEPT PATH TRACKING  
PRIVATE CAR PARKING

PLANNING

35 CRESCENT ROAD  
CATERHAM CR3 6LE

FIGURE 1 - BAY 3 & 7  
INGRESS AND EGRESS

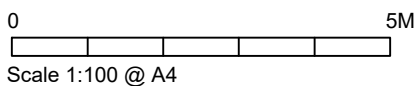
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pedestrian visibility splay as per transport development planning good practise guide (Surrey CC, N.D). 2.0m X - distance and Y - distance at sides of the vehicle access

CRESCENT ROAD

2m pedestrian visibility splay shown in orange to be kept free any obstruction above 600mm - plinth wall is 450mm high



## PEDESTRIAN VISIBILITY PLOT

### PLANNING

35 CRESCENT ROAD  
CATERHAM CR3 6LE

### FIGURE 3 PEDESTRIAN VISIBILITY SPLAY

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P2202-F3

