

**APPLICATION  
NUMBER**

**TA/DM/26/0303**

**DEVELOPMENT AFFECTING ROADS**  
**TOWN AND COUNTRY PLANNING GENERAL DEVELOPMENT ORDER 1992**

**Location:** Land North Of Borers Arms Road Copthorne West Sussex

**Development:** Outline planning application with all matters reserved except for access for the demolition of an existing commercial building and the erection of up to 260 dwellings, up to 1,700sqm of employment floorspace E(c)(iii), E(g)(i)(ii)(iii), car parking, landscaping, open space, and associated development works, with access from Copthorne Bank and Borers Arms Road (Revised highway plans and supporting information received 23/07/2026.).

|                        |              |                          |              |                      |                |
|------------------------|--------------|--------------------------|--------------|----------------------|----------------|
| <b>Contact Officer</b> | Lama Massoud | <b>Consultation Date</b> | 24 July 2026 | <b>Response Date</b> | 13 August 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. The development hereby approved shall not be first occupied unless and until a scheme to extend the existing footway to the proposed access onto Copthorne Bank, including any necessary road safety measures, has been submitted to and approved in writing by the Local Planning Authority.
2. 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 reference SK21703-19, SK21703-20, SK21703-21, and SK21703-22) 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.
3. Prior to the occupation of the development a Travel Plan shall be submitted for the written approval of the Local Planning Authority and then the approved Travel Plan shall be implemented and for each and every subsequent occupation of the development, thereafter maintain and develop the Travel Plan to the satisfaction of the Local Planning Authority.
4. The development hereby approved shall not be first occupied unless and until a scheme to include traffic calming measures along Copthorne Bank, subject to

safety audit, has been submitted to and approved in writing by the Local Planning Authority.

5. The development hereby approved shall not be first occupied unless and until a scheme to extend the existing 30 mph speed limit on Copthorne Bank, south to a point just beyond Burstow Gardens in accordance with a scheme to be submitted to and agreed in writing by the Local Planning Authority.
6. The developer shall cover the necessary costs associated with delivering the Traffic Regulation Order to deliver the speed reduction detailed in the above condition. In any event that the statutory process in securing the necessary Traffic Regulation Orders and Public Notices fails, the applicant shall identify and agree with the County Highway Authority an alternative set of mitigation measures.
7. The internal site roads shall be laid out in accordance with Healthy Streets for Surrey guidance to provide shared surface with pedestrian priority and traffic calming measures to achieve a maximum design speed of 10 mph.
8. The development hereby approved shall not be first occupied unless and until the following cycle facilities have been provided within the development site to be 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:
  - (i) High quality, secure, lit and covered cycle parking for each dwelling for a minimum of 2 bikes.
  - (ii) Charging points with timers for e-bikes within said facilities.
  - (iii) Clear hardstanding routes between the cycle stores and the site access.
9. No development shall commence until a Construction Transport Management Plan, 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

## **Reason**

The above conditions are required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and in recognition of Section 9 'Promoting Sustainable Transport' in the National Planning Policy Framework 2024, the Surrey Local Transport Plan 4 and the Tandridge Local Plan policy DP5.

## Informative notes

- i. The developer is reminded that it is an offence to allow materials to be carried from the site and deposited on or damage the highway from uncleaned wheels or badly loaded vehicles. The Highway Authority will seek, wherever possible, to recover any expenses incurred in clearing, cleaning or repairing highway surfaces and prosecutes persistent offenders. (Highways Act 1980 Sections 131, 148, 149).
- ii. Design standards for the layout and construction of access roads and junctions, including the provision of visibility zones, shall be in accordance with the requirements of the County Highway Authority.
- iii. Section 59 of the Highways Act permits the Highway Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The Highway Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisation responsible for the damage.
- iv. The applicant is expected to ensure the safe operation of all construction traffic to prevent unnecessary disturbance obstruction and inconvenience to other highway users. Care should be taken to ensure that the waiting, parking, loading and unloading of construction vehicles does not hinder the free flow of any carriageway, footway, bridleway, footpath, cycle route, right of way or private driveway or entrance. The developer is also expected to require their contractors to sign up to the "Considerate Constructors Scheme" Code of Practice, ([www.ccscheme.org.uk](http://www.ccscheme.org.uk)) and to follow this throughout the period of construction within the site, and within adjacent areas such as on the adjoining public highway and other areas of public realm.
- v. 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.
- vi. The permission hereby granted shall not be construed as authority to carry out any works on the highway. The applicant is advised that prior approval must be obtained from the Highway Authority before any works are carried out on any footway, footpath, carriageway, or verge to form a vehicle crossover to install dropped kerbs. [www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs](http://www.surreycc.gov.uk/roads-and-transport/permits-and-licences/vehicle-crossovers-or-dropped-kerbs)

In the event that the access works require the felling of a highway tree not being

subject to a Tree Preservation Order, and its removal has been permitted through planning permission, or as permitted development, the developer will pay to the County Council as part of its licence application fee compensation for its loss based upon 20% of the tree's CAVAT valuation to compensate for the loss of highway amenity.

- vii. 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](http://www.surreycc.gov.uk/people-and-community/emergency-planning-and-community-safety/flooding-advice)

### **Note to planner**

The CHA are satisfied that the proposals would not have an impact on the safe operation of the public highway and that adequate provision would be made for sustainable modes of transport, so long as the above conditions are secured.

Please note that the above conditions relating to measures on the public highway will require the developer to enter into a Section 278 Agreement (Highways Act 1980) in order to be delivered. As part of the agreement process, further detailed assessment will be required in order to determine whether the proposed approach is appropriate.

Please also note that all necessary amenities are to the south of the proposed site and fall outside of Surrey and as such, the CHA can only comment in so far as that connection between the site access and the county boundary.

Please note that the above CHA recommendation has also been submitted to Tandridge District Council under planning reference 2025/1376.