

# LIMPSFIELD PARISH COUNCIL

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Cllr Matt Furniss  
Surrey County Council  
County Hall  
Kingston Upon Thames  
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19<sup>th</sup> November 2020

Dear Cllr Furniss,

I am writing to you regarding a recent planning application (Green Hedges 2020/741).

Tandridge District Council refused this application for the development for the following reason:

'The proposal would increase parking pressures resulting in overflow on street parking in an area where there is currently none and which is not a feature of the surrounding area resulting in a potential conflict with the cycle lane contrary to the NPPF para 110 (c). Furthermore, the proposal would fail to provide sufficient parking for occupants of the development and therefore does not provide a satisfactory living environment. As such, the development fails to accord with the Tandridge Parking Standards supplementary planning document 2012 and is also contrary to Policy DP7 of the Tandridge Local Plan Part 2 Detailed Policies (2014).'

The application for a block of 13 flats on the Westerham Road (A25) proposed a parking provision of just 13 car parking spaces, which whilst meeting Surrey's parking standards of one space per dwelling was some way below the Tandridge parking standard of 1.5 spaces per household (19 spaces).

Green Hedges is located on the Westerham Road (A25) in Limpsfield, overflow parking from the site would have spilled over onto the A25 into the cycle lane. The Parish Council is concerned at the effect of inadequate parking on the cycle lane on the A25. It is a matter for you and your officers to decide whether or not the need for cyclists to pull out of a cycle lane into the main A25 carriageway to avoid parked vehicles is, in technical terms, a safety issue. However, at a time when we are seeking to encourage cycling and other sustainable forms of transport as an alternative to use of the car, developments which would adversely affect those



forms of transport, as is the case here, should surely be resisted. You have only to look at the situation further east on the A25 towards the top of Pebble Hill, where parking in the cycle lane forces cyclists out into the main carriageway, to see the implications. Surely this is something which we should be trying to avoid with new development.

At a more general level, we fully accept that, in larger town centres, where there is immediate access to good quality public transport and where on-street parking controls prevent or restrict overflow onto the highway network, lower levels of on-site parking may be appropriate. However, this approach is more questionable in areas where parking shortfalls merely result into overspill onto the surrounding roads. Here, surely, the emphasis should be on improvements to the pedestrian, cycle and bus networks so that the use of cars is less of a necessity, rather than on reduced levels of on-site parking.

In the light of the decision by Tandridge, we would ask that you and your officers consider reviewing the County's parking standards better to reflect the character of different areas in Surrey and the effects of parking overflowing onto the highway network.

Yours sincerely



Mark Wilson

c.c - Cllr Cameron McIntosh – Surrey County Council  
Cllr Claire Blackwell – Tandridge District Council  
Cllr Philip Davies- Tandridge District Council

