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To: MEMBER OF THE PLANNING COMMITTEE
Councillors Blackwell (Chair), C.White (Vice-Chair),
Connolly, Duck, Farr, Gray, Lockwood, Mansfield, Moore,
Morrow, Prew, Ridge and Shiner

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Substitute Councillors: Allen, Bloore, Botten and Mills

C.C. All Other Members of the Council

5 January 2022

Dear Sir/Madam

PLANNING COMMITTEE THURSDAY, 13TH JANUARY, 2022 AT 7.30 PM

The agenda for this meeting of the Committee to be held in the Council Chamber, Council Offices, Station Road East, Oxted is set out below. If a member of the Committee is unable to attend the meeting, please notify officers accordingly.

Should members require clarification about any item of business, they are urged to contact officers before the meeting. In this respect, reports contain authors' names and contact details.

If a Member of the Council, not being a member of the Committee, proposes to attend the meeting, please let the officers know by no later than noon on the day of the meeting.

Yours faithfully,

David Ford
Chief Executive

AGENDA

- 1. Apologies for absence (if any)**
- 2. Declarations of interest**

All Members present are required to declare, at this point in the meeting or as soon as possible thereafter:

- (i) any Disclosable Pecuniary Interests (DPIs) and / or
- (ii) other interests arising under the Code of Conduct

in respect of any item(s) of business being considered at the meeting. Anyone with a DPI must, unless a dispensation has been granted, withdraw from the meeting during consideration of the relevant item of business. If in doubt, advice should be sought from the Monitoring Officer or his staff prior to the meeting.

- 3. Minutes from the meeting held on the 9 December 2021 (Pages 3 - 4)**
- 4. To deal with questions submitted under Standing Order 30**

5. Applications for consideration by committee (Pages 5 - 14)

5.1 2021/1534 - Sandiford House 40 Stanstead Road Caterham (Pages 15 - 38)

5.2 2021/1983 - Pendell Camp, Land off Merstham Road, Merstham, Surrey (Pages 39 - 56)

6. Recent appeal decisions received

To receive a verbal update from officers relating to appeal decisions by the Planning Inspectorate resulting from previous committee decisions or service of an enforcement notice by the Council.

6.1 2019/1538 - Coulsdon Lodge, Coulsdon Road, Caterham, Surrey, CR3 5YA

6.2 2 Comforts Place Cottages, Lingfield, RH7 6LW

Relating to an enforcement notice served by the Council.

7. Any other business which the Chairman is of the opinion should be considered at the meeting as a matter of urgency

THE DISTRICT COUNCIL OF TANDRIDGE

PLANNING COMMITTEE

Minutes and report to Council of the meeting of the Committee held in the Council Chamber, Council Offices, Station Road East, Oxted on the 9 December 2021 at 7.30pm.

PRESENT: Councillors Blackwell (Chair), C.White (Vice-Chair), Duck, Farr, Gray, Lockwood, Moore, Prew and Shiner

ALSO PRESENT: Councillors Caulcott

APOLOGIES FOR ABSENCE: Councillors Connolly, Mansfield, Morrow and Ridge

214. MINUTES FROM THE MEETING HELD ON 7 OCTOBER 2021

The minutes of the meeting were confirmed and signed by the Chair.

215. 2021/1251 - ALLINGHAM FARM, COPTHORNE BANK, COPTHORNE, RH10 3JD

The Committee considered an application for the partial demolition of outbuildings and the conversion of the remaining outbuildings into four single storey dwellinghouses with associated alterations, garden areas and parking.

The Officer recommendation was to refuse.

Mr Alex Moseley, the applicant's agent, spoke in favour of the application.

Councillor Lockwood put forward the following motion for approval:

The proposal is the redevelopment of a previously developed site within the green belt and by reason of the design, landscaping and reduction in built form, there is an improvement to the openness of the green belt and a reduction in harm caused by the previous business use to the setting of the adjacent Listed heritage asset, Allingham Farmhouse. The proposal re-uses traditional farm buildings, for which there is no further economic commercial use, for 4 dwellings, each with their own outdoor amenity space, thereby enabling the preservation of locally listed heritage assets and in providing smaller dwellings, adds to the mix of dwelling types in the area. This outweighs any harm the loss of a poorly located potential business use the site could provide for the locality. As such the proposal accords with Section 149 of the NPPF (2021), Policies DP7 and DP13 of the Tandridge Local Plan Detailed Policies (2014) and Policy CSP18 of the Tandridge Core Strategy (2008).

Councillor Duck seconded the motion. Before being put to the vote, conditions that would apply to the application (in the event of it being granted) were circulated to the Committee for consideration. Upon being put to the vote, the motion was carried.

RESOLVED – that planning permission be granted, subject to conditions.

216. 2021/1539 - UPLANDS, EDEN WAY, WARLINGHAM, CR6 9DP

The Committee considered an application for the variation of condition 2 (plans) for planning permission reference 2018/649. The original planning permission related to the demolition of existing sheltered accommodation and the erection of replacement accommodation comprising of a terrace of 4 houses, 4 semi-detached houses, and a 2-storey building with 13 bed flats and ancillary open space, car parking and landscaping. The variation would allow for 5 additional car parking spaces to be included on site.

The Officer recommendation was to permit subject to conditions.

Discussion also took place in relation to condition 3 which relates to hard and soft landscaping at the site. It was agreed that, if the variation to condition 2 was granted, that delegated authority be given to Officers to review condition 3 in an attempt to improve screening for the existing properties of 9 to 16 Uplands.

RESOLVED – that planning permission be granted and that authority be delegated to the Chief Planning Officer to review and, if necessary amend, condition 3.

Rising 8.20 pm

REPORT TO THE PLANNING COMMITTEE ON 13 JANUARY 2022

AGENDA ITEM 5 APPLICATIONS FOR CONSIDERATION BY THE COMMITTEE

To consider the application detailed in item 5.1 and 5.2

Notes:

- (i) All letters received commenting on applications adversely or otherwise will be available in the Council Chamber for inspection by Members prior to the meeting. Summaries of the public responses to applications are included in the reports although Members should note that non-planning comments are not included.
- (ii) Arrangements for public participation in respect of the applications will be dealt with immediately prior to the commencement of the meeting.

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Background papers: Surrey Waste Plan 2008; Surrey Minerals Plan Core Strategy 2011; The Tandridge Core Strategy Development Plan Document 2008; The Tandridge Local Plan: Part 2 – Detailed Policies 2014; Woldingham Neighbourhood Plan 2016; The Harestone Valley and Woldingham Design Guidance Supplementary Planning Documents 2011; Village Design Statement for Lingfield – Supplementary Planning Guidance; Woldingham Village Design Statement – Supplementary Planning Guidance; Conservation Area Appraisal of the Bletchingley Conservation Area Supplementary Planning Guidance; Limpsfield Neighbourhood Plan 2019

Government Advice: National Planning Policy Framework
Planning Practice Guidance (PPG)

PLANNING COMMITTEE – 13 JANUARY 2022 – RECOMMENDATIONS

ITEM NO.	APPLICATION NO.	SITE ADDRESS	APPLICATION DETAILS	RECOMMENDATION
5.1	2021/1534	Sandiford House, 40 Stanstead Road Caterham CR3 6AB	Erection of four, 3-bedroom, terraced dwellings (to the rear of Sandiford House), together with associated car parking and amenity space.	PERMIT subject to conditions
5.2	2021/1983	Pendell Camp, Land off Merstham Road, Merstham, Surrey	Use of land as a ten-pitch transit site for the Gypsy, Roma and Traveller (GRT) community, including the erection of amenity blocks and site manager's office, creation of a vehicular access, landscaping, parking	OBJECTION

SUMMARY OF RELEVANT POLICIES & NATIONAL ADVICE FOR PLANNING APPLICATIONS IN APPENDIX A.

Core Strategy

Policy CSP1 sets several strategic aims in terms of the location of development. It seeks to promote sustainable patterns of travel, make the best use of land within the existing built-up areas.

Policy CSP2 sets out the Council's approach to housing supply.

Policy CSP3 seeks to manage the delivery of housing when the Council exceeds its rolling 5-year supply by more than 20%. When such an oversupply exists, the Council will refuse development of unidentified residential garden land sites of 5 units and above or site larger than 0.2ha where the number of dwellings is unknown. Account must be taken of smaller sites forming parts of larger sites and infrastructure provision as well as significant social or community benefits.

Policy CSP4 is an interim holding policy pending the adoption of a substitute policy in an Affordable Housing DPD. It sets a threshold within built up areas of 15 units or more or sites in excess of 0.5ha and within rural areas of 10 units or more. The policy requires that up to 34% of units would be affordable in these cases with the actual provision negotiated on a site by site basis. There is a requirement that up to 75% of the affordable housing will be provided in the form of social rented or intermediate or a mix of both.

Policy CSP5 refers to rural exception sites and states that exceptionally, land adjoining or closely related to the defined rural settlements which would otherwise be considered inappropriate for development may be developed in order to provide affordable housing subject to certain criteria.

Policy CSP7 requires sites providing 5 units or more to contain an appropriate mix of dwelling sizes in accordance with identified needs.

Policy CSP8 sets out the Council's approach to the provision of Extra Care Housing, including its targets for such provision.

Policy CSP9 sets out the criteria for assessing suitable Gypsy and Traveller sites to meet unexpected and proven need.

Policy CSP11 sets out the Council's approach to infrastructure and service provision.

Policy CSP12 seeks to manage travel demand by requiring preference to walking, cycling and public transport; infrastructure improvements where required and use of adopted highway design standards and parking standards.

Policy CSP13 seeks to retain existing cultural, community, recreational, sport and open space facilities and encourage new or improved facilities.

Policy CSP14 seeks to encourage all new build or residential conversions meet Code level 3 as set out in the Code for Sustainable Homes and that commercial development with a floor area over 500sq m will be required to meet BREEAM "Very Good" standard. On site renewables are also required.

Policy CSP15 seeks to ensure that the design and layout of development is safe and secure, that new buildings are adaptable for the disabled and elderly, that information technology can be included, that all development is accessible to all groups and that grey water recycling and/or segregated surface and foul water disposal is used.

Policy CSP16 sets out the Council's position on aviation development in the District with specific reference to its position on development at Redhill Aerodrome.

Policy CSP17 requires that biodiversity is taken into account.

Policy CSP18 seeks to ensure that developments have a high standard of design respecting local character, setting and context. Amenities of existing occupiers must be respected. Wooded hillsides will be respected and green space within built up areas protected. Development on the edge of the Green Belt must not harm the Green Belt.

Policy CSP19 sets a range of densities for new development.

Policy CSP20 sets out the Council's principles for the conservation and enhancement of the AONBs and AGLVs.

Policy CSP21 states that the character and distinctiveness of the District's landscapes and countryside will be protected, and new development will be required to conserve and enhance landscape character.

Policy CSP22 sets out how the Council will seek to develop a sustainable economy.

Policy CSP23 set out specific aims for the town centres of Caterham Valley and Oxted.

Tandridge Local Plan: Part 2 – Detailed Policies – 2014

Policy DP1 sets out the general presumption in favour of sustainable development.

Policy DP2 sets out the policies for development in the town centres, including within the primary and secondary shopping frontages

Policy DP3 sets out the policies for development in local centres, other centres and villages

Policy DP4 sets out the circumstances under which proposals for the alternative use of commercial and industrial sites will be permitted.

Policy DP5 sets out criteria for assessing whether proposals are acceptable in relation to highway safety and design.

Policy DP6 sets out criteria for assessing proposals for telecommunications infrastructure.

Policy DP7 is a general policy for all new development. It outlines that development should be appropriate to the character of the area, provide sufficient parking, safeguard amenity and safeguard assets, resources and the environment, including trees.

Policy DP8 sets out a number of criteria for assessing whether the redevelopment of residential garden land will be acceptable.

Policy DP9 sets out the circumstances in which the erection of gates, walls and other means of enclosure will be permitted.

Policy DP10 confirms the general presumption against inappropriate development in the Green Belt and states that inappropriate development will only be permitted where very special circumstances exist which clearly outweigh the potential harm to the Green Belt by reason of inappropriateness and any other harm.

Policy DP11 sets out the circumstances in which development in the Larger Rural Settlements will be permitted.

Policy DP12 sets out the circumstances in which development in the Defined Villages in the Green Belt will be permitted.

Policy DP13 sets out the exceptions to the Green Belt presumption against inappropriate development in the Green Belt and the circumstances in which new buildings and facilities, extensions and alterations, replacement of buildings, infill, partial or complete redevelopment and the re-use of buildings will be permitted.

Policy DP14 sets out a number of criteria for assessing proposals for garages and other ancillary domestic buildings in the Green Belt.

Policy DP15 sets out criteria for assessing proposals for agricultural workers' dwellings in the Green Belt.

Policy DP16 states that the removal of agricultural occupancy conditions will be permitted where the Council is satisfied that there is no longer a need for such accommodation in the locality.

Policy DP17 sets out criteria for assessing proposals for equestrian facilities.

Policy DP18 sets out the circumstances in which development involving the loss of premises or land used as a community facility will be permitted.

Policy DP19 deals with biodiversity, geological conservation and green infrastructure.

Policy DP20 sets out the general presumption in favour of development proposals which protect, preserve or enhance the interest and significance of heritage assets and the historic environment.

Policy DP21 deals with sustainable water management, and sets out criteria for assessing development in relation to water quality, ecology and hydromorphology, and flood risk.

Policy DP22 sets out criteria for assessing and mitigating against contamination, hazards and pollution including noise.

Woldingham Neighbourhood Plan 2016

Policy L1 is a general design policy for new development

Policy L2 sets out criteria for assessing new development proposals in relation to the Woldingham Character Areas

Policy L3 relates to landscape character

Policy L4 relates to proposals for new community facilities

Policy L5 relates to development proposals for The Crescent and its regeneration

Policy L6 seeks to support improvements to the accessibility of Woldingham Station

Policy L7 relates to the development of broadband and mobile communications infrastructure

Policy L8 seeks to safeguard a number of Local Green Spaces as designated by the Plan

Policy C1 seeks to promote residents' safety

Policy C2 seeks to support proposals and projects which improve local transport services

Policy C3 supports the improvement of pedestrian and cycle routes

Policy C4 supports proposals which promote networking and residents' involvement on local societies and organisations

Limpsfield Neighbourhood Plan 2019

Policy LN1 sets out a spatial strategy for the Parish.

Policy LN2 requires that all new development provides an appropriate mix of housing types and size, including smaller units (3 bedrooms or fewer) for sites over a certain size.

Policy LN3 seeks a high quality of design, reflecting the distinctive character of particular areas of the Parish.

Policy LN4 relates to new development in the Limpsfield Conservation Area.

Policy LN5 relates to landscape character.

Policy LN6 identifies a number of Local Green Spaces, and seeks to protect their use.

Policy LN8 seeks to promote biodiversity.

Policy LN9 relates to business and employment, including in relation to Oxted town centre.

Policy LN10 relates to the rural economy.

Policy LN11 seeks to protect community services in Oxted town centre.

Policy LN12 seeks to protect community services in Limpsfield Village and other parts of the Parish.

Policy LN13 supports sustainable forms of transport.

Policy LN14 supports the provision of super-fast broadband.

Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2021

Policy CCW1 – gives support to proposals identified for their Housing Site Availability during the period 2015-2026

Policy CCW2 – supports proposals for sub-division of larger residential properties into one, two, three-bedroom dwellings

Policy CCW3 – supports proposals for housing which optimise housing delivery in accordance with guidance contained in the Urban Capacity Study and outlines density range of 30-55 dwellings per hectare for land not covered in the Urban Capacity Report.

Policy CCW4 – sets out that development is expected to preserve and enhance the character of the area in which it is located.

Policy CCW5 – sets out that development proposals which integrate well with their surroundings, meet the needs of residents and minimise impact on the local environment will be supported where they demonstrate high quality of design and accord with the criteria of this policy.

Policy CCW6 – support proposals which incorporate measures to deliver environmentally sustainable design to reduce energy consumption and mitigate effects of climate change in line with building design measures contained in the policy.

Policy CCW7 – supports proposals which provide incubator/start-up business space and/or establishes enterprise/business park developments.

Policy CCW8 – resists the loss of local and neighbourhood convenience shops unless justification is present on viability grounds. Proposals to improve the quality and appearance of shop fronts and signage will be supported which have regards to CCW6.

Policy CCW9 – proposals for recreational and tourism development including a Visitor Centre will be supported where the criteria of this policy are met. Proposals for the improvement of signage for local facilities will be supported provided they integrate with their surroundings.

Policy CCW10 – supports development proposals which do not have a significantly detrimental impact on locally significant views as listed/mapped in the Neighbourhood Plan (Figures 7.1, 7.2-7.5, with detailed descriptions in Appendix A).

Policy CCW11 – sets out that there are 22 areas designated as Local Green Spaces on the policies map for the Neighbourhood Plan. Proposals which demonstrably accord with development appropriate in the Green Belt will be supported.

Policy CCW12 – proposals for provision of allotments and/or community growing spaces will be supported where accessible and within/adjacent to defined settlement areas. The loss of such space will not be supported unless alternative and equivalent provision is provided.

Policy CCW14 – encourages proposals for new/improved community facilities where criteria in the policy are met. The loss of such facilities will only be supported if alternative and equivalent facilities are provided.

Policy CCW15 – proposals for the expansion of existing public houses to develop appropriate community-based activities will be supported subject to compliance with other relevant policies and provide the design is in keeping with local character/distinctiveness. Proposals for the change of use of public houses will only be supported if the use is demonstrably unviable.

Policy CCW16 – supports proposals for provision of both traditional consecrated and green/woodland burial sites provided the criteria of this policy are met.

Policy CCW17 – supports proposals which facilitate or enhance the delivery of health services on a pre-set list of sites (contained within the policy), except for those within the Green Belt. Proposals for relocation/expansion of health services will be supported where they satisfy the criteria of this policy.

Policy CCW18 – except on Green Belt land, proposals which facilitate and enhance existing schools and associated playing fields will be supported subject to compliance with the criteria in this policy (sub-paragraph A). Proposals for new schools will be supported where they satisfy the criteria of this policy (sub-paragraph B).

Policy CCW19 – supports new residential, commercial and community development proposals being served by superfast broadband (fibre-optic). Where this is not possible, practical or viable, the development should incorporate ducting for potential future installation.

Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPGs)

SPG (Lingfield Village Design Statement), adopted in January 2002, seeks to ensure that the village retains its individuality and character through future development both large and small. It provides general guidelines for new development and requires amongst other things that the design of new buildings should be sympathetic to the style of buildings in the locality both in size and materials.

SPG (Woldingham Village Design Statement) adopted in September 2005 provides guidance for development within Woldingham. Residential extensions should respect the size and proportions of the original house and plot. Boundary treatments should maintain the rural street scene, imposing entrances are out of keeping, and front boundaries should be screened with plantings or have low open wooded fences.

SPD (Woldingham Design Guidance) adopted March 2011 and seeks to; promote good design, protect and enhance the high quality character of the area, and to apply design principles on a sub-area basis to maintain and reinforce character.

SPD (Harestone Valley Design Guidance) adopted March 2011 and seeks to; promote good design, protect and enhance the high quality character of the area, and to apply design principles on a sub-area basis to maintain and reinforce character.

SPD (Tandridge Parking Standards) adopted September 2012 sets out standards for residential and non-residential vehicular parking and standards for bicycle parking.

SPD (Tandridge Trees and Soft Landscaping) adopted November 2017 sets out the Council's approach to the integration of new and existing trees and soft landscaping into new development, and seeks to ensure that trees are adequately considered throughout the development process.

National Advice

The National Planning Policy Framework (NPPF) constitutes guidance for local planning authorities and decision-takers both in drawing up plans and as a material consideration in determining applications. It sets out the Government's planning policies for England and how these are expected to be applied. It states that there are three dimensions to sustainable development: economic, social and environmental, and confirms the presumption in favour of sustainable forms of development which it states should be seen as a golden thread running through both plan-making and decision-taking.

The Government has also published national Planning Practice Guidance (PPG) which is available online and covers a number of policy areas and topics.

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ITEM 5.1

Application: 2021/1534

Location: Sandiford House, 40 Stanstead Road Caterham CR3 6AB

Proposal: Erection of four, 3 bedroom, terraced dwellings (to the rear of Sandiford House), together with associated car parking and amenity space.

Ward: Queens Park

Constraints - Urban Area, C Road, AWOOD, TPO, SRCA, Biggin Hill Height Zone

RECOMMENDATION: **PERMIT subject to conditions**

1. This application is reported to Committee following a Member request.

Summary

2. The application site is in the urban are of Caterham which is a Category 1 settlement where the principle of development is considered acceptable.
3. The proposal would entail a back-land development of 4 units to the rear of Sandiford House. The subject application follows on from the previous scheme TA/2019/82 which was refused at Committee and received a split decision at Appeal.
4. The application included the development of 4 dwellings at the rear of the site (refused and dismissed at Appeal) but also included renovation works to Sandiford House (refused and allowed at Appeal).
5. In refusing the development of 4 terraced dwellings the Inspector accepted the principle of development in this location and noted that ‘there are a few terraces in the area and dwellings incorporating contemporary design elements.’ However, it was considered that the previous scheme by reason of form, massing and detailing would not complement or be sympathetic to the character of the surrounding area or add to its overall quality’.
6. The current application seeks to overcome the Inspector’s reason for refusal in respect of the form, massing and detailing which were deemed to ‘not complement or be sympathetic to the character of the surrounding area or add to its overall quality’. The scheme as submitted has reduced the depth and footprint of the dwellings to respect and complement the neighbouring development at White Hill Close. It proposes a small-scale development of terraced dwellings set in a staggered arrangement, using slate roof and red brick materials which would complement the character and grain of development in the locality. The application would not result in harm to the neighbouring amenities, would provide adequate amenity for future occupiers and also responds to the TPO locations and ensures that trees are retained in line with the submitted updated Arboricultural Report.
7. Consequently, it is considered that the proposal would accord with the requirements of the NPPF and with the policies contained in the Development Plan. Accordingly, it is recommended that permission is granted subject to conditions as outlined.

Site Description

8. The application site is located to the rear of Sandiford House to the west of Stanstead Road, within the urban area of Caterham. The site is within an established residential area that has a mix of building type and design. The rear boundary adjoins the playing fields of Caterham School.
9. To the front of the site is Sandiford House which is a four-storey building with parking and turning space and access at either side leading to the shared grounds. Land levels slope gently from the front at the south-east to the rear at the north-west of the plot. A number of mature trees are located within the site and adjoining the southern boundary to the front and rear of the existing building.

Relevant History and Key Issues

10. The site has a detailed history, the most relevant cases are: TA/2019/82 for the erection of a terrace of 4 dwellinghouses with associated parking and amenity space and installation of lift shaft and associated refurbishment works to existing frontage building (amended plans). Refused at Committee on the 28th June 2019. Split decision issued at Appeal, refusing the dwellinghouses and permitting the lift shaft and refurbishment on the 24th February 2020.
11. Also, TA/93/446 for a two-storey rear extension and conversion of enlarged property to provide self-contained sheltered accommodation comprising 12x 1 bedroom flats, 2 bedsits and 2 x 2 bedroom flats together with associated parking. Permitted 27th July 1993.
12. Along the southern boundary a development of 13 units including 10 units to the rear of the frontage was permitted under TA/2010/153 on 3rd June 2010. This followed on from an earlier permission under TA/2006/1460 for 13 flats and 11 dwellings allowed at Appeal.
13. The key issues are the principal of development and if the current scheme has overcome the reasons for refusal and dismissed Appeal, housing provision, impact on character and appearance, residential amenity, highway safety, parking provision, renewable energy, landscaping and biodiversity.

Proposal

14. The proposal seeks planning permission for the erection of four, 3-bedroom terraced dwellings to the rear of Sandiford house, together with the car parking and amenity space. The development would also include site wide landscaping including communal garden for existing residents and retention/improvement of existing parking. The terrace of dwellings would be two storeys with accommodation in the roof space; each dwelling would have 3 bedrooms and private amenity space to the rear. The eaves height would be approximately 5.9 metres with the ridge height approximately 8.6m; the building would be set in from the site boundaries by approximately 3.3m to the south and 3.3m to the north.
15. There would be 10 car parking spaces between the new dwellings and the retained garden of Sandiford House, refuse store within the parking area and refuse collection stores forward of Sandiford house. Each dwelling would have a 2 space cycle store within its curtilage.
16. The communal garden would be located adjacent to the cycle store and bin store and to the rear of Sandiford House. It would be designed with planting

interspersed with benches for seating and relaxation. The communal garden would include comprise a formalised garden with vegetable patches a potting shed and greenhouse. It would be accessed via the footpath and patio. A 1.8m timber fence would provide a privacy screen to the south.

Development Plan Policy

17. Tandridge District Core Strategy 2008– Policies CSP1, CSP2, CSP7, CSP12, CSP14, CSP15, CSP17, CSP18, CSP19
18. Tandridge Local Plan Part 2 Local Plan: Part 2 – Detailed Policies 2014 – Policies DP1, DP5, DP7, DP8, DP9, DP19, DP20, DP21, DP22
19. Caterham Chaldon and Whyteleafe Neighbourhood Development Plan 2021
20. Woldingham Neighbourhood Development Plan 2016 – not applicable
21. Limpsfield Neighbourhood Development Plan 2019 – not applicable
22. Emerging Tandridge Local Plan 2033 - Policies TLP01, TLP02, TLP06, TLP17, TLP18, TLP19, TLP35, TLP37, TLP45, TLP47, TLP48, TLP49, TLP50, HSG05

Supplementary Planning Documents (SPDs), Supplementary Planning Guidance (SPGs) and non-statutory guidance

23. Tandridge parking standards SPD (2012)
24. Tandridge Trees and Soft Landscaping SPD (2017)

National Advice

25. National Planning Policy Framework (NPPF) (2021)
26. Planning Practice Guidance (PPG)

Statutory Consultation Responses

27. County Highway Authority – Initial comments sought to establish if the dropped kerb would be used as an entrance and exit access or an entrance and that signage would be required. Further comments were in respect of the access and if simultaneous access it should be widened. The CHA also requested details for turning overlays for refuse vehicle tracking.
28. Following further information supplied regarding 2-way vehicle crossover to the south and refuse vehicle tracking.
29. County Highway Authority Final summarised comments - The County Highway Authority has assessed the proposal in terms of highway safety, capacity and policy. No objections were raised conditions recommended in the event of permission being granted to include signage for the entrance, widening of the access to Stanstead Road to 4.8m, parking to be laid out in the site for vehicles to leave in forward gear, dwellings to have fast charging socket, dwellings to have secure parking of 8 bicycles to be retained thereafter, construction transport management plan to be imposed.

30. Caterham on the Hill Parish Council – Refer to Local Plan policy CSP19 regard general density of 30-55 dwellings per hectare within the built-up areas, unless the design solution would conflict with the character and distinctiveness of the area. A closer perspective is given by the TDC Urban Capacity Study. Site directly adjoins the Green Belt and is within the Harestone Valley Special Residential Character Area. Consistent with that, it falls within UCS Density Character Area 5 (low density) with a recommended density of 15 dwellings per hectare. The proposal is for 20 dph. The TDC Strategy Team has commented that in line with NPPF a balance needs to be struck between optimising density whilst ensuring that the character and appearance of the area is not harmed.
31. Previous Appeal decision for a similar terrace of four houses (2019/82). In this the Inspector commented re the bulk, massing and appearance and noted. The dwellings would be a prominent and dominant feature at the end of the existing row of development, having a confused poorly proportioned appearance, detracting from the relatively green and spacious character of the area and at odds with the traditional form of housing adjacent. The form, massing and detailing would not complement or be sympathetic to the character of the surrounding area or add to its overall quality.
32. In dismissing the Appeal, the Inspector concluded that the proposed dwellings would result in significant harm to the character and appearance of the area contrary to Local Plan policies CSP18 and DP7 both of which require high quality design that reflects, respects and contributes to the distinctive character and appearance of the area and local context. Furthermore, they would conflict with the policies of the National Planning Policy Framework which also place great emphasis on the importance of high-quality design.
33. Therefore, in the light of the Inspector's comments the Parish Council would expect to see fundamental changes in design concept to achieve a much better quality and to conserve and enhance the distinctive character and appearance of the area rather than harming it.
34. Since the Appeal decision the Caterham, Chaldon and Whyteleafe Neighbourhood Plan has been adopted by the District Council and full weight may now be given to its policies in planning decisions. The stated purpose of policy CCW4 is to conserve and enhance our distinctive local character and heritage so that its significance may be better appreciated. Similarly, the purpose of policy CCW5 is to ensure that new development reflects the character of the neighbourhood area as described in the CCWNP Design Guidelines 2018. The design of residential properties should demonstrate that they look and feel like local properties.
35. The design guidance also highlights the green and wooded nature and mature garden planting of the Special Residential Character Area. The arboricultural report indicates that the site contains 20 trees and 9 hedges of which 18 trees and 5 hedges would be removed. The root protection areas of two large TPO trees would also be affected by the access road.
36. The small size of the proposed tree replacements means that they will not reach even an equivalent biodiversity and climate benefit for decades. The development would create a net environmental loss. The government policy objective however is quite clear: to create net environmental gain. In order to achieve this the Woodland Trust suggests 3 new plantings for every 1 lost. That would mean replanting with 54 new trees and 15 hedges. Clearly that is not possible on site,

so the only alternative is compensatory replanting off site e.g., in the neighbouring Queens Park. The District Council has recently made a commitment to adopt this principle for its own social housing and other applicants must now do the same, as a local response to the climate crisis that is already impacting us here in Caterham.

37. Both the Harestone Valley Design Guidelines Supplementary Planning Document (Stanstead Road Area B) and the Neighbourhood Plan Design Guidelines (Character Area 07) make clear that development should be in keeping with the historic care used in architectural detailing and employ a sympathetic pallet of materials typical of the vernacular seen in the area. Those buildings are typified by traditional Victorian and Arts and Crafts materials such as brick, tile hanging, clay roof tiles and sash windows. There is a fine example next to the site from which design cues could have been reinterpreted for a modern building.
38. Instead, the flat mansard roofs, front elevation brickwork, lack of detailing and office style windows and doors imitate the 1960s flats, generally regarded as visually intrusive and of no architectural merit. There is no integration with the architecture of the Special Residential Character Area or the adjoining housing of White Hill Close. Although the massing of the housing has been reduced there has been little attempt to address the Inspector's trenchant comments. Comparing the Design and Access Statement illustrations for the two schemes it is hard to tell the difference. The design brief is the same. The comparative examples of finished schemes elsewhere are all from London. A generic corporate design is being applied to Caterham with little regard to local distinctiveness. The DAS has managed to find some examples of poor design and materials locally to compare with, but the Parish Council and Neighbourhood Plan Steering Group are trying hard to drive design quality up. We ask the District Council to support that initiative.
39. The Parish Council would have been pleased to work positively with the applicant to achieve a more acceptable outcome but had no prior involvement until an application arrived. That is contrary to NPPF. Para 132 indicates that applicants should work closely with those affected by their proposals to evolve designs that take account of the views of the community. Applications that can demonstrate early, proactive and effective engagement with the community should be looked upon more favourably than those that cannot. NPPF clearly indicates that the extent of engagement is a material planning consideration that can be used in decision making. Therefore, request that the District Council to follow best modern practice by applying Para 132 for the first time".

TDC advice

40. Chief Community Services Officer (Refuse and recycling) – comments on previous scheme noted maximum drag distance was 10m for the bins and 15m for smaller bins. Should applicant wish to keep bin store in the location, swept path data would need to be supplied in order to demonstrate that standard waste collection vehicle can get to maximum distance of 10m from the bin store. Therefore if vehicles are expected on site all road surfaces are suitable for up to 26 tonnes gross weight and all drain covers manholes etc., suitable for 18.5 tonnes axle loads. Path from bin store needs to be 2m minimum, residents not to carry waste over 30m. Doors to bin store to fold flat or path enlarged.
41. Third Party Comments

Amenity + privacy

- Loss of communal garden fish pond and communal allotment for residents of Sandiford House
- No safe access to garden for residents
- Loss of quality of life
- Loss of light and overshadowing to Sandiford House and White Hill Close
- Overlooking and loss of privacy – conservatory would be overlooked
- Overlooking + loss of privacy resulting from loss of trees
- Noise and disturbance resulting from new dwellings
- Loss of light/ right to light
- Mental wellbeing affected with loss of outdoor space
- Disturbance from vehicles using access at all times of day and night and passing close to residential windows

Character ecology and trees

- Harm to/Loss of 18 trees plus hedges and shrubs
- Concern regarding loss of trees to rear of site
- Loss of habitat
- Building too large and out of character
- Unnecessary CR3 postcode has already taken more than fair share of development
- Design unsympathetic – White Hill Close provided well-proportioned houses with ample gardens
- Development subdivides garden land below prevailing curtilage size in area
- Not close to regular public transport or local town/village
- Density of building too close to flats
- Little difference from previous scheme

Highway/access/parking

- Lack of Parking/loading/turning
- Access to houses would be 2.4m wide - very tight
- Highway safety for disabled residents at Sandiford House
- Substantial Increase in traffic also for vulnerable to negotiate
- Total people movements quoted in document unrealistic as Caterham on the Hill is remote from town centre
- Stanstead Road is main thoroughfare and route for Schools

Other matters

- Pollution and noise from vehicles entering and exiting site
- Drainage issues resulting from extensive developments in Stanstead Rd
- Flooding in White Hill Close which has similar gradient
- Risk of flooding from extent of hard surface for development
- Dust and disruption from construction
- Obvious that scheme lacks support + therefore request that the applicant stops submitting applications

During consultation on this application, a representation was received alleging that the Council's consultation process in notifying residents of Sandiford House of the application amounted to disability discrimination. The concern raised was that these residents would be unable to properly respond to a letter of notification because of their disability. This concern was addressed by requesting the applicant to ensure all residents were spoken to and the details of the application discussed with them. The agent for the applicant subsequently confirmed that this had been done.

Assessment

Principle of development and recent Appeal decision

42. As noted earlier in the report, the previous application TA/2019/82 received a split decision, to permit the development/upgrading to Sandiford House however the development of the 4 dwellings to the rear of Sandiford House was refused.
43. In summing up the planning balance, the Inspector did not object to the principle of development in respect of the terrace of dwellings noting that 'in principle, such features would not be out of character with the area. The density and plot sizes of the proposed dwellings would also be largely consistent with the smaller of those in White Hill Close and as such would not be inappropriate in this context'.
44. However, it was the form, massing and detailing that were deemed to 'not complement or be sympathetic to the character of the surrounding area', nor were the dwellings considered 'to add to its overall quality'.
45. Therefore regarding the principle of development and given that the Appeal decision is recent – dated 4th February 2020 and although the Caterham, Chaldon and Whyteleafe Neighbourhood Development Plan (CCW NDP) has subsequently been adopted in 2021 that the Appeal decision carries significant weight. The other material considerations including the amended design and scale are assessed below in the report.
46. In terms of Local Development Plan policies, CSP1 of the Tandridge District Core Strategy 2008 states that, in order to promote sustainable patterns of travel and make the best use of previously developed land, development will take place within the existing built up area of the District (the Category 1 settlements which includes Caterham) and be located where there is a choice of mode of transport available and where the distance to travel to services is minimised. Policy DP1 of the Tandridge District Local Plan Part 2: Detailed Policies 2014 outlines that when considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development as contained in the NPPF.
47. Given that the site is within a Category 1 settlement, Caterham, it is therefore considered a sustainable location where development is to be encouraged. It is considered that the site is also within a reasonable distance of local shops and services, with public transport links and accessible to Caterham Valley which has a mainline train station. Given the above it is considered that there is no in principle objection to this location of development in respect of Policy CSP1 of the Core Strategy 2008 and Policy DP1 of the Local Plan Part 2: Detailed Policies 2014.

Density and Housing Mix

48. Policy CSP19 of the Core Strategy sets out that for new development within built-up areas schemes within the range of 30 to 55 dpha will be expected unless the design solution for such a density would be in conflict with the local character and distinctiveness of an area where a lower density would instead be more appropriate.
49. The total application site has an area of 0.22ha although this includes Sandiford House which provides Class C2 assisted living accommodation and has 14 flats. The proposed development to the rear would have 4 units and, excluding the

retained grounds of Sandiford House and section of driveway parallel to it, would have a residential density of approximately 40dph which sits comfortably within the range of Policy CSP19.

50. As a four-unit scheme, the proposal does not meet the threshold of five units in Policy CSP7 of the Core Strategy where the Council will require an appropriate mix of dwelling sizes as set out in Housing Need Surveys and Strategic Housing Market Assessments.
51. The CCW NDP policy states that 'Development proposals for housing prepared to optimise housing delivery in accordance with the guidance in the Urban Capacity Study (2017) and in accordance with Policies CCW4 and CCW5 of this neighbourhood plan will be supported' However, as with the previous scheme it is also important to highlight that since the adoption of the Core Strategy, national planning guidance has changed with the removal of housing densities and greater focus on character considerations, assessed below.
52. The site is within a well-established residential area where the development as proposed would integrate with the surroundings appropriately.

Character and Appearance

53. Inter alia the NPPF paragraph 130 sets out that planning policies and decisions should ensure that developments 'will function well and add to the overall quality of the area' are visually attractive as a result of good architecture, layout and appropriate and effective landscaping'. In regards to the grain of development it sets out 'not preventing or discouraging appropriate innovation or change (such as increased densities). It continues in paragraph 134 to state 'development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design'.
54. At local level, Policy CSP18 of the Core Strategy requires that new development should be of a high standard of design that must reflect and respect the character, setting and local context, including those features that contribute to local distinctiveness. Development must also have regard to the topography of the site, important trees or groups of trees and other important features that need to be retained.
55. Policy DP7 of the Local Plan Part 2: Detailed Policies requires development to, inter alia, respect and contribute to the distinctive character, appearance and amenity of the area in which it is located, have a complementary building design and not result in overdevelopment or unacceptable intensification by reason of scale, form, bulk, height, spacing, density and design.
56. Policy DP8 of the Local Plan relates to residential garden land development proposals including for complete redevelopment, in areas of the District including Caterham. In summary, these will be permitted where they are appropriate to the surrounding area in terms of land use, size and scale, maintains or enhances the character and appearance of the area and reflecting the variety of local dwelling types, do not involve inappropriate sub-division of curtilages to a size below that prevailing in the area and taking account of the need to retain/enhance mature landscapes, presents a frontage in keeping with the existing streetscene and does not result in the loss of biodiversity.
57. Policy DP9 of the Local Plan relates to gates walls and other means of enclosure, in summary this states that permission is granted where the development would

not result in the enclosure of incidental landscaped garden areas or open plan gardens which contribute to the character of a residential area and in rural areas harsh incongruous features are unlikely to be permitted, further that areas covered by SPD or Village Design statement should conform to the guidelines and principles set out.

58. The CCW NDP policy CCW4 affirms that 'All development should be designed to a high quality and reinforce and enhance local character, heritage assets and the rural setting of the area. The density of development should create a character that is appropriate to the site's context, including the landscape in which it is set, whilst making best use of the land available. Lower density housing should be located towards the outer edges of the settlement where it abuts open countryside, to maintain views from and into the individual settlement'.
59. However, in contrast to the comments received from the Parish Council, the development has been amended to address concerns raised by the Planning Inspector, the depth and massing has been reduced in order to complement the adjoining development at White Hill Close - cited by the applicant as a comparison. Given the design amendment it is considered that the development would accord with the above NDP policy and that the 2 storey dwellings would reflect the defined local character and vernacular of the area and not have a significantly detrimental impact on local views as set out in CCW10.
60. Concerning CCW NDP policy CCW5, inter alia this sets out that the proposal would 'integrate well with their surroundings and meet the needs of residents and minimise the impact on the local environment will be supported where they demonstrate a high quality of design', in summary it sets out that it would include the principles for design for life, incorporating high quality design, minimising likelihood of crime, providing off road parking, SuDS and ensuring service and maintenance areas are accessible.
61. In consideration of the above, the form of the dwellings would be of a mews design, and would be of high quality, thereby according with the requirements of the NPPF. The materials would utilise slate roofs and red brick walls and would enhance the quality of the built form and blend with the locality. With regards to visibility from the main highway and as noted by the Inspector and as evident from the site visit and previous officer report the terraced dwellings would not be visible from the main highway, however, would be visible from the adjoining neighbouring properties at White Hill Close. The dwellings would have a good separation between the building and its side boundaries and the rear gardens of the dwellings thereby ensuring that they dwellings would not dominate the adjoining playing fields.
62. Regarding access to services, the bin stores to the front of the site, serving the front and rear development, would be modest and set back from the site frontage such that they are not dominant. In respect of access, the vehicular access from the front to the rear of the site would run adjacent to the southern boundary and flank of Sandiford House and its use would not appear out of keeping especially as driveways elsewhere lead to development at the rear of sites.
63. Regarding the sub-division of the site and dwelling curtilages of the new units, as the Appeal Inspector accepted, these would reflect the adjoining development of White Hill Close and the wider residential locality where there is variation in plot sizes and layout.

64. Considering the layout, landscaping and planting, the site is large and would retain good circulation areas, allowing for movement around and access to both for the private and communal areas. On the north side of Sandiford House, a pedestrian access would be retained, allowing access to the communal patio and garden area via a gate. It would also allow access to the dwellings and car park area.
65. In terms of meeting the needs of residents, the new communal garden is depicted as being 184m², forming a square shape, it would be located adjacent to the rear of Sandiford House and linked to the patio. The communal area would remain a shared but private space, for the residents of Sandiford House. It would remain laid to lawn with benches and a timber clad potting shed and greenhouse with vegetable patch planters, also small trees and hedges. The southern flank would be bounded by a mixture of a 1.8m high fence to enclose the communal area and a south facing gate to access the footpath.
66. Adjacent to the footpath on the north boundary the evergreen hedging would be retained and new trees are shown on the plans on the north boundary and rear/west boundary of the dwellings. From the rear of Sandiford House and along the southern flank the driveway and parking areas are shown as grass paving.
67. Given the above it is considered that the small-scale development of terraced dwellings would not have a significantly detrimental impact on local views as set out in CCW10, moreover, the site is not adjacent to a heritage asset and therefore would not result in an adverse impact on heritage assets.
68. Therefore, it is considered that the development would accord with the requirements of good design in the NPPF, and would meet the criteria set out in Local Development Plan policies CSP18 and DP7 and the above NDP policies CCW4 and CCW5 and that the 2 storey dwellings and landscaping would reflect the defined local character and vernacular of the area.

Residential Amenity

69. Policy CSP18 of the Core Strategy advises that development must not significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking, overshadowing, visual intrusion, noise, traffic and any other adverse effect. Policy DP7 of the Local Plan: Part 2 has the same objectives of protecting neighbouring amenity embodied in criteria 6-9. The policy contains minimum distance relating to new development and existing properties of 14m between principal windows of existing dwellings and the walls of new buildings without windows and 22m where habitable rooms of properties would be in direct alignment.
70. The nearest neighbours to the proposed development are those within Sandiford House, to the north at No.38 Stanstead Road and to the south in White Hill Close. Those opposite the site are sufficiently removed that it is not considered the development would have an impact on their amenities.
71. Neighbouring properties in direct alignment would be those on the application site; the flats of Sandiford House and the four new properties as proposed. The separation between these buildings would be 33 metres which exceeds the recommended 22 metres as set out in Policy DP7 of the Local Plan. The front elevations of the new units would be approximately 17 metres from the communal garden of Sandiford House. This is considered a satisfactory separation, taking into consideration the lower ground level of the proposed houses.

72. Moreover, the communal area in the garden of Sandiford House would have additional planting and a fence on the flank boundary to further enhance mutual privacy. The use of the driveway along the southern side of the site would pass by units within Sandiford House, though the level of activity would not be excessive given the small nature of the development.
73. Regarding properties adjoining the site, those closest to the new residential development are to the south at White Hill Close. This comprises the frontage flatted building and single dwellings at the rear. The proposed dwellings and these existing neighbouring properties would not be in direct alignment and there would be no loss of privacy. The use of the driveway would generate additional activity on the site but, as above, the scale of the proposal would be small and with the driveway angling into the site at the rear of Sandiford House, vehicular activity in particular would be directed away from properties and gardens of White Hill Close.
74. The proposed units would be removed from the side boundaries by over 3 metres; the scale of the building would be fairly modest at eaves and ridge heights. Whilst the development would be visible to neighbours, due to its well-considered design and scale, it would not have an overpowering or overbearing effect on adjoining land. Views from the front and rear elevations of the new dwellings would be oblique and reflect the established arrangement of buildings to the south, including their present relationship with the application site.
75. Consequently, it is considered that the proposal would not result in significant harm to the amenities or privacy of existing properties.
76. In regard to the amenity and privacy it is considered that the development would not harm the amenities or privacy of existing properties and would provide a satisfactory living environment for future occupants of the development, in accordance with Policy CSP18 of the Core Strategy 2008 and Policy DP7 of the Local Plan 2014.

Trees and Landscaping

77. Policy CSP18 of the Core Strategy requires that development must have regard to the topography of the site, important trees and groups of trees and other important features that need to be retained. Criterion 13 of Local Plan Policy DP7 requires that where trees are present on a proposed development site, a landscaping scheme should be submitted alongside the planning application which makes provision for the retention of existing trees that are important by their significance within the local landscape.
78. The 'Trees and Soft Landscaping SPD' (2017) seeks to ensure that trees are adequately considered throughout the development process and are not peripheral to development but must be fully incorporated into the design.
79. The revisions made previously to the scheme have been in response to matters including the potential impact on protected trees on the site. The Council's Tree Specialist has reviewed the revised layout and associated arboricultural details and is satisfied that sufficient information is provided to demonstrate that the development can proceed without significant harm to these trees. No objection is raised subject to conditions requiring a detailed landscaping scheme, compliance condition relating to the submitted arboricultural details, and a further detailed arboricultural method statement, additional tree planting to the rear boundary

80. Comments have been received in relation to the number of trees/planting to be removed to accommodate the development. A like-for-like re-planting scheme is not necessarily the best approach in terms of plant types or amount. However, it is evident that the site can accommodate new planting to enhance the visual appearance of the site and contribute to green infrastructure and this can be secured through a landscaping condition. On this basis, there would be negligible impact on trees and no conflict in this regard to Policy CSP18 of the Core Strategy, Policy DP7 of the Local Plan and the referenced SPD.

Biodiversity

81. The NPPF, paragraph 170 states that 'planning policies and decisions should contribute to and enhance the natural and local environment by: minimising impact on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future prospects' Inter alia paragraph 175 affirms 'opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially when this can secure measurable net gains for biodiversity'.

82. Similarly, Policy CSP17 of the Core Strategy requires development proposals to protect biodiversity and provide for the maintenance, enhancement, restoration and, if possible, expansion of biodiversity, by aiming to restore or create suitable semi-natural habitats and ecological networks to sustain wildlife in accordance with the aims of the Surrey Biodiversity Action Plan.

83. Policy DP19 of the Local Plan Part 2: Detailed Policies advises that planning permission for development directly or indirectly affecting protected or Priority species will only be permitted where it can be demonstrated that the species involved will not be harmed or appropriate mitigation measures can be put in place.

84. The proposal is located in the rear of the plot, on garden land of the existing assisted living accommodation. There would be no demolition of any substantial buildings or direct impact on wildlife or biodiversity and, as such, no objection is raised in this regard.

Renewable Energy

85. The NPPF paragraph 158 affirms that 'when determining planning applications for renewable and low carbon development, local planning authorities should 'not require applicants to demonstrate the overall need for renewable or low carbon energy, and recognise that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions; it continues adding ' approve the application if its impacts are (or can be made) acceptable.'

86. Policy CSP14 of the Core Strategy requires new development of 1-9 residential units to achieve a minimum 10% saving in CO₂ emissions through the provision of renewable energy technologies. The development falls within this criteria.

87. Sustainability information has been submitted with the application and a commitment to adopt sustainable methods of construction. A Renewable Energy Assessment has not been submitted though it is considered that the development could incorporate on-site renewable energy, such as solar photo-voltaic panels; this information can be supplied through a planning condition.

Highway Safety and Parking Standards

88. The NPPF states in paragraph 111 that 'development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'
89. At local level, Policy CSP12 of the Core Strategy advises that new development proposals should have regard to adopted highway design standards and vehicle/other parking standards. Criterion 3 of Policy DP7 of the Local Plan also requires new development to have regard to adopted parking standards and Policy DP5 seeks to ensure that development does not impact highway safety.
90. Surrey County Highways have reviewed the proposal, initial clarification was sought and no objections were raised. Conditions as detailed earlier in the report were recommended, these include the secure bicycle storage, layout of the car park, signage for the access and widening of the access to the highway plus fast charging socket for each dwelling.
91. Parking is shown on the plans sited forward of the 4 x 3 bed dwellings, the parking of bicycles. The local adopted parking standards require 3 bedroom dwellings to have 2 parking spaces allocated plus one space unallocated. As the submission indicates, forward of the proposed dwellings would be a parking forecourt with 10 parking spaces for the new dwellings. As such, no objection is raised in this regard.
92. Each dwelling would have space for two cycles which complies with the adopted Parking Standards SPD. For the above reasons, the proposal is considered to provide sufficient parking space to serve the development and any potential impact on on-street parking would be limited and where although heavily used, there is considered to be capacity to absorb the shortfall. As such, no objection in parking provision and highway safety is raised subject to conditions.

Flood Risk and SuDS

93. The NPPF, paragraph 159 advises 'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future)''.
94. Policy DP21 of the Tandridge District Local Plan Part 2: Detailed Policies 2014 advises that proposals should seek to secure opportunities to reduce both the cause and impact of flooding. Development proposals within Flood Risk Zones 2 and 3 or on sites of 1 hectare or greater in zone 1 will only be permitted where, inter alia, the sequential test and, where appropriate, exception tests of the NPPF have been applied and passed and that it is demonstrated through a Flood Risk Assessment (FRA) that the proposal would, where practicable, reduce flood risk both to and from the development or at least be risk neutral.
95. The site lies in Flood Zone 1 where there is a low risk of flooding and is only partially within a 1 in 1000 EA Surface Water area. As such, the development is in an area deemed acceptable in flooding terms under the provisions of the NPPF and Policy DP21 of the Local Plan.
96. The submitted plans show that the driveway and parking areas would be permeable, of grasscrete, this would reduce the hard surfacing in the site and ensure that there is more ground area for surface run off, limiting hardsurfacing

and new soft planting, the details of which would be submitted and agreed pursuant to a planning condition.

97. Although there are noted flooding issues and concerns of this nature within the vicinity of the site and Caterham on the Hill, the site itself is not within an area at high risk of flooding. The submission is supported by a drainage strategy that would reduce runoff rates and volumes within porous substrate underlying the site and this strategy being sufficient attenuation in all events up to and including the 1 in 100 year incl. 40% allowance for climate change. This, alongside a comprehensive landscaping scheme that would be secured by condition, leads to the conclusion that the proposal would not increase the risk of flooding in the locality and no conflict with Policy DP21 of the Local Plan or the objectives of the NPPF are identified.

Other matters

98. The proposed works to Sandiford House are financially related to the development at the rear. However, as noted earlier in the report, the refurbishment to the Sandiford House flats was allowed at Appeal therefore this proposal has been assessed on its own merits and is considered to be in accordance with the development plan. Thus, the scheme is not one of enabling development that would usually be considered harmful, but is considered acceptable because the resulting benefits outweigh the harm

99. Various concerns have been raised in respect of the disruption from the construction of the development to the residents at Sandiford House and adjoining neighbours, as well as the limited width of the access to the rear of the site. The applicant has agreed to the condition requiring the submission of a Construction Management Plan as set by Surrey County Highways to ensure the works are carried out in a satisfactory manner to limit disruption.

Conclusion

100. In conclusion, the site is located in an urban area where there is no objection in principle to new development. The dwellings would have a high design standard and would have sufficient off-street parking for cars and cycles. Landscaping and renewable energy detail would be secured through condition and the impact on protected trees would not be harmful. With sustainable drainage measures, the site would not increase flood risk or surface water issues.

101. Sandiford House would retain a sufficient level of outdoor amenity space.

102. No other objections are raised and, as such, it is recommended that permission be granted subject to conditions.

103. This development is CIL liable.

104. In addition to CIL the development proposed will attract New Homes Bonus payments and as set out in Section 70 of the Town and Country Planning Act (as amended by Section 143 of the Localism Act) these are local financial considerations which must be taken into account, as far as they are material to the application, in reaching a decision. It has been concluded that the proposal accords with the Development Plan and whilst the implementation and completion of the development will result in a local financial benefit this is not a matter that needs to be given significant weight in the determination of this application.

105. The recommendation is made in light of the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance (PPG). It is considered that in respect of the assessment of this application significant weight has been given to policies within the Council's Core Strategy 2008 and the Tandridge Local Plan: Part 2 – Detailed Policies 2014 in accordance with paragraph 213 of the NPPF. Due regard as a material consideration has been given to the NPPF and PPG in reaching this recommendation.
106. All other material considerations, including third party comments have been considered but none are considered sufficient to change the recommendation.

RECOMMENDATION: PERMIT subject to the following conditions

1. The development hereby permitted shall start not later than the expiration of 3 years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

2. This decision refers to drawings numbered 934-GE03-P5, 934-GE04-P5, 934-GS01-P5, 934-GS02-P3, 934-GA00-P5, 934-GA01-P5, 934-GA02-P5, 934-GA03-P5, 934-GE05-P5, 934-GE06-P5, 934-LA01-P4, 934-S04-P3, , received on and red-edged site plan 934-SBP-P4 received on 23rd August 2021. The development shall be carried out in accordance with these approved drawings. There shall be no variations from these approved drawings.

Reason: To ensure that the scheme proceeds as set out in the planning application and therefore remains in accordance with the Development Plan.

3. Prior to the commencement of the construction of the dwellings details of surface water drainage works shall be submitted to and approved in writing by the Local Planning Authority. Before these details are submitted an assessment shall be carried out of the potential for disposing of surface water by means of a sustainable drainage system and the results of the assessment provided to the local planning authority. Where a sustainable drainage scheme is to be provided the submitted details shall:

- provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- include a timetable for its implementation; and
- provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime. Prior to the occupation of the buildings hereby approved the surface water drainage works shall be carried out and the sustainable drainage system shall thereafter be managed and maintained in accordance with the agreed management and maintenance plan.

Reason: To ensure satisfactory provision for drainage within the site, in accordance with Policy CSP15 of the Tandridge District Core Strategy 2008 and Policy DP22 of the Tandridge Local Plan: Part 2 Detailed Policies 2014.

4. No development shall start until full details of both hard and soft landscape works have been submitted to and approved in writing by the District Planning Authority and these works shall be carried out as approved. These details shall include:

- proposed finished levels or contours
- means of enclosure
- car parking layouts
- other vehicle and pedestrian access and circulation areas
- hard surfacing materials
- minor artefacts and structures (eg. furniture, play equipment, refuse or other storage units, signs, lighting etc.).

Details of soft landscape works shall include all proposed and retained trees, hedges and shrubs; ground preparation, planting specifications and ongoing maintenance, together with details of areas to be grass seeded or turfed. Planting schedules shall include details of species, plant sizes and proposed numbers/densities.

All new planting, seeding or turfing comprised in the approved details of landscaping shall be carried out in the first planting and seeding season following the completion or occupation of any part of the development (whichever is the sooner) or otherwise in accordance with a programme to be agreed. Any trees or plants (including those retained as part of the development) which within a period of 5 years from the completion of the development die, are removed, or, in the opinion of the District Planning Authority, become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species, unless the District Planning Authority gives written consent to any variation. The hard landscape works shall be carried out prior to the occupation of the development.

Reason: To maintain and enhance the visual amenities of the development in accordance with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 and DP8 of the Tandridge Local Plan: Part 2 – Detailed Policies 2014.

5. No development shall start until details of the materials to be used in the construction of the external surfaces of the building/extension hereby permitted have been submitted to and approved in writing by the District Planning Authority. The development shall be carried out in accordance with these approved details.

Reason: To enable the District Planning Authority to exercise control over the type and colour of materials, so as to enhance the development and to ensure that the new works harmonise with the existing building in accordance with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 of the Tandridge Local Plan Part 2: Detailed Policies 2014.

6. No development shall start until details demonstrating how the development would satisfy the 10% reduction of carbon emissions through renewable resources have been submitted to and approved in writing by the District Planning Authority. The renewable energy provision shall thereafter be implemented and retained in accordance with the approved details.

Reason: To ensure on-site renewable energy provision to enable the development to actively contribute to the reduction of carbon dioxide emissions in accordance with Policy CSP14 of the Tandridge District Core Strategy 2008.

7. Prior to the commencement of the development hereby approved (including all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a detailed arboricultural method statement (AMS) and tree protection plan(s) (TPP) shall be submitted to and approved in writing by the District Planning Authority.

Specific issues to be dealt with in the TPP and AMS:

- a) Location and installation of services/ utilities/ drainage.
- b) Details of construction within the RPA or that may impact on the retained trees.
- c) a full specification for the installation of boundary treatment works.
- d) a full specification for the construction of any roads, parking areas and driveways, including full site specific details of the no-dig specification including edge restraint and extent of the areas of the roads. Details shall include relevant sections through them.
- e) Detailed levels and cross-sections to show that the raised levels of surfacing, where the installation of no-dig surfacing within Root Protection Areas is proposed, demonstrating that they can be accommodated where they meet with any adjacent building damp proof courses.
- f) A specification for protective fencing to safeguard trees during both demolition and construction phases and a plan indicating the alignment of the protective fencing.
- g) a specification for scaffolding and ground protection within tree protection zones.
- h) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- i) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- j) Boundary treatments within the RPA
- k) Arboricultural supervision and inspection by a suitably qualified tree specialist
- l) Reporting of inspection and supervision. A final report to be provided within 2 months of the completion of the development, or prior to first occupation of the houses, whichever is the sooner.

Reason: To prevent damage to trees in the interest of the visual amenities of the area in accordance with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 of the Tandridge Local Plan: Part 2 Detailed Policies 2014.

8. No demolition or building operations shall start until tree the protection measures detailed within the approved Tree Protection Plan (reference) and Arboricultural Method Statement have been implemented. Thereafter these measures shall be retained and any specified staging of works strictly adhered to throughout the course of development, and shall not be varied without the written agreement of the District Planning Authority.

In any event, the following restrictions shall be strictly observed unless otherwise agreed by the District Planning Authority:

- a) No bonfires shall take place within the root protection area (RPA) or within a position where heat could affect foliage or branches.
- b) No further trenches, drains or service runs shall be sited within the RPA of any retained trees.
- c) No further changes in ground levels or excavations shall take place within the RPA of any retained trees.

Reason: To prevent damage to trees in the interest of the visual amenities of the area in accordance with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 of the Tandridge Local Plan: Part 2 – Detailed Policies 2014.

9. Before the development hereby approved is occupied the sewage/drainage works shall be completed in accordance with the approved plans and particulars.

Reason: To ensure satisfactory provision for drainage within the site, in accordance and Policy CSP15 of the Tandridge District Core Strategy 2008.

10. 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 for vehicles/cycles 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 used and retained exclusively for its designated purpose, retained and maintained for the designated purpose.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users, and to ensure that parking is provided and maintained in accordance with the Council's adopted standards, in accordance with Policy CSP12 of the Tandridge District Core Strategy 2008 and Policies DP5 and DP7 of the Tandridge Local Plan: Part 2 - Detailed Policies 2014.

11. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no form of enlargement of the dwellings hereby permitted shall be carried out without the express permission of the District Planning Authority.

Reason: To control further development of the site in the interests of the character of the area and amenities of nearby properties, in accordance with Policy CSP18 of the Tandridge District Core

12. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, sheds, greenhouses or other ancillary domestic outbuildings shall be erected without the express permission of the District Planning Authority.

Reason: To control further development of the site in the interests of the character of the area and amenities of nearby properties in accordance with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 of the Tandridge Local Plan: Part 2.

13. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no windows/dormer windows shall be inserted into the roof of the dwelling hereby permitted apart from those expressly authorised as part of this permission.

Reason: To protect the amenities and privacy of occupiers of adjoining properties in accordance with Policy CSP18 of the Tandridge District Core Strategy 2008 and Policy DP7 of the Tandridge Local Plan: Part 2 – Detailed Policies 2014.

14. No part of the development shall be first occupied unless and until the proposed vehicular access to Stanstead Road has been constructed and provided with appropriate signage to clearly show that the access is for entrance only in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority.

Reason: The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are required in recognition of Section 9 Promoting Sustainable Transport' in the NPPF 2021.

15. No part of the proposed development shall be first occupied unless and until the existing access to Stanstead Road is widened to 4.8 metres in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority.

Reason: The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are required in recognition of Section 9 Promoting Sustainable Transport' in the NPPF 2021.

16. The development hereby approved shall not be first occupied unless and until the following facilities have been provided in accordance with the application plans for the secure parking of 8 bicycles within the development site, and thereafter the said approved facilities shall be provided, retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition is required to meet the objectives of the NPPF 2021 and to satisfy CSP12 of the Core Strategy and policies

17. No development shall commence until a Construction Transport Management Plan, to include details of:

- 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) HGV deliveries and hours of operation
- f) measures to prevent the deposit of materials on the highway
- g) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- h) on-site turning for construction vehicles 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.

Reason: The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and are required in recognition of Section 9 'Promoting Sustainable Transport' in the NPPF 2021.

18. The development hereby approved shall not be occupied unless and until each of the proposed dwellings are provided with a fast charge socket (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: The condition is required in order that the development should not prejudice highway safety nor cause inconvenience to other highway users and/or are required in recognition of Section 9 "Promoting Sustainable Transport" in the National Planning Policy Framework 2018. These conditions are required to meet the objectives of the NPPF (2018), and to satisfy policy CSP12 of the Core Strategy DPDS (2008) and policy DP5 of the TLP Part 2: Detailed Policies (2014).

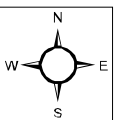
Informatives

1. Condition 2 refers to the drawings hereby approved. Non-material amendments can be made under the provisions of Section 96A of the Town and Country Planning Act 1990 and you should contact the case officer to discuss whether a proposed amendment is likely to be non-material. Minor material amendments will require an application to vary condition 2 of this permission. Such an application would be made under the provisions of Section 73 of the Town and Country Planning Act 1990. Major material amendments will require a new planning application. You should discuss whether your material amendment is minor or major with the case officer. Fees may be payable for non-material and material amendment requests. Details of the current fee can be found on the Council's web site.

2. The development permitted is subject to a Community Infrastructure Levy (CIL) liability for which a Liability Notice will be issued. It is important that you ensure that the requirements of the CIL Regulations are met to ensure that you avoid any unnecessary surcharges and that any relevant relief or exemption is applied.
3. 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-andlicences/vehicle-crossovers-or-dropped-kerbs
4. It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. <http://www.beama.org.uk/resourcelibrary/beama-guide-to-electric-vehicle-infrastructure.html> for guidance and further information on charging modes and connector types.
5. 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).
6. Section 59 of the Highways Act permits the highways Authority to charge developers for damage caused by excessive weight and movements of vehicles to and from a site. The highways Authority will pass on the cost of any excess repairs compared to normal maintenance costs to the applicant/organisations responsible for the damage.
7. The applicant is adv that as part of the detailed design of the highway works required by the above conditions, the County Highway Authority may require necessary accommodation works to street lights, road signs, road markings, highway drainage, surface covers, street trees, highway verges, highway surfaces, surface edge restraints and any other street furniture equipment.

The development has been assessed against Tandridge District Core Strategy 2008 Policies CSP1, CSP2, CSP7, CSP12, CSP14, CSP15, CSP17, CSP18, CSP19, Tandridge Local Plan: Part 2: Detailed Policies – Policies DP1, DP5, DP7, DP8, DP9, DP19, DP20, DP21, DP22 and material considerations, including third party representations. It has been concluded that the development, subject to the conditions imposed, would accord with the development plan and there are no other material considerations to justify a refusal of permission.

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ITEM 5.2

Application: 2021/1983

Location: Pendell Camp, Land off Merstham Road, Merstham, Surrey

Proposal: Use of land as a ten-pitch transit site for the Gypsy, Roma and Traveller (GRT) community, including the erection of amenity blocks and site manager's office, creation of a vehicular access, landscaping, parking

Ward: Bletchingley and Nutfield

Decision Level: Planning Committee (consultation response recommendation)

Constraints – Green Belt, AONB, AGLV, Gatwick Bird strike, Gatwick Safeguarding, Minerals Safeguarding (Silica sand and Soft sand), C Road, M23, EA_Risk Surface Water Flooding, 30, 100 and 1000, Source Protection Zone 3

RECOMMENDATION:

OBJECTION

Summary

1. The proposal relates to land owned by Surrey County Council (SCC) who are the applicant. Under Regulation 3 of The Town and Country Planning General Regulations 1992 (SI 1992/1492) *“an application for planning permission by an interested planning authority to develop any land of that authority or for development of any land by an interested planning authority or by an interested planning authority jointly with any other person, shall be determined by the authority concerned, unless the application is referred to the Secretary of State under section 77 of the 1990 Act for determination by him”*. Consents issued under Regulation 3 are for the benefit of the applicant only, unlike most other planning permissions which are usually for the benefit of the land in question.
2. Given that the land is owned by SCC and the interest in the development by SCC is significant, the formal decision will be made by them. However, Tandridge District Council are a consultee and this report provides a summary of matters to be considered locally. Consultations in the normal manner, such as SCC Highways and other statutory bodies, will be undertaken by SCC.
3. Permission is being sought for use of the land as a ten-pitch site for Gypsy, Roma and Traveller community with the erection of amenity blocks and a site manager's office, creation of vehicular access, landscaping, parking and refuse storage and associated works. The application sets out that the purpose of the proposal is *“to help address the complete absence of transit Gypsy, Roma and Traveller accommodation across the County”* (para.2.2, Planning Statement). If granted, the site would be the County's first transit site.
4. The proposal has been assessed in terms of Green Belt, AONB/AGLV landscape, visual impact and amenity grounds. It is considered that the proposal would constitute inappropriate development in the Green Belt and would result in significant harm to the local environment and an unsatisfactory living environment for future occupants. Whilst the argument that there is a need for such sites as a County priority is noted, it is not considered that this forms the very special circumstances required to clearly outweigh the identified harm. As such, this authority respectfully asks that Surrey County Council refuse planning permission for the proposal.

Site Description

5. The application site is served by Merstham Road and lies to the immediate east of the M23, separated by a landscaped buffer and situated within the ward of Bletchingley and Nutfield. The site adjoins the existing Pendell Camp traveller site.

Relevant History

6. Pendell Camp to the north was originally an army school established during the War. Permission was subsequently given for use by the Wycliffe Language Course subject to being returned to agriculture. The land was then purchased by the Ministry of Transport (Roads Construction Unit) for construction of the motorway and was used as a camp to accommodate motorway workers and their families. In 1979, the land was occupied unlawfully by about 20 gipsy families and on the northern section was a large building used by a local farmer for storage purposes. A temporary planning permission was originally granted in 1979 for use of the land to the north of the application site for 15 traveller pitches for a period of 15 years. A permanent planning permission for the retention of the traveller pitches was granted in December 1980. That use with a varying number of pitches has continued ever since.
7. On this application site, an application was lodged in 1983 under reference 83/193/331 for the erection of a 1.8-metre-high wooden screen fence and gates, and retention of footpath access to Merstham Road near the motorway embankment. By letter dated 7th April 1983, the applicant (Surrey County Council) was advised by the Council's Chief Planning Officer that no objection was raised to the proposal provided the fence be maintained in a satisfactory condition in accordance with plan no. CP83/22A.

Key Issues

8. The site is in the Green Belt, an Area of Outstanding Natural Beauty and an Area of Great Landscape Value. The key issues are whether the proposal would constitute inappropriate development in the Green Belt and, if so, whether very special circumstances exist which clearly outweigh the harm. The impact on the AONB, AGLV and character of the site and area will be considered. The location of the site adjacent to M23 requires that the residential amenities of future occupants of the site living in caravans should also be considered.
9. This is a consultation by Surrey County Council and therefore other key issues which would ordinarily be considered by the Local Planning Authority are to be assessed by SCC as the determining authority, such as highways, contamination, biodiversity and flooding.

Proposal

10. This is a consultation upon a Surrey County Council planning application (2021/0170) for the change of use of the site to a transit site for the Gypsy, Roma and Traveller (GRT) communities with associated works/development including the erection of amenity blocks and a site manager's office, creation of a vehicular office, landscaping and parking.
11. Specifically, the development referred to in the Planning Statement accompanying the application is:

- Site clearance, including preparatory groundworks and soil bund remediation (relating to providing the proposed site access from the existing Pendell Camp internal access road, and associated removal of existing fly tipped material);
- The construction of a new internal vehicular access road, linking into/ from the existing internal access road and its junction serving Pendell Camp to/ from Merstham Road;
- The construction of transit camp pitches (10no.) and associated works, comprising: 10 pitches for tourer/ caravan parking (with hook-ups); 5 single-storey double amenity blocks (providing kitchens and bathrooms); patio spaces; car and other vehicle parking spaces (including spaces for visitors and SCC Estates Management) and refuse storage;
- The construction of a manager's block for use in the day today management of the Proposed Development, with associated security features such as CCTV, ANPR and barrier gate with bollards; and
- The provision of areas of hardstanding for access and ancillary use, external amenity space and soft landscaping with biodiversity value (including new trees, supplementing existing hedgerows, and other new planting).

The is no reference in the Planning Statement description of development to the 3-metre-high screen bund along the boundary of the site with the M23 motorway which is identified as an essential requirement of the development in a noise report accompanying the application; this is referred to in the report below.

Development Plan Policy

12. Tandridge District Core Strategy 2008 – Policies CSP1, CSP9, CSP11, CSP12, CSP15, CSP17, CSP18, CSP19, CSP20, CSP21
13. Tandridge Local Plan: Part 2 – Detailed Policies 2014 – Policies DP1, DP5, DP7, DP9, DP10, DP13, DP19, DP21, DP22
14. Emerging Tandridge Local Plan 2033 – Policies TLP01, TLP02, TLP03, TLP10, TLP15, TLP16, TLP17, TLP18, TLP19, TLP30, TLP31, TLP32, TLP33, TLP34, TLP35, TLP37, TLP46, TLP47, TLP49, TLP50

Supplementary Planning Documents (SPDs), Supplementary Planning Guidance (SPGs) and non-statutory guidance

15. Tandridge Parking Standards SPD (2012)
16. Tandridge Trees and Soft Landscaping SPD (2017)
17. Surrey Design Guide (2002)

National Advice

18. National Planning Policy Framework (NPPF) (2021)
19. Planning Practice Guidance (PPG)
20. National Design Guide (2019)
21. Planning Policy for Traveller Sites (PPTS) 2015

Statutory Consultation Responses

22. Bletchingley Parish Council – strongly objects. Summary of main concerns (full consultation response available to view on the Council’s website):

1. Within the AONB and expansion will disrupt and harm countryside and wildlife. NPPF requires that Surrey and Tandridge District Council (TDC) investigate more appropriate locations. Query cost of proposal in light of SCC financial position at present and whether this is best use of taxpayer’s money.
2. Would like to understand what the committed budget is for annual operating costs of running such a site and who will be responsible. Concerns about condition of site and it being prone to flooding and long-term site management for both transit and permanent residents.
3. Concerns that SCC has not consulted existing GRT resident’s views or the appropriateness of having a permanent and transit camp together with potential for conflict on site or within the local village.
4. Concerns about suitability of site for large number of families. Site is very close to M23 with newly built stair access points directly next to the site which is concern with potentially large number of children and animals in the immediate area. Pendall/Merstham Road is a busy country road and particularly during winter periods is known as a village accident back spot with no safe pavements to give access to local services.

Non-statutory Advice Received

23. Normal consultation for this application has not been undertaken given that this LPA is a consultee itself and consultation required will be undertaken by Surrey County Council as the determining authority.

TDC advice

24. Chief Community Services Officer (Environmental Health) –concerns about the use of the site, due to the noise from the motorway. While traditionally built houses can implement measures to reduce the internal noise, caravans wouldn’t have the same facility.

Other Representations

25. Third Party Comments: the comments below have been edited to remove any unacceptable references to the GRT communities:

- Close to ancient woodland and in Area of Outstanding Natural Beauty
- Already a permanent site; to allow another 10 sites with access roads that are not the widest
- To add further encampments, bringing more fly-tipping and burden on a community is unjust
- Once built there is no turning back and Green Belt and AONB are gone forever
- Building on a special protection area
- Development in Green Belt can be granted in very special circumstances and can’t see this development being one of them

- Would adversely affect the safety and convenience of existing road users, cause more traffic on a road that floods regularly and is sometimes impassable
- No pavements or street lighting
- Effect of the development on character would change considerably as there will be a conflict of interest with existing camp residents
- Possibility that the capacity will be exceeded quicker than anticipated and overflow of caravans will need somewhere to pitch.
- Where will horses/animals go?
- Presume GRT's will be charged to stay, for a period of up to 28 days and a site manager will be employed to regulate the site?
- Proposal appears to divert investment away from the existing site which has been neglected
- Surrounding land is a haven for wildlife, including badgers and goldfinches. New planting would prevent their dispersal
- Present Gypsy residents have become accepted by their local community and fear this will be overturned by an influx of new GRT residents
- Suggested the proposed access investment (which serves the existing site) should include a sum for repairs to the existing site and new site management officer help existing site as well.
- . It is not the correct place to introduce temporary travellers that won't be there long enough to become part of the community
- This would be the only transit site in the country put beside a permanent travellers site
- A transit/transient site should be placed on its own, out of the way from residents and the AONB.
- The Gypsy and Traveller communities are comprised of several distinct social groups which do not traditionally mix and locating permanent and transit groups on adjacent sites is inappropriate
- The site has practical deficiencies: no pavements, no street lighting, no bus services and access to the nearest railway station at Merstham by foot will involve walking in the road
- Unclear what additional investment SCC are going to make towards local education, health services to support this transitory community as existing services are already severely over-stretched and operating at capacity
- The proposed plan is ill-conceived and would appear to show a lack of understanding for the GRT communities, and a lack of imagination by SCC
- Historic site reduced in size in recent years
- Construction according to plans with on-site security may be beneficial, though historically local 'issues'
- Other sites exist in Surrey for a GRT transit site that would make use of previously developed land in the Green Belt and which are subject to a planning application (e.g. Stone Castle in Guildford BC's area)

26. SCC sent copies of their consultation responses as of 8th December 2021 which contained objections (12No.) to the proposal and any update on this matter will be provided at the Planning Committee meeting.

27. Chelsham & Farleigh Parish Council – Fully supports this application and considers it will be beneficial to the County and residents.

Assessment of the application:

28. This part of the report sets out the Applicant's (SCC) case why planning permission should be granted and your officers' response to that case.
29. Appendix 1 to the Planning Statement (PS) accompanying the planning application is a report entitled "County-wide assessment of potential transit site locations, and detailed site search within Tandridge District Council's administrative area." At paragraph 2.10 of the report it is stated that "*At SCC's Cabinet meeting in June 2021, it was confirmed that SCC together with 10 district/borough authorities would fund the delivery of a transit site in the County. Tandridge District Council has agreed to accommodate the site within its jurisdiction as part of the proposal*". However, any such commitment by this Council cannot pre-determine its response to this application which must be considered entirely on its planning merits.
30. The planning assessment of this application should address the case advanced on behalf of SCC in terms of both the need for the development and why, notwithstanding planning policies indicating to the contrary, very special circumstances exist to override harm to the Green Belt and other planning harms (including potential harm to the AONB/AGLV) such that very special circumstances exist why planning permission should be granted.
31. The PS accompanying the application sets out the following case for planning permission to be granted:
 - i) PS para 6.7.8: In order to demonstrate very special circumstances, SCC as applicant, as endorsed by the County's Districts and Boroughs and Surrey Police, considers that very substantial weight should be attached to the positive contribution this development proposal would make to the provision of Gypsy, Roma and Traveller transit accommodation across the County, with indirect consequential benefits arising for the public as a consequence too. There is currently no Gypsy, Roma and Traveller transit accommodation available anywhere across Surrey County.
 - ii) PS para 6.7.15: Lack of supply through an allocation in the development plan, or through formal TDC-led amendments to the emerging development plan has contributed to an acute demand for Gypsy and Traveller transit site provision in the County as a whole, and in the eastern area in particular. Despite an increase in the number of UEs (unauthorised encampments) over recent years, Both SCC, TDC and the other Districts and Boroughs have failed to allocate any sites for Gypsy, Roma and Traveller transit accommodation. The degree of harm to local communities caused by unauthorised encampments should not be underestimated, particularly in terms of social and environmental outcomes.
 - iii) PS para 6.7.16: There being no emerging allocations for additional pitches for the Gypsy, Roma and Traveller community in TDC either, and the substantial and increasing understanding of the scale and type of requirements that should be fulfilled, both mean that great weight should be placed on proposed additions to pitch delivery – whether for transit use or permanent occupation.
 - iv) PS para 6.7.17: As a result of not meeting a clear need and this long running lack of supply, the proposed ten new transit pitches would be

of fundamental benefit in helping to meet the current requirement for pitches, and the entirely unmet demand for a transit site in this location. The seriousness of the crisis in Surrey means that great weight should be attached to the contribution to pitch delivery in the County that will be provided by this scheme.

- v) PS para 6.5.5: The number of transit pitches proposed in this application responds directly to addressing the scale of need and resulting transit site requirement and will help resolve the issues that arise from unauthorised encampments across the County.
- vi) PS para 6.7.21: Therefore, the entirely unmet need and demand, taken together with a clear requirement for transit pitches, the lack of alternative sites alongside the fulfilment of relevant development plan policies, and consistency with the criteria in emerging Tandridge Local Plan policy TLP15, all mean that the benefits of the proposal and the suitability of this unique site clearly outweigh the very limited harm identified and amount to the very special circumstances necessary to justify the development.
- vii) PS para 7.2.2 sets out the environmental and social benefits of the proposed development as follows: the conclusions that can be drawn include:
 - Surrey's councils and Surrey Police are seeking to meet the transit site needs of Gypsy, Roma and Traveller communities who travel in Surrey, and solve the problems caused by unauthorised encampments
 - There is a total absence of supply of serviced transit facilities for Gypsy, Roma and Traveller communities anywhere in the County
 - The unique ability of the Application Site to start to meet the County-wide requirement for two transit sites, one in the eastern part of Surrey (this site) and another in the west
 - The scale of development being appropriate to meet the recognised need for a 10-pitch transit camp, as part of the County-wide vision and strategy for Gypsy, Roma and Traveller communities who do not seek permanent sites.
 - The specific circumstances supporting a Gypsy, Roma and Traveller transit camp on this site, it being well located to cater for the travelling community to stay at temporarily, in order for the Surrey authorities (and particularly Tandridge) to start to fulfil their wider housing related duties in serving this community), and for the Surrey Police to be able to prevent/ remove unauthorised encampments under primary legislation.
 - The provision of open space within the site that will incorporate land remediation and a design layout allowing the introduction of a planting scheme with ecological and environmental benefits.
 - The access being taken from an existing access point onto Merstham Road, to help minimise the extent of new hard surfacing in the Green Belt, AONB and AGLV.
 - The development does not impact detrimentally on the conservation and enhancement of the natural beauty of the Surrey Hills AONB and the locally designated AGLV.
 - The sustainable development principles demonstrated by the proposed layout, design and appearance of the pitches, the amenity buildings, hard surfacing and landscaping strategy all being consistent with national policy and guidance.

- The respect given to the residential amenity of transit site users, residents of the adjacent permanent Pendell Camp and nearby residential properties, achieved by careful design and planting, reinforced by a detailed and proactive management strategy for day-to-day operation.
 - The site's relative accessibility to and from the major road network, and the scale and design of parking provision catering specifically for the travelling community's usual needs.
 - There being no concerns around any increase in potential flood risk, with a proposed SuDS that includes green roofed amenity buildings.
 - There being no land contamination risks.
 - Electricity being the site's sustainable single energy source.
- viii) The 10no. pitches have also been carefully designed and they have been laid out specifically to respond to the site's characteristics, its wider context and surrounding landscape features and sensitivities.
- ix) While the Application Site is perhaps not the most sustainable location from a transport accessibility perspective, this is not a major consideration attracting significant weight, as the site's residents will not be permanent (private motor vehicles are also inherently part of GRT way of life); they will be in transit and will only be staying for a maximum of four weeks.
- x) PS paras 6.6.2 and 6.6.3: refers to the Landscape and Visual Appraisal forming part of the application which states that *"The assessment continues that the site is well-contained by landform and existing green infrastructure, and that 'the enclosed nature of the Site also limits impacts on the wider AONB landscape'.*
- xi) PS para 7.3.1: There will be extensive, albeit indirect economic benefits arising from the proposal. For the travelling community, a safe and secure temporary stopping place will be provided from which they can conduct their daily working and community-based lives. There will be economic benefits for Surrey Police and SCC together with the Districts and Boroughs, in meeting the requirement to cater directly for Gypsy, Roma and Traveller needs with a suitable tool they can use in seeking to reduce the number of unauthorised encampments and lessen or even remove the harmful impact they can have on settled communities.
- xii) PS para 8.1.5: Defined in policy as inappropriate development, in terms of Green Belt location, scale, the building footprints being limited, their layout and design being carefully conceived and the site access arrangements minimising new road construction, it is concluded that the proposal will have an acceptable, minimal visual impact. There are no specific concerns regarding the development in relation to undermining the national policy-defined purposes of the Green Belt. With reference to the conservation and enhancement of the natural beauty of the AONB and AGLV landscape, the proposal's landscape strategy will enhance the biodiversity of the site and immediately adjoining land in SCC's ownership, on-site by extensively retaining and supplementing existing hedgerow, trees and other vegetation both within and on its boundaries, particularly fronting onto Merstham Road, and off-site to the immediate south by wildflower seeding of existing grassland.

Planning Officers' response to the case advanced by SCC:

Gypsy and Traveller caravan sites

32. In August 2015, the Government published its Planning Policy for Traveller's Sites (PPTS). The policy repeats the provisions of the National Planning Policy Framework (NPPF) that inappropriate development is harmful to the Green Belt and should not be approved, except in very special circumstances. Traveller sites (temporary or permanent) in the Green Belt are inappropriate development. Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances.
33. In making decisions on planning applications for traveller's sites, applications should be assessed and determined in accordance with the presumption in favour of sustainable development and the application of specific policies in the NPPF and the PPTS. Local planning authorities should determine applications from any travellers and not just those with local connections. New traveller site development in open countryside should be very strictly limited and such sites should respect the scale of, and not dominate, the nearest settled community.
34. If local planning authorities cannot demonstrate an up-to-date 5-year supply of deliverable sites for gypsies and travellers, this should be a significant material consideration when considering applications for grant of temporary planning permission, with the exception of designated land such as Green Belt.
35. The PPTS makes no provision for dealing with transit site development for GRT's transiting an area. However, this proposed transit site is proposed as permanent development. Although none of the intended occupants will stay for more than four weeks, the permanent buildings and other infrastructure required for such a use, and the ongoing presence on site of caravans and vehicles, will mean that for all intents and purposes it has the character and appearance of a permanent site and should be treated as such when being considered against relevant national and development plan policies. The development is therefore inappropriate development in the Green Belt.
36. Furthermore, it is considered that the provisions of the PPTS that "*Subject to the best interests of the child, personal circumstances and unmet need are unlikely to clearly outweigh harm to the Green Belt and any other harm so as to establish very special circumstances*" apply to this transit site development." The need for this site is based entirely on the need to have somewhere to direct GRT who are transiting the area. Time limits will be applied to how long any individuals can stay on the site. As such, the site will not contribute to any identified need for permanent GRT sites in Tandridge DC's area and will not contribute to any development plan policies that quantify any identified need for permanent GRT sites in Tandridge DC's area in the future. The best interests of the child may be served by providing a transit site as an alternative to a roadside stopping place, but a maximum limit of a 4 week stay on the site does not enable any other medium to long term benefits, such as full-time education, to be provided for GRT children transiting with their parents. Accordingly, the reasons advanced in the Planning Statement accompanying the application as set out in paragraph 29 above, referring to paragraphs 6.7.15, 16, 17 and 21 of the Planning Statement should be given no weight in the recommendation on this planning application to SCC by Tandridge District Council.
37. Policy CSP9 of the Core Strategy set out that this Council will make provision for Gypsies and Travellers through a Site Allocations Development Plan document and that, in allocating such sites, there will be a preference for urban sites though when none are identified, Green Belt sites will be considered.

Proposals for Gypsy and Traveller sites to meet unexpected and proven need will be permitted where criteria contained in Policy CSP9 are met. This includes that unallocated sites in the Green Belt will only be acceptable where it can be demonstrated that very special circumstances exist, where significant harm to the visual amenities and character of the area is not caused, the number of pitches is appropriate to the site size and availability of infrastructure, safe access to the highway and provision of on-site parking/turning can be provided.

38. A Site Allocation Development Plan document has not been prepared by the Council. Furthermore, the above provisions of Policy CSP9 of the Core Strategy pre-date and are no longer in accordance with national policy as set out in the NPPF (2021) and the PPTS (2015). In accordance with paragraph 213 of the NPPF, these provisions of Policy CSP9 of the Core Strategy cannot now be afforded weight in the determination of planning applications for gypsy and traveller sites in Tandridge. Accordingly, these provisions of Core Strategy Policy CSP9 can be given no weight in the determination of this planning application.

Principle of Development and Green Belt considerations

39. The site is in the Green Belt. In first considering whether the principle of the development is acceptable, an assessment of whether the land comprises 'previously developed land' (PDL) is made. The NPPF (2021) defines PDL as:

“Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.”

40. The application form describes the existing use of the site as 'none' with 'no previous use'. It is noted to be adjacent to the existing Pendell camp to the north but not used for that purpose and has no buildings or permanent structures. There is, as such, no curtilage as no land within this application is developed. For these reasons, the site is not considered to comprise PDL.
41. The NPPF (2021) advises that the Government attaches great importance to Green Belts for which the fundamental aim of Green Belt policy is to “... prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence” (para.137, NPPF). In relation to proposals affecting the Green Belt, para. 147 of the NPPF states clearly that “*Inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances*”. When considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt and that 'very special circumstances' will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is

clearly outweighed by other considerations (para.148). Policy DP10 of the Tandridge District Local Plan: Part 2 – Detailed Policies (2014) is aligned with these objectives of the NPPF.

42. Both the NPPF, (para.149) and the Local Plan, Policy DP13, regard the construction of new buildings in the Green Belt as inappropriate development.
43. The NPPF (para.150) and the Local Plan regard other operations including engineering operations and material changes in the use of land as not being inappropriate in the Green Belt provided they preserve openness and do not conflict with the purposes of including land within it.
44. The application site is, at present, an undeveloped and unused parcel of land which is laid to grass with vegetation/trees on the boundaries to the east and west. Excluding the access, the proposed site would have an area of approximately 5413m². A significant proportion of this would be split into the ten pitches, with internal access road, parking, refuse store, manager's office. In terms of the buildings proposed, they would not be an exception to inappropriate development in the Green Belt as detailed in the NPPF (2021) and/or the Local Plan under Policy DP13. Furthermore, the engineering operations and material change in the use of the site would have a significant impact on Green Belt openness and conflict with the purposes of including land within it.
45. Openness has both a visual and spatial dimension. Development in the Green Belt does not necessarily have to be visible to conflict with retaining openness. Any development that uses land spatially in the Green Belt conflicts with the purpose of retaining openness.
46. As such, this proposal is considered in both regards (visually and spatially) to comprise inappropriate development which should not be approved unless 'very special circumstances' exist which clearly outweigh that harm are identified and this will be assessed after other material considerations below.

Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV)

47. The site lies both within the Area of Outstanding Natural Beauty (AONB) and Area of Great Landscape Value (AGLV) wherein great weight should be given to conserving and enhancing landscape and scenic designations which have the highest status of protection in relation to these issues.
48. The NPPF advises that when considering applications for development within Areas of Outstanding Natural Beauty, permission should be refused for major development other than in exceptional circumstances where it can be demonstrated that the development is in the public interest (para.177). Policy CSP20 of the Core Strategy states that the conservation and enhancement of the natural beauty of the landscape is of primary importance within the two Areas of Outstanding Natural Beauty which reflects their national status and contains six principles to be followed in the areas which seek to protect their qualities and applies to AGLVs. Policy CSP21 of the Core Strategy also advises that the character and distinctiveness of the District's landscapes and

countryside will be protected for their own sake and new development will be required to conserve and enhance landscape character.

49. Other than the adjoining Pendell Camp immediately to the north, the site is well-removed from any development of a similar density and intensity to the proposal. The location adjacent to the M23 is recognised though that is a substantially different form of development which provides infrastructure on a national scale. The proposal would result in a material change in use of the site which permanently changes the nature of the land. It would no longer provide a green buffer to the motorway but would provide an intensive form of development which fails to accord with any objectives for the AONB as set out in the NPPF and Development Plan nor the objectives for the AGLV as contained in the Core Strategy.
50. Therefore, the proposal would fail to preserve or enhance the AONB and AGLV and would result in significant harm to its important qualities in clear contradiction with the objectives of the NPPF, Policies CSP20 and CSP21 of the Tandridge District Council Core Strategy (2008).
51. There is an argument that the AONB/AGLV in which the application site is situated now forms something of a detached area to the main Surrey Hills AONB/AGLV to the north. The construction of the M25 and M23 motorways could be said to have caused this separation. However, the recently announced review of the Surrey Hills AONB makes no provision for reviewing the AONB designation within which the application site lies. Development Plan policies for the AONB/AGLV must therefore continue to be applied to the application site.

Character and Appearance

52. The NPPF (2021) sets out that one of the objectives to achieve sustainable development is the social aspect and by the fostering of well-designed, beautiful and safe places with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being (para.8). Paragraph 92 of the NPPF (2021) sets out that planning policies and decisions should aim to achieve healthy, inclusive and safe places which promote social interaction, are safe and accessible and enable and support healthy lifestyles.
53. The proposed occupants of the development are members of the GRT communities and it is recognised that some objectives of policies/guidance are not necessarily appropriate in this instance given the travelling lifestyle of these communities. Concerns have been raised in representations about this application in relation to the mixing of GRT communities and stationing of permanent and transitory sites next to one another, but this is not considered a material planning consideration in the determination of this application. These are matters that the County Authority will need to carefully consider as the promoters of the development.
54. However, in terms of assessing the design of this proposal, it is considered that its layout and intensity would not be appropriate to the site or its surroundings. The intensity would be wholly inappropriate to the characteristics of the locality and would urbanise the site in a manner incongruous to the rural setting. The adjacent site to the north is acknowledged though that visually appears less intensive than this proposal. This proposal would provide on-site facilities to create a better temporary living conditions for its proposed transiting occupants but that increases the expanse of built form and infrastructure which is

considered harmful and would conflict with national and Development Plan policy.

55. There would be some improvements in the appearance of the site from an arboricultural perspective which has been identified by the Council's Tree Officer which is welcomed. The site currently comprises mainly grassland and large scrubby trees made up of young willow, elder, hazel and bramble. No high value trees are to be removed and there are few trees of any stature growing within the site. The proposed landscaping scheme shows new planting of high quality and a diverse mix of native species including beech, field maple, whitebeam, lime and several others. A native hedgerow is also proposed together with some ornamental hedge planting internally to separate the pitches. Green roofs are also proposed. Most of the planting would be to the north, east and south which is reasonable given the presence of the extensive landscape buffer to the west on the M23 embankment.
56. The landscaping scheme has evidently been carefully considered and would enhance the soft vegetation on the site. However, that alone does not outweigh the significant harms identified by the proposal to the local environment and Green Belt and AONB/AGLV.

Residential Amenities

57. Policy CSP18 of the Tandridge Core Strategy states that new development proposals must not significantly harm the amenities of the occupiers of neighbouring properties by reason of overlooking, overshadowing, visual intrusion, noise, traffic and any other adverse effect. Policy DP7 of the Tandridge District Local Plan (2014) seeks to safeguard amenity and requires that proposals do not significantly harm the amenity and privacy of neighbouring properties and that they do provide a satisfactory environment for the occupiers of both existing and new development.
58. Policy DP22 of the Local Plan (2014) advises that for proposals involving new residential development sited close to transport derived noise sources, applications will be considered against the noise exposure categories as outlined in the Noise Exposure Categories table as well as other material considerations where necessary.
59. 57 In terms of the potential impact of the proposal on existing residential amenity, the nearest to the site is located at Pendell Camp directly to the north. The proposal would be adjacent to that site but sufficiently distanced so that the built forms/structures would not have an overbearing or harmful impact on amenity. The use of the site would evidently be more intensive than at present, but vehicles using the site would direct to the south from the vehicular access and it is not considered that traffic associated with the transit site would be harmful to the extent that significant harm to residential amenity would be caused. It is recognised that there are serious concerns about the suitability of this transit site adjacent to a permanent site but, as stated above, that is a matter that this LPA trusts the County Council, as landowner, will give serious consideration to when determining the application.
60. In terms of the living environment of future occupants of the development, Policy DP7 and DP22 seek to ensure that a satisfactory environment is created. The creation of a new transit site in this location is of serious concern and the Council's Environmental Health department have expressed their concern about the proximity of the site to the M23 motorway and the construction of the

caravans/homes not being able to insulate against noise in the same manner as houses.

61. The Noise Assessment accompanying the application identifies a number of matters in the development including that there are no designated amenity areas which would typically be included as part of new residential development but, for its assessment, the site has been considered an amenity space. The range of noise levels contained in the report (Table 4.2) is in every instance above the 55dB (noting that within amenity and external areas noise levels should be less than 50dB to 55dB where practically achievable). The assessment recommends a 3m high Noise barrier to the west of the site and north and south boundaries of pitches 1 and 4 to mitigate the noise impact on residents. Due to the elevated position of the M23 relative to the site, a barrier any lower would not mitigate noise. However, a 3m high barrier with a total length of approximately 82 metres against a landscaped embankment and in the Green Belt, AONB and AGLV is considered wholly inappropriate and would be an alien and incongruous feature which would be contrary to Development Plan policy. Furthermore, as referred to above, such an embankment is not part of the description of development for which planning permission is being sought.

62. At section 7.2.1 of the Noise Assessment, it is concluded that the provision of an environmental noise barrier would result in an “insignificant reduction in traffic noise levels” and recommendations to alter the site layout would not be practicable because of the loss of valuable habitat. The report then concludes that given the marginal noise exceedance and short-term occupancy that the proposed development is considered acceptable on noise grounds. However, this finding appears to have been weakly substantiated when the noise experts initial suggestion for a 3m barrier proves to be ineffective in addressing the noise. There is cause for serious concern at the apparent lack of regard to ensuring a satisfactory environment for future occupants based on their short-term occupation of the site. Residents should be entitled to a satisfactory living environment irrespective of the length of their stay and the transit nature of the site does not justify what appears to be suggested that a lower quality standard of residential amenity is acceptable. As such, this LPA considers the proposal fails to provide a satisfactory environment for future occupants contrary to Policies DP7 and DP22 of the Tandridge District Local Plan: Part 2 – Detailed Policies (2014).

Other matters

63. Consultation responses to this application have raised a number of matters which the LPA, as the non-determining authority, are not in a position to consider. Infrastructure, road safety, additional health facilities and similar matters should be assessed by Surrey County Council when they come to determine the application. Other concerns relating to fly-tipping and relationships between occupants and the local community are not a planning consideration.

Very Special Circumstances

64. It has to be acknowledged that there is an absence of transit sites for the GRT communities in the District and in the County. This site would be the first and for which there is an identified need. However, the only justification to support the identification of this site for the proposed transit use is the fact that it adjoins the existing SCC owned and operated permanent Pendell Camp traveller site.

65. The proposed development of a GRT transit site would not contribute to any identified need going forward for additional permanent pitches for travellers and, as such, this cannot be a very special circumstance in the determination of this application.
66. The Planning Statement accompanying the application at paragraph 6.5.5 states that “...the number of transit pitches proposed in this application responds directly to addressing the scale of need and resulting transit site requirement and will help resolve the issues that arise from unauthorised encampments across the County.” However, the application contains no information that quantifies that scale of need and how the ten pitches proposed in the application respond to that scale of need.
67. Likewise, the Planning Statement at paragraph 7.3.1 states “There will be extensive, albeit indirect economic benefits arising from the proposal. For the travelling community, a safe and secure temporary stopping place will be provided from which they can conduct their daily working and community-based lives. There will be economic benefits for Surrey Police and SCC together with the Districts and Boroughs, in meeting the requirement to cater directly for Gypsy, Roma and Traveller needs with a suitable tool they can use in seeking to reduce the number of unauthorised encampments and lessen or even remove the harmful impact they can have on settled communities.” However, the application contains no information on comparable transit site developments, that is areas of the country where such transit site provision has been made and measurable economic benefits have been derived. These statements are made without any supporting information.
68. Given that nature of the proposed development which will not contribute to making permanent provision for the GRT community resorting to Tandridge to live there permanently, and the absence of any justification for the claimed benefits of the GRT transit site development referred to in paragraphs 63 and 64 above, as reasons why planning permission should be granted, no very special circumstances for overriding Green Belt policy have been adduced on behalf of SCC. The proposal is inappropriate development in the Green Belt and would cause significant additional harm in respect of adverse visual impact and adverse impact on the character of the AONB, AGLV and local environment. Furthermore, the proposal would fail to provide a satisfactory living environment for future occupants by reason of the noise impact from the adjacent M23.

Conclusion

69. In conclusion, the proposal would amount to inappropriate development in the Green Belt for which very special circumstances to clearly outweigh the harm have not been identified. The proposal would erode the openness of the Green Belt and cause significant harm to the Area of Outstanding Natural Beauty, Area of Great Landscape Value and countryside. The proposal would have adverse impact on the local landscape and character of the area by reason of overdevelopment and intensification in use. Furthermore, the future occupants of the development would be significantly impacted by noise levels generated by the M23. For these reasons, an **objection** is raised to this proposal.
70. The recommendation is made considering the National Planning Policy Framework (NPPF) and the Government’s Planning Practice Guidance (PPG) and Planning Policy for Traveller Sites (PPTS). It is considered that in respect

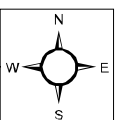
of the assessment of this application significant weight has been given to policies within the Council's Core Strategy 2008 and the Tandridge Local Plan: Part 2 – Detailed Policies 2014 in accordance with the NPPF. Due regard as a material consideration has been given to the NPPF and PPG in reaching this recommendation. The policies of the emerging Local Plan are still subject to consideration and potentially may change such that limited, if any, weight can be afforded to them.

71. All other material considerations, including representations in support of the application, have been considered but none are considered sufficient to change the recommendation.

RECOMMENDATION:

OBJECT ON THE FOLLOWING GROUNDS

1. The proposal would constitute inappropriate development in the Green Belt. The openness and visual amenities of the area would be eroded and no 'very special circumstances' to clearly outweigh those harms have been identified. As such, the development is contrary to the NPPF (2021), Policy CSP9 of the Tandridge District Core Strategy (2008) and Policies DP10 and DP13 of the Tandridge District Local Plan: Part 2 – Detailed Policies (2014).
2. The site is in the Area of Outstanding Natural Beauty and Area of Great Landscape Value. The proposal would have an urbanising effect which would be incongruous to its setting and fails to conserve or enhance the landscape contrary to the NPPF (2021) and Policies CSP20 and CSP21 of the Tandridge District Core Strategy (2008).
3. The proposal would result in an intensification in the use of the land which is considered to cause significant harm to the character and appearance of the site and surrounding area contrary to the NPPF (2021), Policies CSP9 and CSP18 of the Tandridge District Core Strategy (2008) and Policy DP7 of the Tandridge District Local Plan: Part 2 – Detailed Policies (2014).
4. Due to the proximity of the site to the adjacent motorway (M23) and its elevated position, the proposal would fail to provide a satisfactory living environment to future occupants of the development by reason of noise and disturbance contrary to Policies DP7 and DP22 of the Tandridge District Local Plan: Part 2 – Detailed Policies (2014).



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