Vision for 2044

Please read each statement carefully and select the option that best reflects your view.

1. The draft vision reflects what I want for the district in 2044.

Neither agree/disagree

Insufficient detail to be able to answer this question; similar situation first 4.

2. The vision balances growth with protecting countryside and local character.

It isn't possible to tell whether the Vision will balance growth and protect the countryside based on what is said in the document or by reference to the two previous failed plans, which targeted some Green Belt areas like that surrounding Warlingham, and spared others, like Woldingham (completely) and almost entirely Oxted despite that currently being the most sustainable location in the District.

3. The vision puts homes, jobs and services in the most accessible locations.

Disagree

The vision does not explain where homes, jobs and services will be located so it is not possible to answer this question. It outlines the 'Grey Belt' theory and suggests that villages may be targeted but not towns, but this does not explain why places like Woldingham have previously been overlooked and Oxted largely spared or, in light of these facts, what any new distribution will look like in reality. Previous objections to the failed local plans have objected to the numbers of houses proposed as inflated, that a large proportion are not for local people and that the burden of development has been unfairly and unsustainably distributed.

4. There is nothing major missing from the vision.

Disagree

The Vision is not yet clear as to the types of jobs that will be created to support more homes, how many there will be, where in reality they will be located or how they will be created. E-working and working from home are frequently mentioned but beyond this quite vague general promise there is little detail. 'Economy, employment and retail', half a page only, p. 15.

Strongly agree

Agree

Neither agree or disagree

Disagree

Strongly disagree

- 5. Please rank the following aspects of the vision from 1 (highest priority) to 8 (lowest):
    - Deliver community services and infrastructure. 3
    - Enhance nature, biodiversity and green spaces. 5
    - Improve sustainable transport options. 4
    - Protect countryside and rural character of our towns and villages. 2
    - Provide enough homes for local people. 7
    - Provide genuinely affordable housing for current and future residents. 8

This option overlaps with the one above it and its wording is open ended. Who are the future residents, where from and how many?

    - Support local jobs and the economy. 1
    - Tackle climate change and improve energy efficiency. 6

Some of these options overlap too much.

- 6. Anything else you'd like to add?

Evenly distribute development across the district and place it at locations where the medium- and long-term infrastructure can actually support it, and where there are adequate jobs provably available or that can be introduced to support such growth. Explain a clear plan for job growth. Limit commuting and congestion, especially where these may be already elevated or growing. Make achievable targets to meet local need, and avoid inflated targets that will prove difficult or damaging to implement. Preserve the environment and natural landscape as a key priority.

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- **Where development should go**
- 7. We must plan to meet as much of the government's housing target for the district as possible.

A. Focus development mostly through higher densities in existing towns and/or larger villages with the most sustainable and accessible locations (good public transport, jobs and services) rather than spreading development across the district.

B. An even spread of development across the district, with all towns and villages allocated a proportionate share and release of Green Belt land in the most sustainable and appropriate locations. This would also allow some development at smaller villages to maintain local vitality and meet local needs.

C. A new or expanded settlement(s) on Green Belt / Grey Belt sites where infrastructure required to support it can be planned and delivered comprehensively. 1

D. A balanced mix of all the above, combining the most sustainable and environmentally acceptable aspects to address growth requirements. 2 **E. E.**

Other option(s) you think we should consider.

Which option should the Local Plan prioritise?*

Q7. Where Development Should Go. I agree with SWGB that option B is likely to promote development in Warlingham and that we should go for C followed by D with the present caveats as to sustainable locations.

- A
- B
- C 1
- D 2

- E

Our response here reflects that fact that we favour new settlements in suitable locations, and otherwise a balanced approach across the district, with focus on the availability and increased use of its rail network and areas of economic and business potential.

It does not follow, however, that existing higher density areas in Tandridge are more sustainable or accessible to future development, because such areas may already be suffering from congestion, a loss of business premises to alternative use as dwellings and other pressures on local infrastructure. Warlingham Green would be a good example of these problems.

Overcrowded settlements that have already experienced disproportionate levels of development are not necessarily the best place to target yet more development, and, cramped and inappropriate as some of them are, they will not necessarily provide sufficient job opportunities either – to the contrary. Instead of such settlements, it is to the local industrial centres and business parks, with nearby infrastructure corridors and capacity as well as more space, that a new local plan should look for future development.

For example, the siting of any new settlement might take into account that the M25 is already under growing strain, not least in the Heathrow direction, and so selecting another more spacious location should seriously be considered, such as the M23 towards Gatwick airport, which is due to be expanded (North Runway, forthcoming £2.2 billion investment, reaching a capacity of 80 million passengers p.a. by 2030). See esp. page 15 of the Vision, 3.6, 'Economy, employment and retail', paragraph 1.

There will difficulties to overcome in such a location, but these may not prove any more insurmountable than those at the M25, bearing in mind the extreme undesirability of various local authorities wishing to site new settlements at junctions around the already crowded London orbital.

If rushing through a local plan now prevents proper exploration of and planning for major new settlement alternatives (there could be more than one) near to places like Gatwick, especially given the recent 2025 decision to expand that airport, then such an approach should itself be reconsidered in favour of preparation by the new authority, which anyway can better judge planning needs within the different and larger landscape setting that it, not Tandridge District Council, will administer. Consideration of Gatwick and the allocation of development southwards to better exploit its future economic potential, in any case, seems a vital element in any plan, which should be given enough time to be properly drafted in light of this centrally important point.

We therefore note that Smallfield sits just north-east of junction 9 on the M23. There is a band of light industrial centres, other businesses and railway links in this part of Tandridge.

Smallfield: Located in the southern part of the district, it features industrial units and warehouses catering to the local economy.

Nutfield & South Nutfield: Known for light industrial and storage premises, such as those at Maple Farm (Clay Lane) and Henhaw Farm (Coopers Hill Lane). There is a railway station at South Nutfield.

Blindley Heath: Contains various industrial units and has been identified as having potential for future employment land expansion.

Lingfield: Hobbs Estate. Beside the Hobbs Industrial Estate, with space to expand, other sites like Devon House on Eastbourne Road provide combined office and storage facilities. There is a train station.

A short distance to the northeast are:

Ivy Mill Lane Workshops (Godstone): An employment site providing workspace for local businesses. **South Godstone (and Blindley Heath):** Industrial areas along the A22, serving as a hub for local manufacturing, repair, and distribution services. South Godstone has a train station. This is a useful corridor.

Hurst Green (Oxted): Houses various industrial properties and is a focal point for local logistics and trade-counter operations. There is also a train station. This is an important location due to its train station, which forks in Hurst Green, branching westward towards East Grinstead and eastward towards Uckfield, and runs northwards into Croydon, and also due to the nearby major motorway networks.

In addition, Redhill Aerodrome is suggested as a further site in this direction, with Brownfield Status that ought to make it a top priority site for mixed-use development, that could provide Tandridge with upwards of 5,000 dwellings. Given the emphasis in the Vision (pp. 10 and 13) on adapting existing transport corridors, utilizing Brownfield Sites, and also the current government's inflated housing objectives, the obstacle of putting a spur onto the M23 for development of this site should now be overcome, with the help of a developer and any available infrastructure grants. It seems contradictory to be developing good Green Belt in a constrained district like

Tandridge when excuses for avoiding Brownfield sites like this one are still being accepted. It is near already expanding Gatwick, its immediate neighbour, Heathrow and Biggin Hill, and there are other local airfields like Fairoaks or Farnborough (September 2023, the latter applied to increase its annual number of flights to 70,000). In addition, Nutfield Train Station on the Redhill to Tonbridge Line is close to Redhill Aerodrome. This part of Tandridge appears to offer spacious development opportunities and there are local industrial centres and infrastructure corridors too.

Examples of former airport Brownfields being developed for housing include Cambridge City Airport, closing by 2028–2030 to make way for approximately 7,000 to 12,000 new homes; Bourn Airfield, a separate project, this former World War Two airfield is being converted into a new 3,500-home village through a governmentbacked purchase; Wisley Airfield, Surrey, 1,800 homes, adjacent to junctions on the A3; Dunsfold, Cranleigh, 1,800 homes, A 281; Alconbury Weald, 7,000 homes, supporting infrastructure and access to A1; Leicestershire Aero Club, early stage proposal for new eco-town, not yet brought forward; Plymouth Airport, Sutton Harbour Holdings has prepared a masterplan for mixed-use development, including significant housing, that could meet 10% of the city's housing needs, opposed but partially developed anyway. Various other airports are under consideration, with plans having been put forward usually for their mixed-use development. New developments allow a local authority to achieve modern energy efficient, eco-friendly buildings, as well as tailored transport and community infrastructure (Vision, p. 10).

Further, and importantly, it is arguable that Tandridge is not well placed to rush through another local plan substantially different than the two failed ones that it has already attempted, as compared to a new larger authority soon to replace it. The current Vision talks about a balanced approach to planning. However, one comment on the first failed Tandridge local plan outlined a breakdown of Green Belt sites considered and the number actually recommended for release from Green Belt status as follows:-

Caterham 1 out of 7 sites
Godstone 1 out of 6 sites Lingfield
1 out of 4 sites
Oxted 1 out of 7 sites
Smallfield 4 out of 10 sites
Warlingham 7 out of 11 sites Whyteleafe
0 out of 1 site
The rest 4 out of 10 sites. Woldingham despite having a train station and proximity to the A22, none.

So for the whole of Tandridge, Warlingham was targeted with 38% of the Green Belt sites that were recommended for release.

This meant that Warlingham was targeted with 400 dwellings, which was more than half of the total 768 homes allocated in the then plan to all similar settlements in the district.

Then at the second failed draft under the Residents Alliance (OLRG) and others, an increase of 50 per cent was imposed on Warlingham's encircling Green Belt, taking the total targeted dwellings to over 600, while at Oxted only seven houses were added to the 110 on Green Belt at Hurst Green, which isn't part of Oxted proper anyway. Woldingham with its train station and access to the A22 had no dwellings assigned to it. This is clearly inconsistent with the current Vision, with balanced planning and with the concept of sustainability.

This situation has meant that Warlingham has seen recent speculative development of large sites in its vicinity totalling 295 dwellings built or approved (see answer 33), and this existing inflated rate of building needs to borne in mind when a new local plan is brought forward. This high local rate of development, the pressure it is causing on traffic and parking, and the fact that a local plan process is now underway might also provide strong reasons for the local authority to resist further speculative applications or appeals to develop sites around Warlingham until a local plan is in place. House building in the area was already higher than predicted by the Core Plan anyway. Warlingham has, in that sense, already done its bit, or a good part of it, and should not be subjected to yet more disproportionate development relative to the rest of Tandridge, which will further strain its already congested infrastructure.

- 8. When deciding where new development should happen, please rank what matters most when choosing locations. Please rank from 1 - highest priority to 7 - lowest priority:
    - Protecting landscape and countryside. 2
    - Be near public transport. 4
    - Access to jobs. 5
    - Enough infrastructure (schools, healthcare, roads). 3

- Affordable housing provision. 7
- Use brownfield (previously developed) land. 1
- Access to open/green space. 6

- 9. Other options we should consider

A key consideration seems to be to create jobs to support growth in housing, otherwise such growth will simply increase commuting and reliance on car travel contrary to local and national policy, see Vision pp. 9 and 10. Those locations where jobs can provably be created would be locations where housing might also be situated. The Vision lacks detail as to how jobs will be created, and arguably over relies on e-working and homeworking when not a little of the political rhetoric being bandied around now stresses going back into offices to work. In any case, this sort of working is almost certainly unlikely to be enough on its own to prevent increased car use, and explanations of how much of it will be created and where are lacking in the Vision. Convincing detail as to what other occupations are to be fostered, where and how much, seems lacking too, e.g. half a page on p. 15. Since this is a key point, the Vision should really spend more time and detail on it.

We note that, contrary to what is stated on p. 15, Warlingham Green has seen business disappear to be replaced by more dwellings. These have inflated the housing figures in the Warlingham area, and along with them congestion, and need to be taken into account in any future local plan draft. Warlingham Green was never designed, in any case, to be a business centre. It was a village green, around which certain local services were clustered serving a limited population, that now mostly commutes elsewhere for work. It is clogged with traffic and obviously cannot be expanded to create job opportunities for artificially large population increases.

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- **Housing provision (what and where)**
- 10. Which types of sites should we prioritise for new housing? (Please rank from 1 - highest priority to 5 - lowest priority)

- Brownfield or previously developed land. 1

- Grey Belt sites. 5
- New settlements. 2
- Special housing schemes in rural areas, led by the community to address local housing needs. 3
- Suitable sites on the edge of settlements 4, use of the word ‘suitable’ is open to question/needs clarification

- 11. What types of housing do you think are needed most? (Please rank from 1 - most needed to 6 - least needed)
  - Affordable homes for local residents. 3
  - Smaller homes (first time buyers or downsizers). 1
  - Family homes (3+ bedrooms). 2
  - Specialist homes (older or disabled people). 5, in Warlingham these seem to have proliferated
  - Private rented or shared ownership. 4
  - Self-build or custom-build. 6

However, it should be stressed that TDC’s Housing Market Assessment for its first local plan draft showed that in the district the number of young people who possess a home with a mortgage is above the average for England at 44.7% vs 30.5%.

- 12. If new homes are built in your area, what would make them more acceptable to you (Please rank from 1 - most acceptable to 8 - least acceptable)? ○ New development includes supporting infrastructure (schools, healthcare, roads). 2

    - ○ Developers contribute to local facilities or open space.3

    - ○ Green spaces and biodiversity are improved. 7 (overlaps somewhat with option above so others favoured before this one)

    - ○ Homes are built to low carbon, sustainable standards. 5

    - ○ Homes are designed to fit the local character. 1

    - ○ Homes have good access to public transport. 4

    - ○ Homes include affordable or community housing for local people. 6

    - ○ New homes should include accessible/adaptable homes. 8

There is no invitation here to comment further, but there should be. A key factor is that development is not disproportionately targeted on some areas while others are completely overlooked or barely touched, and that there is local business space and jobs to support such increases.

- **Affordable housing questions**
- 13. Which types of affordable housing should be prioritised in the district? (Rank from 1 - highest priority to 5 - lowest priority) ○ Social rent

    (properties typically owned by registered providers and rented at discounted rates). 3

- Other affordable rent (homes that are rented at 80% of market rate). 2 see further suggestions below under this heading.

- Discounted market sale (homes that can be brought up to around 20% below market rate). 1

- Other affordable routes to home ownership. See below

- Other type of affordable housing? Please give details and a ranking number.

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First Homes Scheme: In England, this scheme offers first-time buyers and key workers 30% to 50% off the market value of a new-build home. Unlike shared ownership, the buyer owns 100% of the property.

Shared Ownership (Part-Buy, Part-Rent): Buyers purchase a 10% to 75% share of a property and pay rent on the remainder to a housing association. This reduces the required deposit and mortgage size, making it accessible to those with lower incomes.

Rent-to-Buy: A scheme designed for tenants to rent a new-build home at a belowmarket rate (often 80% of market value) for a set period, allowing them to save for a deposit to eventually buy the home.

- 14. What percentage of affordable housing should be required on qualifying sites?

  - 20% ○ 30% ○ 40% ○ 50%

- Other (Please specify)

- 15. Should the affordable housing percentage requirement be the same for all types of land, or should higher requirements apply to Grey Belt sites (subject to viability and evidence)?

  - Same requirement for all sites. ○ Higher requirement for Grey Belt land. ○ Flexibly set

based on location and land values. ○ Not sure.

Depends on other factors/benefits.

- Please read each statement carefully and select the option that best reflects your view.

16. If developers can't provide affordable homes in their development, should the Council take money instead to build affordable homes in other locations?

We have concerns as to whether a council should be taking money from developers to undertake development itself. This could increase bureaucracy, costs and lead to conflicts and even abuse. It seems better that necessary housing types and schemes should be given to developers to implement as part of any project, that will be completed by them in one go according to agreed standards and schedules. Permission to develop may be made conditional on the inclusion of proper infrastructure and a balanced amount of housing types. Affordable homes should be located in a balanced spread of locations and not concentrated in some areas while others have little or none.

17. If the Council receives those cash payments, should it use them to build and own affordable homes directly (rather than giving the money to housing associations or other providers)?

Strongly agree

Agree

Neither agree or disagree

Disagree

Strongly disagree

It appears that Tandridge District Council already holds a significant stock of properties to rent at some 2,500 council homes, which is more than many surrounding local authorities, some of whom may get to add their own residents to the Tandridge waiting list. This should not happen, especially if it is because those local authorities have failed to provide sufficient or even any council housing of their own, because such behaviour lengthens the local waiting list and could exacerbate local shortages. Any housing stock belonging to Tandridge should be provided first to local residents on its waiting list. The Vision should include details of Tandridge's existing rental housing stock, and many would be interested to know how many nonresidents of Tandridge have been on its waiting list in recent years, and what rate of charging has been levied on them and their councils for such a service.

What priority is being given to local families on the waiting list to have access to affordable new builds in Tandridge, when so many dwellings are being imposed on our communities and Green Belt?

Please see comments appended to question 13.

- **Economy, employment and retail**
- Please read each statement carefully and select the option that best reflects your view.

18. Protecting existing employment land is essential. Strongly agree
19. New employment land should be near major roads or public transport. Agree
20. Mixed use developments combining homes and workspaces should be encouraged.

Agree, but we suggest that mixed-use ought to focus on locations where workspaces can best be or are already located, because the setting is judged more suitable for business development. This will help limit commuting and car use, a key objective of the Vision, and a major element in protecting the natural world for future generations. In other words, mixed-use should gravitate to those areas amenable to workplace or industrial development in the first place.

Settlement centres where local retail and professional service jobs exist will, presumably, already have established populations that this activity has historically served, into which further infrastructure and jobs will need to be introduced if these populations are permitted to grow by significant amounts.

21. We should support in principle all proposals that improve broadband and digital infrastructure. Agree
22. We should support, enhance and regenerate existing town and village centres to meet growing populations.

Attempt to arrest loss of local retail and professional services from high streets and shopping malls, while seeking to maintain the character of villages with historic centres and greens. Local business spaces should not be turned over to dwellings. See answers above. The question here of how much growth is meant, why and where, requires consideration.

23. Grey Belt land should be the focus of employment land development. Strongly disagree

Strongly agree

Agree

Neither agree or disagree

Disagree

Strongly disagree The

Vision p.

24. What business space is most needed locally?

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Agricultural, including barn storage to help ensure food security

Professional services.

Retail and travel; tourism.

Small and medium-sized enterprises (SMEs) or light industry, trade and industrial parks.

Logistics, car repairs, construction services, and light manufacturing.

Activities to serve Gatwick Airport expansion. See p. 8 of the Vision, which mentions Gatwick, but fails to note that it is due to undertake a very large expansion. This should be stressed as a locally important factor to Tandridge.

Hospitality.

Focus should be directed towards strategic industrial areas of Tandridge and its rail network, to seek to enhance and expand them, including with mixed development.

The primary industrial and employment areas in Tandridge District are concentrated in strategic and often spacious locations that offer stronger transport links, particularly via the A22 and M25 corridors.

Strategic Industrial Estates

These are the main hubs for manufacturing, logistics and light industrial activities in the district:

Lambs Business Park (South Godstone): A key strategic employment site identified for growth and regeneration. It supports a range of high-value business activities. Has railway station.

Hobbs Industrial Estate (Newchapel/Lingfield): Located on the A22 between East Grinstead and Newchapel, this is a well-established and secure estate offering extensive industrial and storage space. Proximity to Lingfield railway station.

Ivy Mill Lane Workshops (Godstone): A smaller but significant employment site providing workspace for local businesses in a convenient location.

Hurst Green (Oxted): Houses various industrial properties and is a focal point for local logistics and trade-counter operations. Has railway station running northwards into London and southwards via a fork into two separate lines. There is nearby motorway access.

Other Industrial & Employment Locations

Industrial units, warehouses, and light industrial spaces are also found in several other settlements across the district:

Nutfield & South Nutfield: Known for light industrial and storage premises, such as those at Maple Farm (Clay Lane) and Henhaw Farm (Coopers Hill Lane). South Nutfield railway station.

Blindley Heath: Contains various industrial units and, importantly, has been identified as having potential for future employment land expansion.

Smallfield: Located in the southern part of the district, it features industrial units and warehouses catering to the local economy. Faces Gatwick and the M23 at junction 9.

Caterham Business Areas: Primarily around the A22/A23 corridor, including Roke Close, Kenley (CR8). The A22 bypass flowing southwards to junction 6, but congested.

Whyteleafe: light industrial, trade parks, and office spaces, particularly near Godstone Road, but heavily congested in this area.

- **Infrastructure and transport**
- Please read each statement carefully and select the option that best reflects your view.

25. New developments must be supported by sufficient infrastructure. Strongly agree
26. We should make sure that traffic from construction work is carefully managed. Agree.
27. We should focus growth where infrastructure already exists.

This depends on existing levels of congestion and spill-over into neighbouring networks, such as the A22 from Warlingham as it leads into Croydon, the M25 or routes towards Croydon along Limpsfield Road and Old Farleigh Road, and the ability or lack of it to mitigate such impacts.

28. Developer contributions should prioritise local community infrastructure over larger strategic projects.

Unclear what 'larger strategic projects' might mean here, but whether or not these are infrastructure it seems generally advisable to prioritize main strategic requirements without which the local elements of projects will tend to struggle or fail.

29. New developments should be designed so it's easy and safe for people to walk, cycle and use public transport to access daily services and facilities instead of relying on cars. Agree

    Strongly agree

    Agree

    Neither agree or disagree

    Disagree

    Strongly disagree

- 30. Which types of infrastructure should be given the greatest investment priority? Please rank from 1 - highest priority to 6 - lowest priority.
    - Digital connectivity 5 could be higher rated but schools and medical services have been prioritized, and utilities are assumed to be essential anyway
    - Education 4, where this might become inadequate
    - Green infrastructure 5 two fives offered as this is the only option for greenery in this question
    - Healthcare 3, where this might become inadequate
    - Transport 1

- Utilities 2

As with other questions like this one, we found that the options sometimes led to key choices being given a much lower rating than they would normally deserve, which could distort results by implying that these key elements are not as highly regarded as they actually are. General categories like utilities and transport, for example, have to be included in any new or significantly expanded development. This was a noticeable feature of the questionnaire, along with the phrasing of some questions and options, which appeared open ended or tilted in certain ways. We have occasionally flagged such issues too.

- 31. Please share your views on which types of infrastructure are needed most and where they are most needed.

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Transport infrastructure, including access to public transport, appears crucial if development is not to increase road traffic. Existing transport infrastructure spanning the district should be utilized as much as possible, such as the Oxted and the Redhill to Tonbridge lines and their stations, which dissect the district from north to south and east to west. These could provide useful corridors along which to situate development (Vision, p. 10), or on which to add extra stations.

Dormans railway station serves a rural area with no settlement attached to it. It therefore offers capacity and spatial possibilities.

The Oxted line runs northwards towards Croydon and London, and it forks at Hurst Green towards Edenbridge, Ashurst and Uckfield in the east, and towards East Grinstead in the west. The easterly branch runs in the Gatwick direction. Hurst Green should be strongly considered because it houses various industrial properties and is a focal point for local logistics and trade-counter operations, plus it has a railway station.

Equally, the M23 south of the M25 towards Gatwick and Crawley and the A22 towards East Grinstead in the more spacious south should be given priority. Finding and utilizing capacity appears important, while avoiding the risk of congestion in busier areas. Sufficient time should be allowed to explore properly available possibilities.

Adequate schools and health facilities are needed. More and more regular bus routes should support development. The district's provision should be reviewed and upgraded if the Vision is to achieve its objective of increased use of public transport and lowering reliance on the car.

Critically, green spaces and environmental protection are needed, which feed back into health, well-being and sustainability of the fragile natural world, and help mitigate

some of the considerable damage caused by the unleashing of an old fashioned develop-and-build approach in response to national and political difficulties. It is reasonable to ask whether you are likely to be successful in tackling climate change, regional over-crowding and national economic imbalances by building millions of houses on countryside, whatever their appearance or design. Tandridge, and other similar councils, should not dismiss making a very valid case for the peculiar constraints that it faces in this respect.

To underscore these points, we note that the 2019 State of Nature report suggested that there has been a 13% decline in the average abundance of wildlife in the UK since the 1970s. That figure was 19% in the 2024 report. The State of Nature Report for 2023 recorded that nearly one in six species are threatened with extinction from Great Britain, and that 151 of 10,008 species assessed have already become extinct since 1500. It concluded that the 'UK is now one of the most nature-depleted countries on Earth.'

Our places

32. What makes your town or village special?

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In the case of Warlingham, its Village Green centre is its historic heart, and its surrounding Green Belt, especially to the south and west, are of notable quality. These are under considerable pressure from heavy traffic and increased use that needs to be acknowledged, but is not currently being given sufficient emphasis at district level. Further traffic will suffocate the Green, while development in the eastern and southern directions beyond Warlingham in the direction of Chelsham and Farleigh will unavoidably impinge on high quality landscape, e.g. commons, two Conservation Areas, multiple ancient woodlands, networks of hedges and shaws, historic listed buildings, rural roads and so on.

33. Which local features or qualities should be protected?

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Green Belt to the south and east of Warlingham is of AGLV standard or in contact with Green Belt of that standard and should not therefore be treated as Grey Belt. Development should be discouraged in these directions, where rural landscape is of a higher quality, natural habitat is richer and more environmentally valuable and rural roads are already, in some cases, dangerously busy and overloaded, especially at peak times (VAS figures in Chelsham and Farleigh; road fatality Harrow Road).

Adjacent Conservation Areas (Farleigh Common and Fickleshole), the ancient woodlands between them and in their vicinity, commons and ponds, the underlying interlinked dry chalk valley system of this area, the existing field and woodland layout, notable Grade I and Grade II buildings (St Mary's Church, Elm Farm and so

forth) are, together, worthy of protection and preservation if the character of this part of the North Downs is to be properly safeguarded and enhanced.

Warlingham Green is very crowded and at certain times of day overloaded, and there is considerable pressure along Limpsfield Road towards Sanderstead and also along Farleigh Road leading to Selsdon. Considerable sites along or near Limpsfield Road that were identified in previous failed local plans have already been developed, and this should be taken into consideration in any future Local Plan. See: Warlingham HSG15, 100 houses on John Fisher Sports Ground; Warlingham HSG17, 45 houses allowed known as Farleigh Meadows; Warlingham HSG18, 150 dwellings, Shelton Sports Ground = 295 dwellings built or approved; plus Warlingham HSG16, 50 houses and 72 bed care to be determined, Chelsham Road. There are four schools along Limpsfield Road leading to Sanderstead, from where traffic backs up to Warlingham Green in term time. Similarly, Old Farleigh Road leading to Selsdon, where there is a school, supermarket and busy junction, also backs up to Farleigh.

Increased development in the Warlingham area impacts traffic levels on the nearby section of the A22 and junction 6 of the M25, which are already very busy and cannot easily be mitigated.

34. Are there areas or sites in your community where change could be acceptable or beneficial (for example, redevelopment or new community uses)?

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Until we see what land has been offered we will not comment, so we await the opportunity to study the HELAA.

Please read each statement carefully and select the option that best reflects your view.

35. New development should reflect local character and identity.

Local identity is at least as important as local character, so first and foremost any development should be for local residents and on a scale that is appropriate and sustainable locally.

36. The Council should prepare local design codes for towns and villages.

Strongly agree

Agree

Neither agree or disagree

Disagree

Strongly disagree

We thought that these or similar already existed. All settlements need to be treated with an equal degree of design sympathy and understanding.

- **Historic environment**
- Please read each statement carefully and select the option that best reflects your view.

37. Protecting and enhancing the district's historic character is important. Strongly agree

38. We should include local design codes that reflect traditional materials and styles.

Agree.

39. We should support the reuse of existing heritage buildings (e.g. housing, community or workspace).

Agree

Assume such buildings must be protected and preserved, and also that certain restrictions apply to any alterations resulting from a change of use, which should therefore be sympathetic to the character and appearance of a heritage structure and ensure its long-term survival.

Strongly agree

Agree

Neither agree or disagree

Disagree

Strongly disagree

- 40. Which heritage features do you value most?

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- **Natural environment and nature recovery**
- Please read each statement carefully and select the option that best reflects your view.

41. The Plan should place greater emphasis on nature recovery and biodiversity. Agree

42. New development should contribute to the networks identified in the Surrey Local Nature Recovery Strategy. Agree

43. We should identify specific Nature Recovery Areas or corridors to be added to the Surrey Local Nature Recovery Strategy. Strongly Agree

44. We should go beyond the national 10% national Biodiversity Net Gain (BNG) minimum. Strongly Agree

45. The Council should work with landowners and environmental groups on voluntary habitat enhancement projects. Agree

    Strongly agree

    Agree

    Neither agree or disagree

    Disagree

    Strongly disagree

46. Which habitats should be prioritised (e.g. woodland, wetlands, river corridors, meadows)?

Existing Chalk Down with Woodland, such as is found in very good concentrations on the North Downs

0 / 20000

- **Health, wellbeing and communities**
- Please read each statement carefully and select the option that best reflects your view.

47. All new development should include accessible green and open space. Agree

48. New development should contribute to healthcare either through on-site provision or through proportionate financial contributions. Strongly Agree

49. The Plan should prioritise layouts that promote walking, cycling, and public transport over car use. Agree

    Strongly agree

    Agree

    Neither agree or disagree

    Disagree

Strongly disagree

50. Are there local health or wellbeing challenges we should address (e.g. access to green space, isolation, recreation)?

Preservation of high-quality existing countryside and access to it, for people in the district and also from outside it, such as the large nearby urban populations of the South East. The Vision says that the district's Green Belt and environment are a valuable amenity and asset that should be protected and enhanced, including for tourism (and the jobs it can encourage). This is a 'core objective' on p. 17.

Importantly, the Vision appears to acknowledge (pp. 4, 8 and 9) that government, including the current one, understands that where significant constraints exist to increasing development, such as from limited infrastructure (p.16, strategic road network, 'severe capacity and safety issues') or Green Belt, these could affect an authority's ability to meet development needs and further that, historically, this has indeed been the case in Tandridge.

The exceptional position of Tandridge in this regard deserves stress in any local plan and robust discussion with government if and when inflated housebuilding cannot reasonably be contained.

0 / 20000

51. What are the perceived deficits in specific local areas?

We are unsure what specifically this question is referring to, but Warlingham's road network is under strain from increased traffic and parking, and the high-quality countryside to its south and east is made up of mainly rural roads never designed for high traffic volumes. Other local infrastructure difficulties are growing. Otherwise, we seek clarification as to the intended subject of this question.

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- **Climate change and sustainable design**
- Please read each statement carefully and select the option that best reflects your view.

52. All new development should help meet government-set net zero carbon targets. Agree

53. Renewable energy measures (e.g. solar panels, heat pumps) should be installed on all new developments. Agree

54. We should go beyond national minimum standards for energy efficiency and sustainability. Agree

Strongly agree

Agree

Neither agree or disagree

Disagree

Strongly disagree

- 55. Which environmental issues should be prioritised? (Select all that apply) ○

Air quality ○ Biodiversity ○ Energy use ○ Flood risk ○ Waste reduction

This appears to be a reasonable selection, with more suggestions below

- Other (Please specify)
- Habitat loss or degradation
- Greenhouse gas emissions
- Congestion, reliance on commuting and over use of the car
- pollution (plastic and air)
- **Monitoring and delivery**
- 56. The Council should commit to an early review if housing or infrastructure delivery falls behind targets. ○ Strongly agree ○ Agree ○ Neither agree or disagree

○ Disagree ○

Strongly disagree

The current district council cannot undertake this monitoring because it will not exist to do it. This is another reason for passing on the responsibility for drafting a local plan to the next authority, who will actually have responsibility for seeing it implemented, and therefore should determine what it contains.

- 57. Which outcomes should be monitored most closely (e.g. housing supply, climate impacts, biodiversity gains, infrastructure delivery)?

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58. Is there anything else you'd like to add?

0 / 3000

The presence of a small portion of the High Weald National Park in the southeastern corner of Tandridge is over-stressed, e.g. pp. 8 and 17, and 11.

P. 13 offers a definition of 'Grey Belt', and lists some of the key aims of Green Belt. It should list all the aims of Green Belt, being clear which of them may be judged not to apply to some 'Grey Belt', and which of the aims is not affected by 'Grey Belt'.

Chelsham and Farleigh Parish Council has objected to the exclusion thus far of its thinly populated wholly Green Belt AGLV landscape from the current boundary review of the Surrey Hills AONB. In its objection it has pointed out inconsistencies of approach and treatment during the boundary review assessments, whereby village areas like Woldingham with a railway line in it and abutting the A22 as well as many other areas with major built features in them were included in extensions, including areas near Oxted, when mostly rural Chelsham and Farleigh was not included and for unconvincing reasons. It has also referenced what it sees as questionable issues in the submission of the district council's response to the last consultation stage. Chelsham and Farleigh is entirely AGLV landscape and a strong AONB candidate.

About you

To help us understand the views of different groups and make sure everyone's voice is heard, please tell us a little about yourself. This information is optional and will only be used to analyse responses fairly and improve our Local Plan.

- 59. Are you (tick all that apply)

  Parish Council ○ a

  resident ○ a business

  owner

  ○ a councillor ○ a property developer ○ a representative of a

  community or voluntary organisation ○ a council officer ○ a

  landowner ○ a housing association representative ○ a member of

  a faith group ○ a member of an environmental or campaign group

- Other (Please say)

- 60. What is your age? * ○ Under 18 ○ 18-24 ○ 25-34 ○ 35-44 ○ 45-54 ○ 55-64 ○ 65+ ○ Prefer not to say
- 61. What is your gender? * ○ Female ○ Male ○ Non-binary ○ Prefer not to say
- 62. Your address:

0 / 3000

Chelsham and Farleigh Parish Council, contact the clerk or chair

63. Post code:* 64. First name:

- 65. Last name:
- 66. E-mail address:
- 67. Would you like to sign up for our Local Plan newsletter, so you never miss an update? We'll only use your e-mail to send Local Plan updates. You can unsubscribe anytime. ○ Yes, please add me to the mailing list.

  ○ No, thank you.
- Please see our Privacy Notice for details on how we use and protect your information.

Thank you for taking the time to complete this survey. Your feedback is invaluable and will help shape the future of our Local Plan.