

Burstow Parish Council

Planning Committee

Minutes of the meeting of Burstow Parish Council's Planning Committee held at 6.30pm
on Tuesday 28th July 2026

Open Forum – Two members of the public attended but did not wish to speak.

Members Attending: Committee Chair Debbie Hale, Chairman Ashleigh Bolton, Vice Chairman Bob Locke, Cllrs Alison Lewis, Andrew McLean, Donna Morris, Eddie Lord and Rachel Farrow

- 1 Apologies received from Cllr Cat Dodman for reasons accepted by Council
- 2 No Declarations of Interest and, therefore, no dispensations required.
- 3 The minutes of Tuesday 14th July 2026 were signed as a true record of the meeting
- 5 Matters arising – for information only
Item 7 of 14th July 2026 – Planning Enforcement visited the Plough Road/Dowlands Lane traveller site. The occupants were asked to remove the rubbish from the field area and advised that planning permission is required should they wish to extend the site further.
- 6 Planning Applications for consideration
2026/702 – Fiddleford Stables, Effingham Lane, Copthorne
Retrospective planning application for two horse stables each 4.5 x 3.6m
The applicant purchased the property in 1997 and applied for planning permission in 1998 to erect 3 stables and a tack room. This was approved. Following that, the applicant knowingly erected a lean-to storage area and two more stables without seeking consent from the Planning Authority. These additions were regularised as existing development in 2007. In 2008 the applicant applied for pp and was granted consent for a small barn. He completed the build using superior materials for the cladding and roofing. Shortly after that he partitioned an area as a tearoom and created a comfortable living area. Shortly after that, he tapped into the wastewater that runs down Effingham Lane, installed a toilet and shower and converted the barn further to make a bedroom. He also converted 2 stables into residential accommodation.

He was granted a Certificate of Lawfulness for an Existing use. This accommodation was rented out to tenants.

Given the applicant's history, it is of no great surprise to find out he has again carried out further development without seeking planning permission.

Recommend: Refuse, should the applicant require additional stables then he can convert the barn and 2 stables from residential back to their original purpose.

2026/611 – Saconnex Farm, 69 Redehall Road, Smallfield

Demolition of existing buildings and construction of 78 dwellings (C3 Use Class) with access from Redehall Road and provision of parking, landscaping and open space

Currently the draft Burstow and Smallfield Neighbourhood Plan is at Regulation 16 stage and sits with a Planning Inspector for adjudication. The Parish Council believes that the Neighbourhood Plan should be accorded significant weight when considering this application.

The application seeks to build 78 dwellings in the Green Belt, along a road that has seen significant development approved this year. Two applications, one for 88 dwellings and a second for 80 dwellings (2024/1389 and 2025/292), both on Redehall Road, whilst approved, have not been built.

Since January 2024 the Parish has seen 631 houses, 5 park homes and 55 Gipsy & Traveller pitches approved. This correlates to an approximate 40% increase in housing. No work on the majority of these (at least 550) has yet commenced) and the impact on our community remains unknown.

As Smallfield is defined as a Category 2 'Larger Rural Settlement' some infilling is expected. However, we expect this development to be limited in scale and size to fit within the available services and to not overwhelm our roads, medical services and education provision. There is little remaining undeveloped land within the Smallfield boundary and so it is vitally important to protect the Green Belt surrounding the village.

Transport – Traffic congestion is a problem at all key junctions and locations in the village. Of particular concern is the junction between Plough Road/Redehall Road/Wheelers Lane/Chapel Road. The primary school, catering to over 400 children, is located on the junction and the intersection was never intended to cope with the current level of traffic, let alone the traffic movements generated by all the new housing. We do not believe the junction can withstand the pressure of an additional 78 dwellings traversing through the village from the proposed development. Whilst the Smallfield Road Safety Improvement Scheme, implemented in 2024, has addressed some of the issues, there continues to be vehicle crashes and near-miss vehicle/pedestrian incidents. The Parish Council built a new car park accommodating 55 vehicles near to the parade of shops but congestion and drivers blocking the main road while waiting to enter the car park by the shops remains a daily problem.

The NPPF (para 110) and local planning policies (TDC DP5, DP7 and CSP 11) all speak to the planning system actively manage traffic by focussing development on sustainable locations, and offering genuine alternatives to private vehicles. CSP11 requires infrastructure to be improved before development is implemented and this has not happened.

Policy BSNP7: Transport Impacts and Infrastructure states

Proposals should aim, wherever possible, to reduce their reliance on private motorised vehicles to ensure traffic congestion on local roads is minimised and ensure environmental factors such as air quality is maintained, enabling a healthy and sustainable community.

Where a net gain in development is proposed, this should be located within a short walking distance (400-800m) from shops and facilities.

Major Development

Proposals for major development will be supported where it assists in the enhancement of transport infrastructure, maximising sustainable transport modes and prioritising improvements that make walking, cycling and public transport safer, direct and more accessible to residents and visitors.

Development that is likely to generate significant transport impacts must be supported by a transport assessment and a travel plan - which should include a range of measures to facilitate the uptake of sustainable transport modes and ensure that switching modes is simple, convenient and accessible to all.

The Transport Statement that accompanies this application states that the nearest shop is 850m from the development, 900m from the local primary school and 1km from the surgery. This does not accord with the draft NP. An excerpt from the Statement also says;

2.32. The Chartered Institution of Highways and Transportation (CIHT) document 'Providing for Journeys on Foot' recommends suggested acceptable walking distances of between 400m ("Desirable") for general journeys and 2km ("Preferred Maximum") for commuting and journeys to school purposes.

Demonstrating that this site is far from the 'desirable' distance to all services. The pavement that would link the proposed development to the centre of Smallfield is narrow and very uneven. It is not considered by the Parish Council to be in a safe or suitable condition to promote walking. It is also very narrow and would not enable an adult pushing a pram to walk alongside a child.

Sustainable travel is considered very important in all policies from the NPPF, Tandridge District Council and the draft Burstow & Smallfield Neighbourhood Plan. Given the poor state of the road network, the distance to Horley train station and the complete lack of public transport (one bus per hour on weekdays – excluding bank holidays, and a schooltime service) it is inevitable that resident will have no choice other than to travel by private vehicle. The applicant asserts that, since covid, remote working has become the norm. When reality is that, more and more employers are now requiring their staff to be 'present' in the office. The main employers in the local area are Gatwick Airport, East Surrey Hospital and Crawley/Manor Royal. It is unlikely that medical, retail or aviation

staff will be able to do their work remotely and/or have public transport system that can meet the needs of shift workers. The Parish Council dispute the assertion that the development will only add an additional 89 two-way vehicle movements per day. Government data (NTS 2024) says that the average number of two-way vehicle trips in rural areas is 5.0 to 6.0 per Rural household's average higher vehicle usage and multiple car ownership with over 58% of households owning two or more cars.

Smallfield is surrounded by a number of HGV operators, all of whom use the main road network through the village to access the A22 or A23, which lead to the M25 and M23 motorways. Fuller, Apps, Jacksons, Browns, United and MV are just some of them. Every weekday and Saturday morning finds any number of lorries travelling along Redehall Road, Plough Road and Weatherill Road. Our roads are not wide, a HGV lorry cannot fit completely within one lane of the carriageway even when they drive close to the roadside. We frequently have contact from residents worried for their safety as they walk along a narrow pavement with vehicles passing very close to them. We consider it 'lucky' that there has been only one incident involving a HGV and a pedestrian. The woman in question was walking along Redehall Road, on the pavement, when one of the HGV operator's HGVs experienced a tyre 'blow out'. The force of the blast blew the woman off her feet, landing several metres away. She suffered several broken ribs and multiple lacerations to her arms and legs. If she had been older or younger her injuries could have been far greater, possibly even lethal. Before we build more housing, inviting more people to live along these connecting routes for HGVs, we must see improvements to our infrastructure, making it much safer for all to navigate around the Parish.

This application's 'Transport Statement' offers no new improvement to the local highway network nor enhancements to the existing walking & cycling facilities in the area. It merely seeks to 'piggyback' on requirements placed on other developments.

The Neighbourhood Plan (and the Parish Council) do not object to some housing development in principle and we have supported some sites as developable and deliverable as they have arisen. This is because they are in 'less damaging' locations and they bring with them measures that improve the locality. E.g. 2022/1658 – Land at Meadow View, Plough Road and the flood remediation works.

Flooding is of huge concern to the Parish. Smallfield is low-lying and surrounded by the higher situated Outwood and Bletchingley, leaving us susceptible to flooding. Not just the infrequent but memorable ground water flooding such as Dec 2013/Jan 2014 but also the ever-present risk of internal sewage flooding for many residents. The village has a combined storm and foul water system. It was designed and built to accommodate a far smaller population than nowadays. During periods of heavy or prolonged rainfall the system suffers from hydraulic overload, and some residents are unable to generate any domestic wastewater for fear that internal sewage flooding occurs. Anecdotal evidence from various Thames Water engineers who have responded to emergency calls all point to

there simply not being sufficient capacity in the existing system to cope with current use. When heavy rainwater allows groundwater and sewage to escape the results are devastating. Adding greater numbers of resident to the system will result in more and more problems.

Medical and Educational needs – The GP Surgery and nearby hospital are under pressure from the health issues of our aging population. Smallfield Surgery is now part of East Surrey Modality Group – consisting of Smallfield, Horley and Townhill Caterham. At the previous count, Smallfield had 7780 registered patients. We expect that to increase significantly when the already approved 691 dwellings are occupied. Burstow Primary School is a two-form entry school that has over 430 children registered. It is operating at or near capacity and there are no plans to build a new school to meet future need. Redehall Aurora School is a specialist provision for SEND children. Currently many of the Parish's secondary age children attend school either at Oakwood in Horley or Imberhorne in East Grinstead. Already we find their catchment areas are shrinking as more new housing is provided in those areas. We are concerned about how and where future Parish children will find their education.

Recommend: Refuse

7 Decisions and appeals

2026/170 – Holly House, Church Road, Burstow

Change of use of existing dwelling to bed & breakfast accommodation (11 guest bedrooms with ensuite bathrooms) including managers accommodation.

Creation of car parking provision. *Approved*

2026/576 – Mole End, Cogmans Lane, Smallfield

Lawful Development Certificate (proposed) Erection of Single storey extensions to either side of dwelling. *Pp is required*

8 Urgent Items

None

There being no further business, the meeting closed at 18.24. The next scheduled meeting takes place at 18.30 on Tuesday 8th September 2026.

Signed..... Dated