

BURSTOW PARISH COUNCIL

PLANNING COMMITTEE

Minutes of the Planning Committee meeting of 26th March 2020 held via email between the Planning Committee members and the Parish Clerk

Open Forum – it was not possible for members of the public attended

Attendance: Committee Chairman Debbie Hale, Chairman Ian Wates, Cllrs Ashleigh Bolton, Bob Locke

- 1 No apologies
- 2 No declarations of interest
- 3 Dispensations – none required
- 4 The minutes of Tuesday 10th March 2020 were signed as a true record of the meeting.
- 5 Matters arising – None

- 6 Planning Applications for Consideration
TA/2020/358 – Samri, Effingham Road, Burstow
Erection of single storey side extension (CLOPD)
Recommend: Noted

TA/2020/369 – 6 Field Walk, Smallfield
Erection of single storey rear extension
Recommend: Approve subject to neighbours not objecting

TA/2020/310 – Byways, Chapel Road, Smallfield
Erection of single storey rear extension
Recommend: Approve subject to neighbours not objecting

TA/2020/364 – Thorncroft, Cross Lane, Smallfield
Erection of single storey side extension to existing garage, and new parking and access arrangements
Recommend: Approve

TA/2020/65 – Burstow Lodge Farm, Rookery Lane, Smallfield
Relaxation of condition 1 of decision 81/299/A, dated 27/04/1999 (Relaxation of condition 1 to increase race meetings from 6 days per year to 7 days per year)
Whilst the site is set outside of Smallfield, the noise of the vehicles and the public address system travels across the fields and can be clearly heard over the densely populated area of Smallfield causing intrusion and disturbance to resident's enjoyment of outside space. We recognise that it is a small increase but consider 6 days a year to be sufficient. The Council is aware that ownership of the raceway changed ownership a number of years ago and queries whether the new owner has the requisite licence to carry out this activity.
Recommend: Refuse, no increase in number of days.

TA/2020/332 – 46 Orchard Road, Smallfield

Demolition of existing utility room; Erection of single storey side extension (CLOPD)

Recommend: Noted

TA/2020/186 – Land at Triddles Farm, Triddles Farm, Plough Road

Demolition of existing farm buildings and ancillary residential unit; Erection of 4no.4-bedroom detached single dwellings with parking

The application address is set within the Green Belt area that surrounds the larger settlement of Smallfield. Whilst we accept that there would be a reduction in built form we do not consider this to be industrialised; rather it is agricultural land which is closely related to activities carried out in the Green Belt. Both the NPPF and existing Tandridge policies very clearly state that no development that would cause harm to the openness of the Green Belt should be permitted without very special circumstances that outweigh this harm. We do not consider that this application meets that threshold. Both the built form of the proposed dwellings and the garden curtilage associated with them would bring significant change to the existing site. The urbanisation of the site would constitute significant and permanent harm to the openness of the Green Belt and have a detrimental impact upon the character of the area.

Ecology – the number of old buildings and the presence of mature trees on the site together with the presence of several small watercourses could indicate the site may be offering shelter to bats. All species of bats found in the UK are legally protected and in view of the fact that the proposal involves demolition a bat scoping survey should be carried out by a licensed operator. No study has been included as part of the application therefore no consent should be given without affording the relevant authority the ability to comment in a meaningful manner. The presence of a number of small watercourses and ponds in the vicinity of the site indicate the potential for newts. The site should be surveyed for the presence of newts and reptiles.

Sustainability – the site is remote and separated from Smallfield, with no pavement or street lighting providing safe passage for pedestrians to walk. Where there is a footpath, the width is below 1.5m for much of its length and below 1m in parts of it. These widths are not sufficient to allow persons pushing prams, pushchairs and wheelchairs to be able to pass one another without straying into the road.

There are no proposals to remedy these deficiencies or to improve the disintegrating pavement and lack of street lighting. This road is used frequently by HGV drivers accessing a number of soil and concrete processing sites adjacent to Smallfield making it unlikely that residents living in this location would cycle to and from the shops and other services in Smallfield. The services and facilities in the village of Smallfield are limited to a small parade of shops located approximately 800m to the west of the site, immediately to the south of the Plough Road junction. This parade includes a butcher, greengrocer, pharmacy, post office, hair dresser and two small local food stores. However, the lack of continuous footway between the site and Redehall Road is likely to deter residents of the proposed site from walking to these local shops. There are no railway stations in close proximity to the site, the nearest being Horley station 5km away. There are little to no bus services from this location and the nearest fixed bus stop is over 600m to the west of the site on Redehall Road, to the north of the Plough Road junction. There are two daily services to schools in Oxted, Reigate and Horley but these busses do not operate throughout the day and not at all on weekends, public holidays or throughout the school holidays.

Highway – Visibility at the access point on Plough Road is obstructed in the leading traffic direction (to the right of access on exit) by high fencing requiring vehicles to extend out into the flow of traffic before proceeding. Immediately west of the site the speed limit decreases

from 40mph to 30mph therefore visibility splays of 2.4m by 120m would be ideal. If the applicant cannot demonstrate the visibility could be achieved at the access in both directions, then we believe this application should be refused.

For these reasons, residents living at this proposed development would be overly reliant upon private vehicles which is against the objectives set out in the NPPF and local planning policies.

The design and layout of the proposed development would lead to HGVs and other commercial traffic passing by the fronts of these properties to reach the light industrial units set behind the proposed location compromising both the safety and quality of life of residents and the ability of the industrial sites to operate.

To summaries:

- Harm to the openness of the Green Belt
- Harm to the character of the area
- Lack of sustainability and distance from local amenities
- Urbanisation of a predominantly agricultural area
- Inadequate visibility for motorists and pedestrians exiting the site
- Harm to bats and other protected species

Recommend: Refuse

7 Decisions and Appeals

TA/2019/2205 – Bridle Cottage, Green Lane, Shipley Bridge
Erection of first floor extension and internal alterations **Approved**

8 Items of an urgent nature brought to Committees attention for inclusion on a future agenda -
None

There being no further business the meeting closed at 7.05pm. The next Planning meeting is scheduled for 6.30/6.45pm on Tuesday 10th March 2020

Signed.....Dated.....