

APPENDIX A: HISTORIC ASSESSMENTS

A.1. Introduction

- A.1.1. As explained in Section 4 of the GBA report; an assessment which identified how the Green Belt has changed over time was carried out. This included examining key areas for post Green Belt development, as well as adjustments to Green Belt boundaries through planning policy documents, such as Development Plans / Local Plans, and identifying areas where there have been changes in the land use.
- A.1.2. The settlements surveyed are set out in Section 4 and the findings for each are set out in this Appendix. **Please note that is recommended this Appendix is printed in colour due to the maps and aerial photographs included.**

A.2. Bletchingley

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Bletchingley is an established built settlement which has retained its Green Belt status since it was conceived in 1958. Bletchingley remains one of the main residential areas in the District.

Prior to the identification of the Green Belt, Bletchingley was already an established residential settlement and has been built up over time surrounding the key historic core that is central to the character of the settlement today. Bletchingley built form can be traced back to the Saxon times as demonstrated by the number of listed buildings at its core.



Figure A.2.1 - Bletchingley from 1940's Aerial Photography

Bletchingley was included within the original Green Belt designation which was adopted through the 1958 Surrey County Development Plan.

What is also clear from the plans at that time is that mineral deposits of sand were a large land use in the surrounding lands of the settlement.



Figure A.2.2 – Box around Bletchingley in the Surrey County Development Plan 1958



Figure A.2.3 – Bletchingley from 1970s Aerial Photography South of the Downs Local Plan 1986

The 1986, South of the Downs Local Plan attributed a settlement boundary to areas such as Bletchingley and identified them as a rural settlement. The 1986 plan also sought to inset certain settlements from the Green Belt, however, Bletchingley was not inset at this time. The boundary attributed to Bletchingley has assisted in guiding infilling policies and allowing for limited development.

Although it is not seen on the proposals map for the 1986 plan, permission was granted, during the 1970's for the demolition of the Clerks Croft Hospital and construction of 76 units off of Church Lane which further sought to intensify the built area within the identified settlement boundary. Clerks Croft was developed during the 1980's (shown by the box on Figure A.2.4 below).



**Figure A.2.4 – Bletchingley in South of the Downs Local Plan 1986.
Box around the development of Clerks Croft Hospital**

South of the Downs Local Plan 1994

Bletchingley was identified as a settlement within the Green Belt where limited infilling would be permitted, however, no changes to its boundary were made since the 1986 South of the Downs Plan and no sites were allocated for development in the 1994 plan. Intensification from other development can be observed, including the Old Clerks Croft Hospital off Church Road.

Bletchingley Hospital site (76 units) had been completed in the interim period between the 1986 and 1994 plans, but was within the Green Belt and the settlement boundary to the east of the White Post development on Rabies Heath Road (box on Figure A.2.5 shows this). Development such as this sought to intensify the area, however it consistently remained in the Green Belt and the settlement boundary remained constant.



**Figure A.2.5 – Bletchingley in South of the Downs Local Plan 1994.
Box around the White Post development on Rabies Heath Road**

Tandridge District Local Plan 2001

The boundary for Bletchingley remained constant from the 1994 plan and no additional sites were allocated through the 2001 Local Plan. However, it did continue to intensify from small scale development. The boundary functioned effectively in containing development which was considered to be in keeping with the Green Belt nature of the rural settlement.

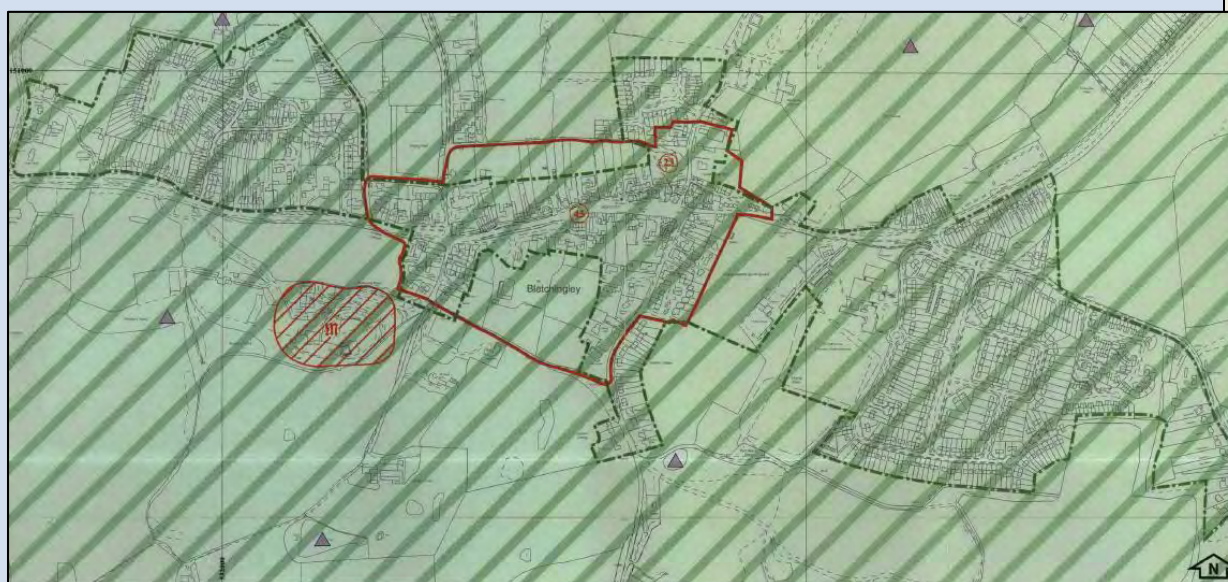


Figure A.2.6 – Bletchingley in Tandridge District Local Plan 2001

Tandridge District Core Strategy 2008

Bletchingley is identified as a defined village in the Green Belt under the 2008 Core Strategy. The Core Strategy made a significant change to the rural boundary that had been in place since 1986 and has effectively splits the settlement to create two separate boundaries. One which engulfs the White Post and old Bletchingley Hospital cluster of developments along Rabies Heath Road in the East, and then the

rest of the main settlement which is consistent with the previous boundary in that area. The section that includes the Bletchingley Arms public house (formerly The Plough) and the green space opposite up to the playing fields associated with St Catherine's school, is removed from the boundary entirely, but remains in the Green Belt. The two settlement boundaries are shown in the light green and not the red line on Figure A.2.7 below.



Figure A.2.7 – Bletchingley in Tandridge District Core Strategy 2008

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Bletchingley is washed over and has retained its Green Belt status since 1958. However, prior to the adoption of the 1986 South of the Downs Local Plan, it was candidate settlement to be inset due to its size and contribution to public services but it was determined that Green Belt status should be maintained to assist in protecting the historic core and conservation area.

The boundary has remained consistent across plan periods until 2008 Core Strategy where the settlement was effectively split in two to accommodate two separate boundaries. One which engulfs the White Post and old Bletchingley Hospital developments along Rabies Heath Road in the East, and then the rest of the main settlement. The section including the Bletchingley Arms public house (formerly The Plough) and the green space opposite up to the playing fields associated with St Catherine's school, is removed from the boundary entirely, but remains in the Green Belt.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The A25 runs through the centre of Bletchingley's historic core with numerous tributary roads leading into it in the area.

What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

Much of the mineral/sand extraction which has taken place surrounding Bletchingley has been remediated to green fields where the sites are no longer utilised. However, in one case, the sand extraction north of Bletchingley is still active and Bletchingley Golf Course was a former extraction site that was converted to the golf course in the 1990's.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.3. Blindley Heath

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

In 1945, the settlement of Blindley Heath was relevant small. It was not within the Green Belt at this time.



Figure A.3.1 – Blindley Heath in 1945 -1950 Aerial Photography

Surrey County Development Plan 1958

Blindley Heath was not originally in the area designate as Green Belt in 1958. The Green Belt can be seen surrounding South Godstone as a hashed line in the north west corner of Figure A.3.2 below.



**Figure A.3.2 – Blindley Heath in Surrey County Development 1958
Box showing Blindley Heath**

In the 1950s, a substantial redevelopment at the Cottenhams Site (known as Cottenham Terrace) involved the demolition of 8 dwellings and replacement of 45 dwellings. It was originally planned as a row of shops in the view of the railways extension from Caterham, which did not occur, with one the shops being a Railway Hotel. Cotterham Terrace and ‘the Blocks’ were demolished for the houses that are there today (Figure A.3.3 below), and the hardcore from the demolition was used to fill in the village pond at Gibbs Corner.

There were some other sites that came forward in the 1950s and 1960s before the Green Belt was designated in this area. These included development along Featherstone Road and St John’s Meadow (Figure A.3.4 below).



**Figure A.3.3 – Development along
Cottenhams 1945- 1950
Aerial Photography**



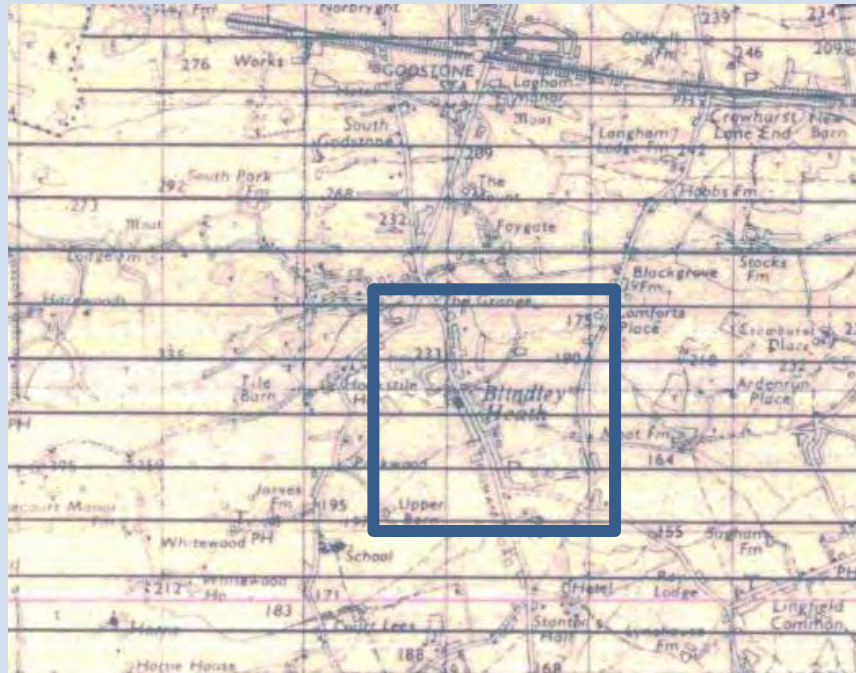
**Figure A.3.4 – Development along
Featherstone Road and St John’s
Meadow 1945 -1950 Aerial Photography**

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Blindley Heath and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Blindley Heath was not designated as Green Belt until the 1974 Surrey Development Plan.

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 designated the Green Belt in the south of the District, which included the settlement of Blindley Heath.



**Figure A.3.5 – Blindley Heath in Surrey County Development 1974
Box showing Blindley Heath**

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 set ‘*The Distribution of Future Housing*’ that recognised that

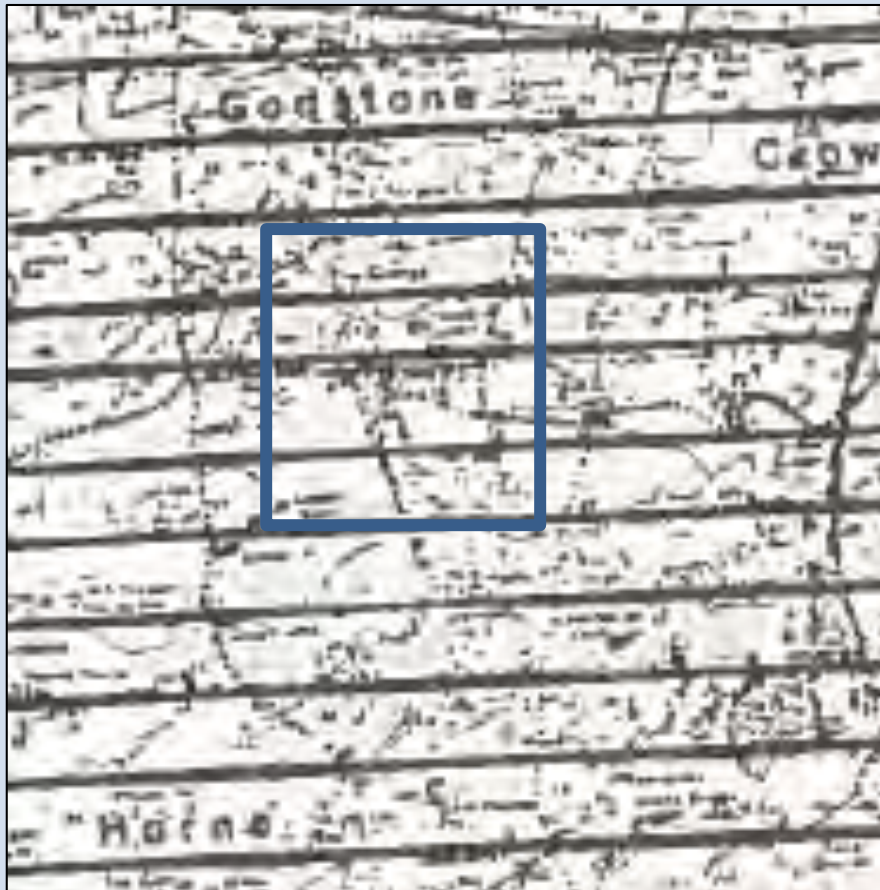
“...*Other settlements within the Green Belt [This included Blindley Heath] were closely studied to determine whether these were potential sites for development bearing in mind both the need to provide sufficient housing to satisfy the requirement established in the Structure Plan and the need to exercise strict control over development in such settlements.*”

Appendix 3 of the South of the Downs Local Plan 1986 set out a criteria that small sites or infilling within settlements such as Blindley Heath could occur. The main considerations included 9 policy criteria; identifying but not exhaustively, that the site must not lie in the Area of Outstanding Natural Beauty, lie in agricultural land graded 1,2,3a, had been subject to a recent appeal decision. It also considered ‘physical criteria’ such as but not exhaustively, that the site is not capable of providing more than of 5 dwellings, has a gradient too steep to accommodate dwellings, is within a known flood plain. Finally, Appendix 3, gave consideration to Infrastructure Criteria, is not capable of being served by existing, extended or proposed sewerage and

sewage works, is not capable of being serviced by an existing, extended on proposed water supply system, etc. Further detail is set out in Appendix 3 of the South of the Downs Local Plan 1986.

The Plan was also specific to the Cottenham Site, where further development was to be permitted. At paragraph 15.18, the Plan states

“At Blindley Heath, remaining land undeveloped at Cottenhams is proposed to accommodate 13 units, and permission has now been granted for this.”



**Figure A.3.6 – Blindley Heath in South of the Downs Local Plan 1986
Box showing Blindley Heath**

Figure A.3.6 above shows Blindley Heath washed over by Green Belt (the hashed lines across the Figure).

South of the Downs Local Plan 1994

The South of the Downs Local Plan 1994 sets out that Blindley Heath is a settlement in the Green Belt. This was the first time that a boundary has been drawn around the settlement, although the settlement remained in the Green Belt.

Paragraph 15.10 of the South of the Downs Local Plan 1994 identified that Green Belt Settlements, such as Bindley Heath,

“...are to remain in the Green Belt as at present and, therefore, are unlikely to change very much. Only small-scale, residential development will be allowed, together with provision for craft industry where this would be suitable”.

Figure A.3.7 below shows the settlement boundary and the hashed lines of the Green Belt.

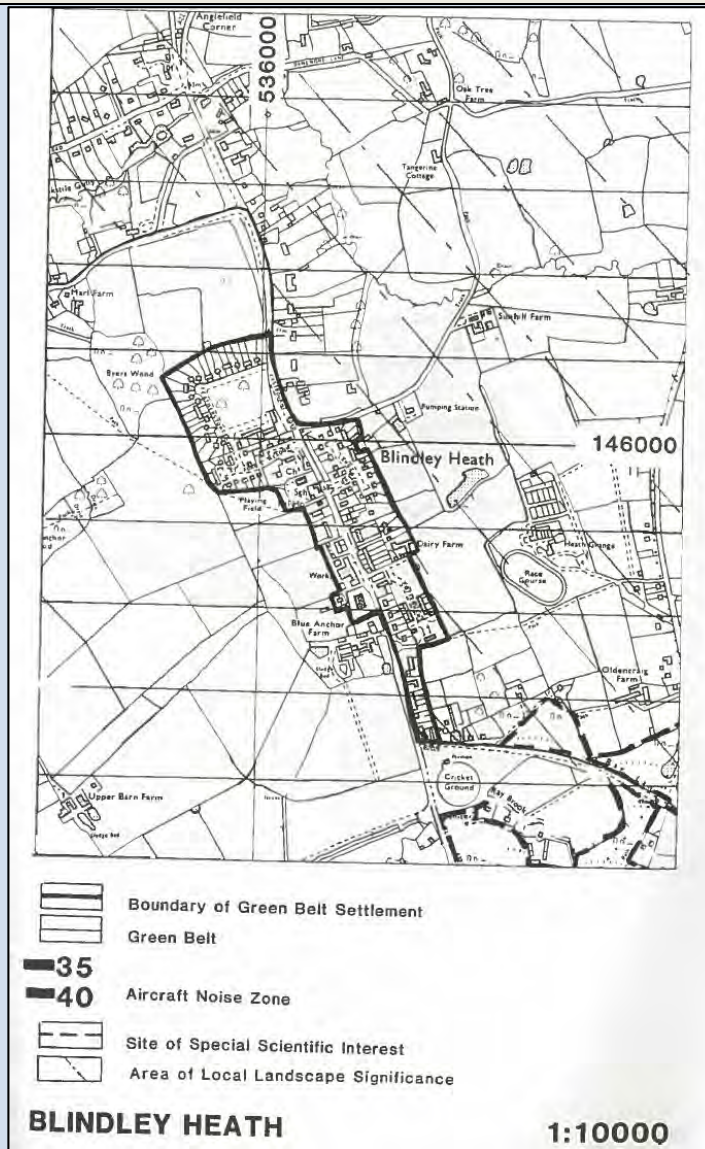


Figure A.3.7 – Blindley Heath in South of the Downs Local Plan 1994

It can clearly be seen from Figure A.3.8 below, taken in 1999, where the 1986 and 1994 South of the Downs Plans allowed infilling along the road frontages within Blindley Heath.



Figure A.3.8 – Blindley Heath from 1999 Aerial Photography

Tandridge District Local Plan 2001

Although the boundary stayed the same from the 1994 South of the Downs Local Plan to the Tandridge District Local Plan 2001, it is apparent that there were some small additions, including one new dwelling outside the settlement boundary and within the Green Belt, shown by the box on Figure A.3.9 below.

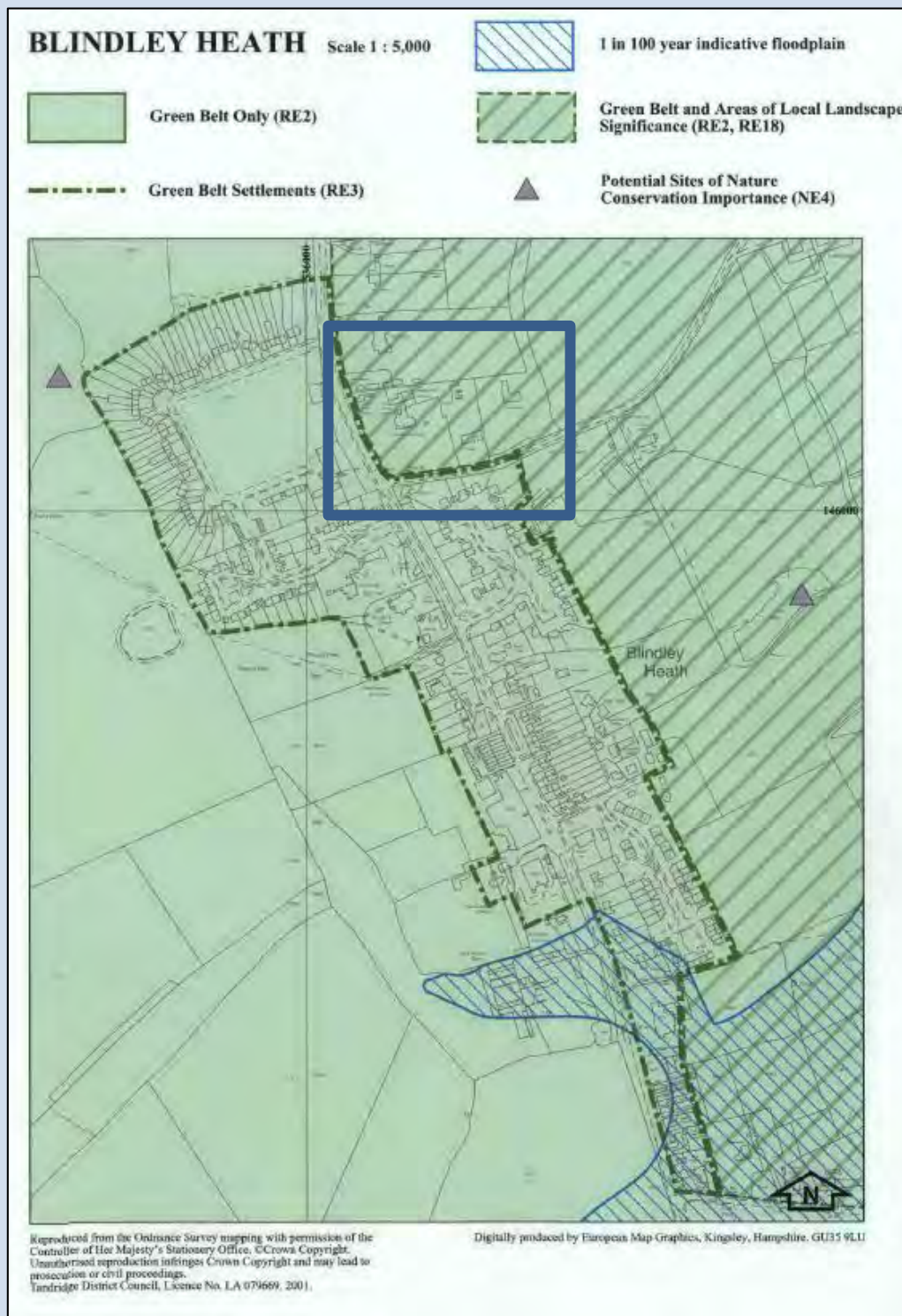


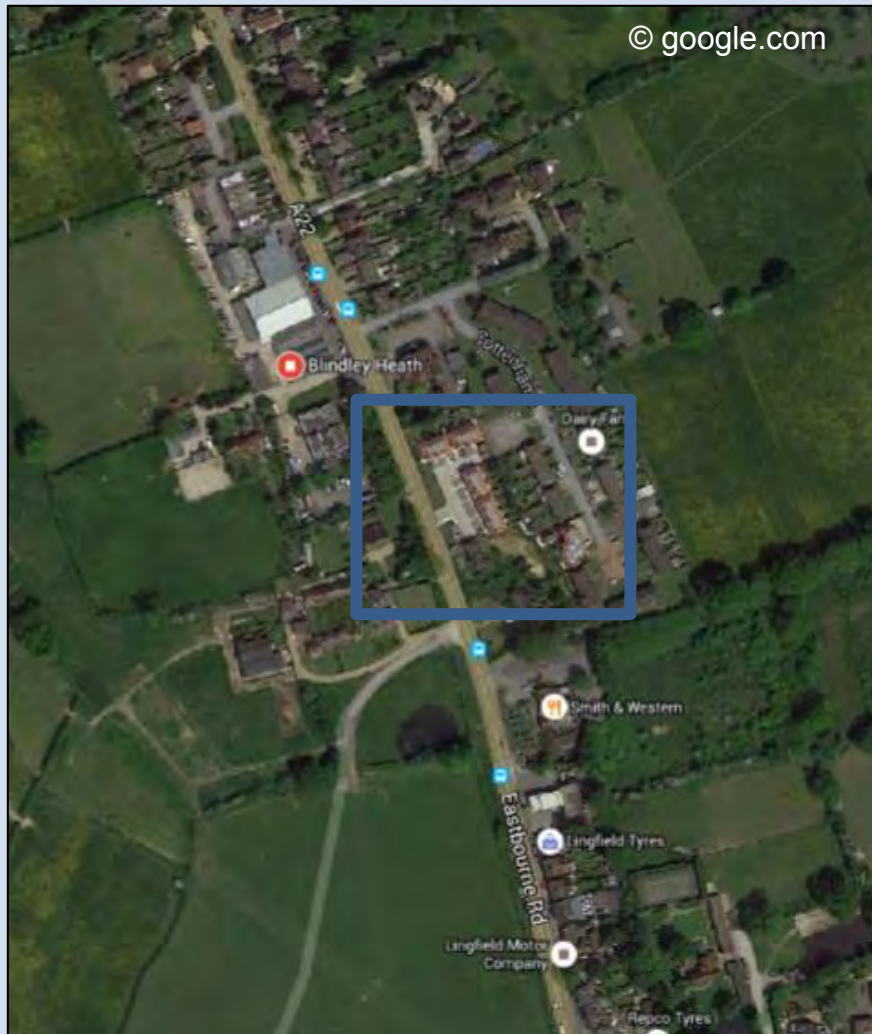
Figure A.3.9 – Blindley Heath in Tandridge District Local Plan 2001
Box showing some development outside the settlement boundaries

Tandridge District Core Strategy 2008

The Tandridge District Core Strategy 2008 set out that infilling and small scale development within Green Belt Settlements can be permitted. However, it deferred

the “classification and the exact boundaries of these settlements to the ‘Site Allocations DPD’ [Development Plan Document]”. The Site Allocations DPD was not progressed but the Detailed Policies, as explained below, was adopted by the Council in 2014. The Core Strategy 2008 also introduced ‘Policy CSP 5 – Rural Exceptions’, which “allowed land adjoining or closely related to the defined rural settlements [as set out in Annex 3 – which included Blindley Heath] which would otherwise be considered inappropriate for development, may be developed in order to provide affordable housing in perpetuity, in line with set criteria.

A rural exception site of 45 units was built along Eastbourne Road in 2012 – 2014.



**Figure A.3.10 – Blindley Heath in 2014 Aerial Photography
Box showing some rural exception site**

Tandridge District Detailed Policies 2014

Tandridge District Detailed Policies expanded on policy CSP1 in the Core Strategy and introduced policy DP12: Development in Defined Villages in the Green Belt, in which Blindley Heath was included. This policies allowed for development to occur in these areas subject to 7 criterion.



Figure A.3.11 – Blindley Heath in Tandridge District Detailed Policies 2014

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Blindley Heath was not put into the Green Belt until the 1974 Surrey County Development Plan. The settlement was washed over, but it was not until South of the Downs Local Plan 1994 that a settlement boundary was determined.

Prior to the designation of the Green Belt in 1974, the settlement had expanded in size and the ability to infill and deliver small scale development in Bindley Heath through the 1986 and 1994 South of the Downs Local Plan continued to increase the size of the settlement.

The settlement boundary has remained consistent since 1994. However, development, such as the rural exception site in 2012 -2014, has intensified the settlement.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The A22 goes through the middle of the settlement, which was put in place around 1718, a very long time before the Green Belt was designated.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The area surrounding Blindley Heath contains farmland, woodland and open fields, as can be seen in Figure A.3.11. This is still true of the landscape today. However, the biodiversity in the area has been recognised with the Blindley Heath Local Nature Reserve designated in 1991 as well as being part of the area being designated a Site of Special Scientific Interest (SSSI). In 1998, a management committee were set up and part of the land was allowed to be grazed, in order to retain the biodiversity and character of the area.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.4. Dormansland

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Dormansland in the 1950s had development spread along the roads and appears to have been sprawling outwards as can be seen in Figure A.4.1. The railway station was built in 1884, when most of the small housing estates were built, prior to the Green Belt.



Figure A.4.1 – Dormansland in 1945-1950 Aerial Photography

Surrey County Development Plan 1958

Dormansland was not within the Green Belt within the Surrey County Development Plan 1958, although was adjacent to an area of Great Landscape Value (diagonal hashed lines) to the east. The box in Figure A.4.2 below shows Dormansland adjacent to the Lingfield Racecourse.

South of the Downs Local Plan 1986

Proposal B of the South of the Downs Local Plan 1986 set out sites proposed for development. Site (m) The Meades in Dormansland was allocated for 16 units at a density of 100 habitable rooms per hectare. Paragraph 15.16 also states that

“Changes at Dormansland are also to be small-scale. Residential development is proposed on the land at The Meades (16 units) within the confines of the village”.

No boundary was provided to define the ‘confines of the village’ or the site area.

The same proposal as Blindley Heath (set out above) was applicable to Dormansland that allowed for small scale and infilling within the settlement.



**Figure A.4.4 – Dormansland in South of the Downs Local Plan 1986
Box Showing Dormansland**

South of the Downs Local Plan 1994

The Meades development had still not been built out by the time of the South of the Downs Local Plan 1994. Paragraph 15.11 under ‘Green Belt Settlements’ states

“Changes at Dormansland are also to be small-scale. Residential development is proposed post-1996 on land at the Meades (16 units) within the confines of the village”.

The difference with the 1994 Plan to the 1986 South of the Downs Plan was that the site was allocated and the confines of the village defined, as set out in Figure A.4.5 below. Box 1 on Figure A.4.5 shows the allocated site.

However, what is also clear from the 1994 South of the Downs Local Plan and Figure A.4.5 is the intensification of development within the settlement, shown by box 2.

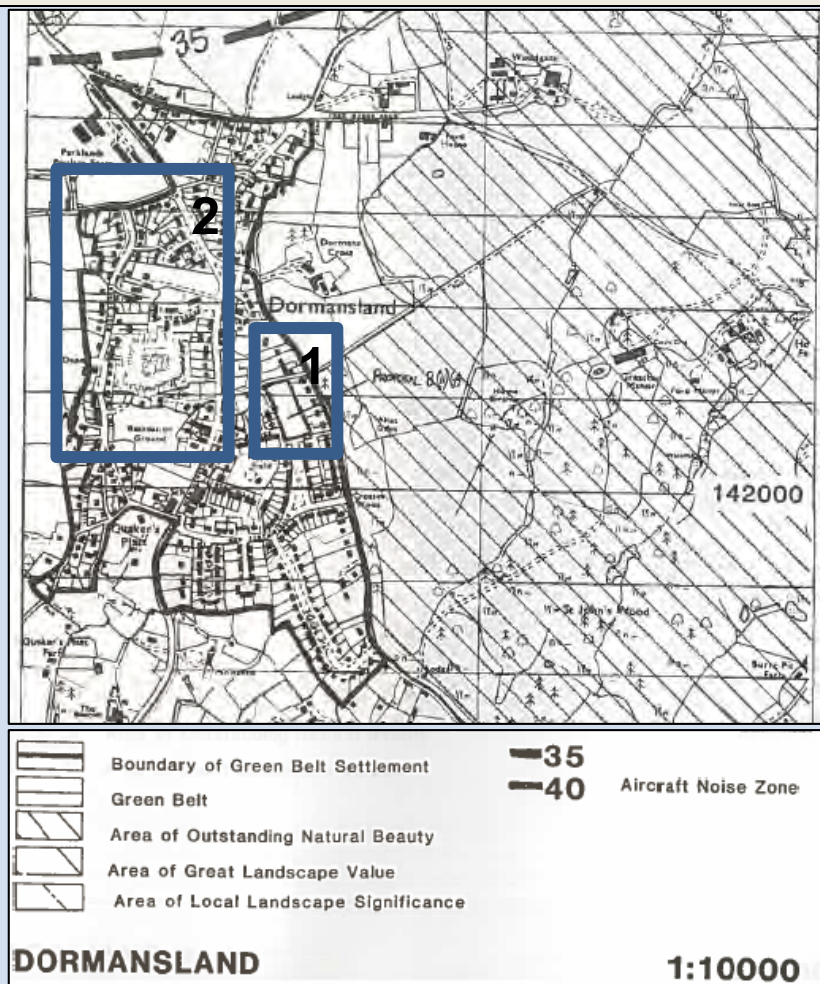


Figure A.4.5 – Dormansland in South of the Downs Local Plan 1994
Box Showing the proposed area for development and intensification of the settlement

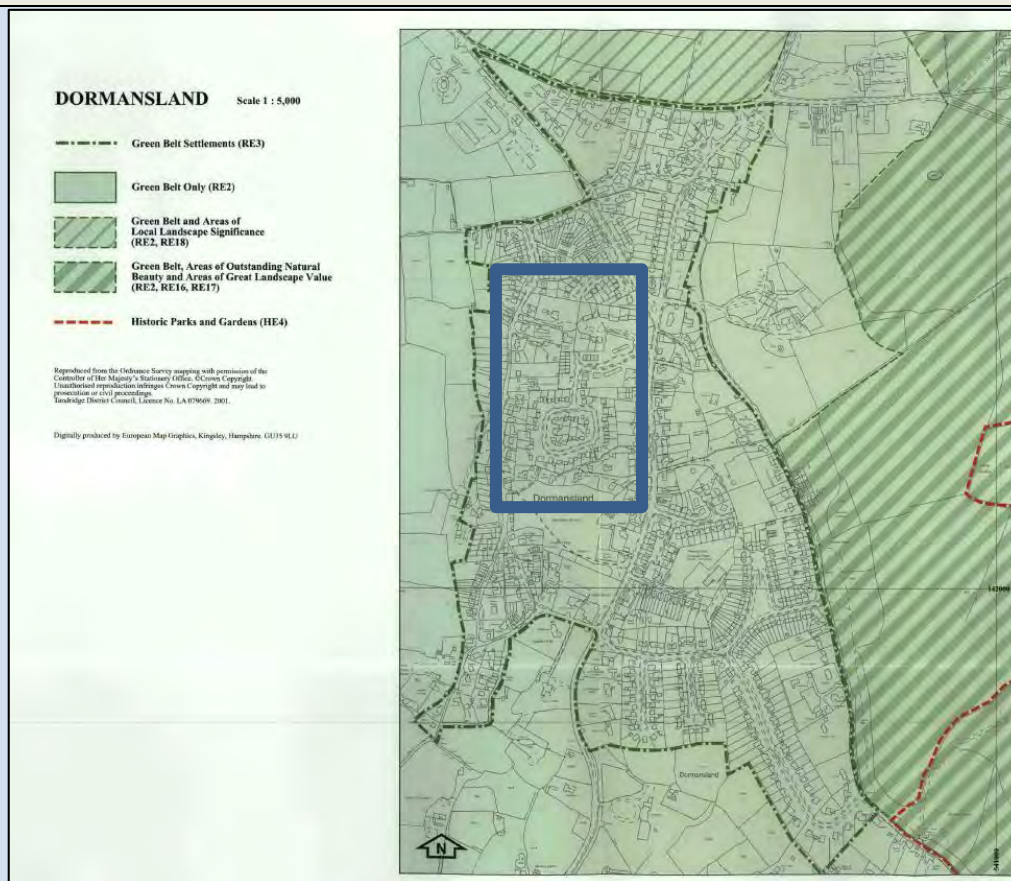
Tandridge District Local Plan 2001

The Tandridge District Local Plan 2001 did not set to change the settlement boundaries of Dormansland, as can be seen on Figure A.4.6 below. The Local Plan 2001 in policy HO3 – Housing Land Allocations up to 2006 allocated ‘The Meades’ for 16 units, demonstrating that from 1986-2001, the site had still not been built out.

The Local Plan 2001 allowed for rural exception sites under Policy HO10 – Rural Exception Housing in Dormansland. The supporting text to this policy states:

“The policy is not intended to apply in most Green Belt areas, which are by their nature close to the main conurbations where conditions are not typical of the generality of rural areas. However, exceptionally very limited development of affordable housing within or adjoining existing villages or other small settlements may be acceptable and consistent with the function of the Green Belt”.

It can also be seen in the box on Figure A.4.6 that there has been more intensification within the settlement boundaries of Dormansland since the 1994 South of the Downs Local Plan. These areas extend to Locks Meadow and Newhache.



**Figure A.4.6 – Dormansland in Tandridge District Local Plan 2001
Box Showing the proposed area for development and further intensification of
the settlement**

Tandridge District Core Strategy 2008

The Tandridge District Core Strategy 2008 set out that infilling and small scale development within Green Belt Settlements can be permitted. However, it deferred the “*classification and the exact boundaires of these settlements to the ‘Site Allocations DPD’ [Development Plan Document]*”. The Site Allocations DPD was not progressed but the Detailed Policies, as explained below, was adopted by the Council in 2014. The Core Strategy 2008 also introduced ‘Policy CSP 5 – Rural Exceptions’, which “*allowed land adjoining or closely related to the defined rural settlements [as set out in Annex 3 – which included Dormansland] which would otherwise be considered inappropriate for development, may be developed in order to provide affordable housing in perpetuity, in line with set criteria.*

Tandridge District Detailed Policies 2014

Tandridge District Detailed Policies expanded on policy CSP1 in the Core Strategy and introduced policy DP12: Development in Defined Villages in the Green Belt, in which Dormansland was included. This policies allowed for development to occur in these areas subject to 7 criterion.

The box on Figure A.4.7 shows that The Meades was finally built out.



**Figure A.4.7 – Dormansland in Tandridge District Detailed Policies 2014
Box showing The Meades built out**

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

The Green Belt washed over Dormansland since the 1974 Surrey County Development Plan. It was not until the South of the Downs Local Plan 1994 that the settlement boundary was defined, and the boundary has remained the same since this time.

A common proposal known as the Meades was allocated since the 1986 Plan, and was not built out until the 21st Century. There was some intensification within the settlement, particularly in the area known as Locks Meadow, adjacent to the recreation ground.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The railway runs to the west of the settlement, although this has been in existence since 1884, prior to the Green Belt designation.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The area surrounding Dormansland contains farmland, woodland and open fields, as can be seen in Figure A.4.7. This is still true of the landscape today. The settlement has been adjacent to a Great Landscape Area or Area of Great Landscape Value since the 1958 Plan, recognising its importance and contribution to the wider landscape and the High Weald Area of Outstanding Natural Beauty.

The Lingfield Racecourse is in close proximity to the west of Dormansland, but this is explored in the Lingfield historic assessment. The Lingfield Park golf course is in close proximity to the settlement, which opened in 1987.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.5. Felbridge

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

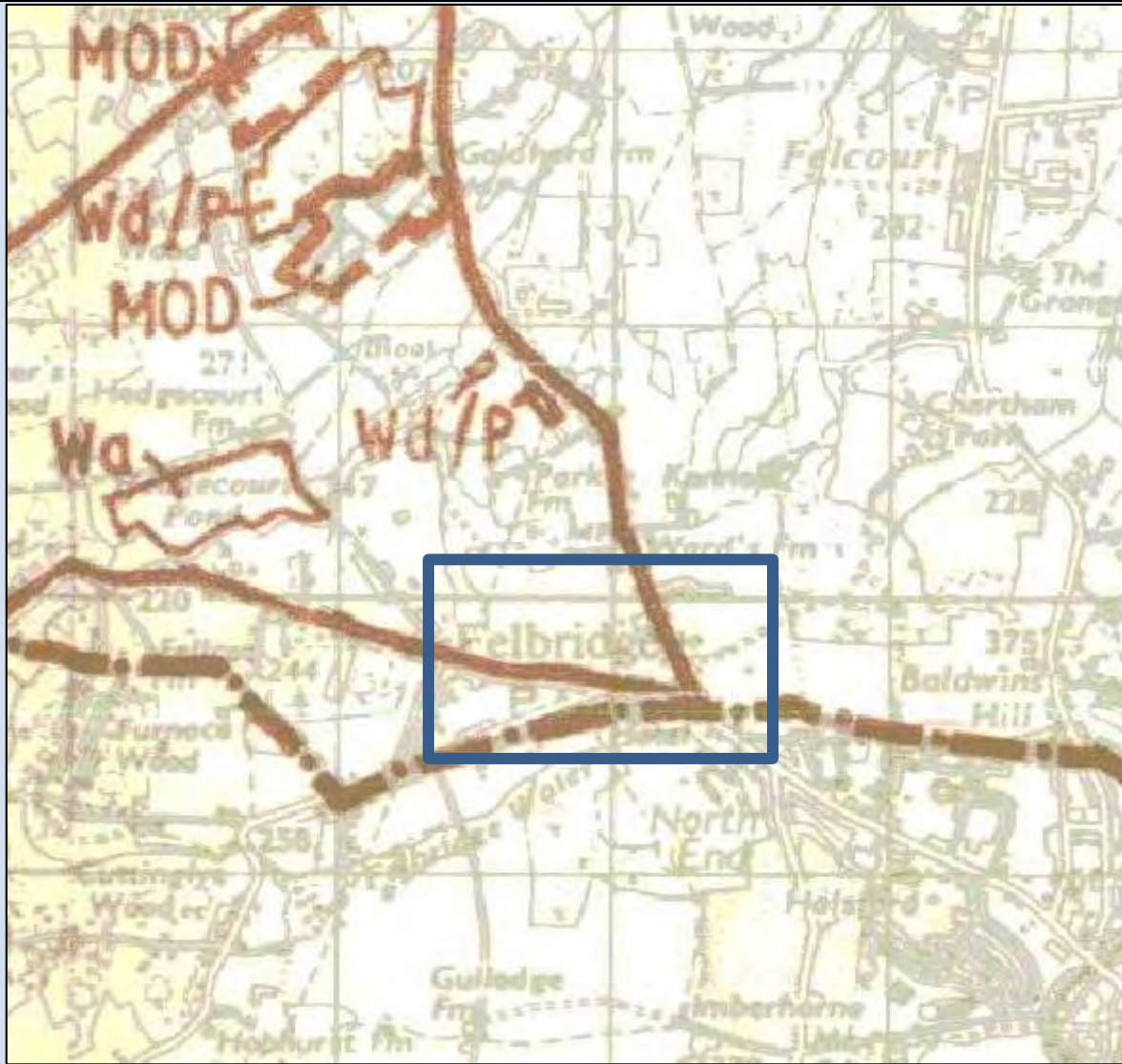
Figure A.5.1 shows that Felbridge spread out along Crawley Down Road and Copthorne Road in the 1945-1950s.



Figure A.5.1 – Felbridge from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

Felbridge was not designated as Green Belt in the 1958 Surrey County Development Plan.



**Figure A.5.2 – Felbridge from Surrey County Development Plan 1958
Box showing Felbridge**

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Felbridge and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Felbridge was not designated as Green Belt until the 1974 Surrey Development Plan.

In 1966, Whittingham College (GOR/5903) was built for elderly ladies and a few married couples, occupying 54 rooms. This development was allowed, given the need for 'Almshouses' in the area. This was on appeal, despite the material consideration of the Green Belt policy. The box on Figure A.5.2 shows this development.

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 washed Green Belt over Felbridge, so that the whole settlement was covered by this policy. Figure A.5.3 below shows the hashed lines going through Felbridge, which corresponds to the Green Belt designation, added under Amendment 43 to the Surrey County Development Plan 1971, which was formally adopted in 1974. Figure A.5.3 below also shows that the Green Belt stopped at the Local Planning Authority and Surrey County boundary.

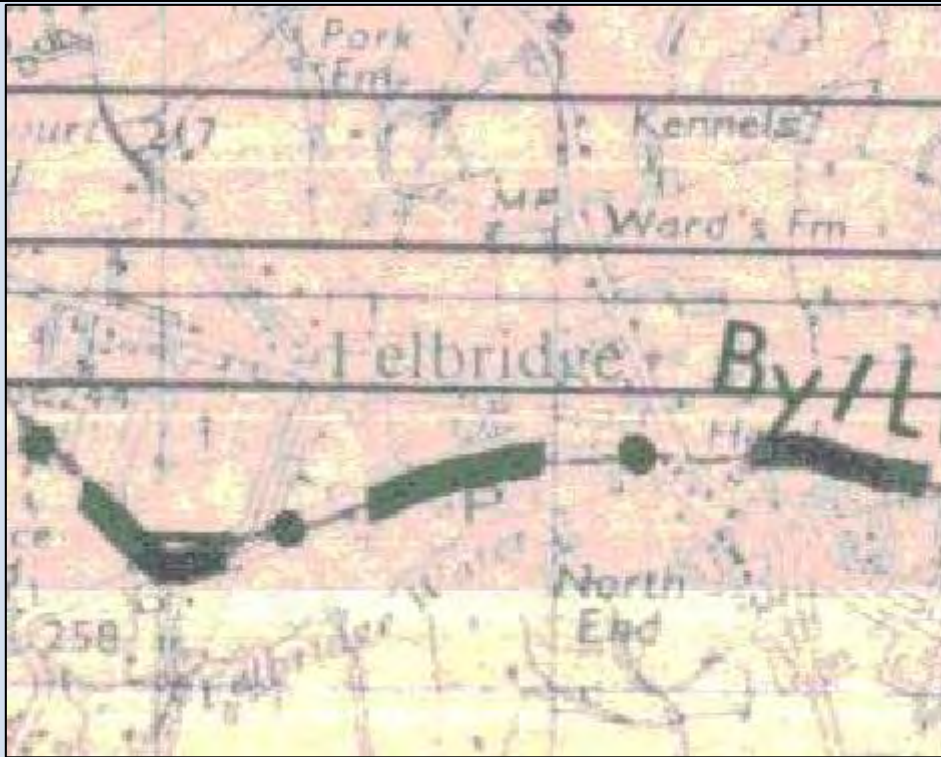


Figure A.5.3 – Felbridge from Surrey County Development Plan 1974

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 is the first time that a settlement boundary for Felbridge was defined. The area was still washed over by Green Belt in the 1986 Plan and was identified as a settlement within the Green Belt where infilling and small scale development could be permitted.

Whilst it is not directly within the settlement of Felbridge, the 1986 South of the Downs Local Plan allocated 28 units in Browns Wood, in Ballwins Hill (east of Felbridge).



**Figure A.5.4 – Felbridge from South of the Downs Local Plan 1986
Box showing Whittingham College**

South of the Downs Local Plan 1994

Paragraph 15.10 of the South of the Downs Local Plan 1994 identified that Green Belt Settlements, such as Felbridge,

“...are to remain in the Green Belt as at present and, therefore, are unlikely to change very much. Only small-scale, residential development will be allowed, together with provision for craft industry where this would be suitable”.

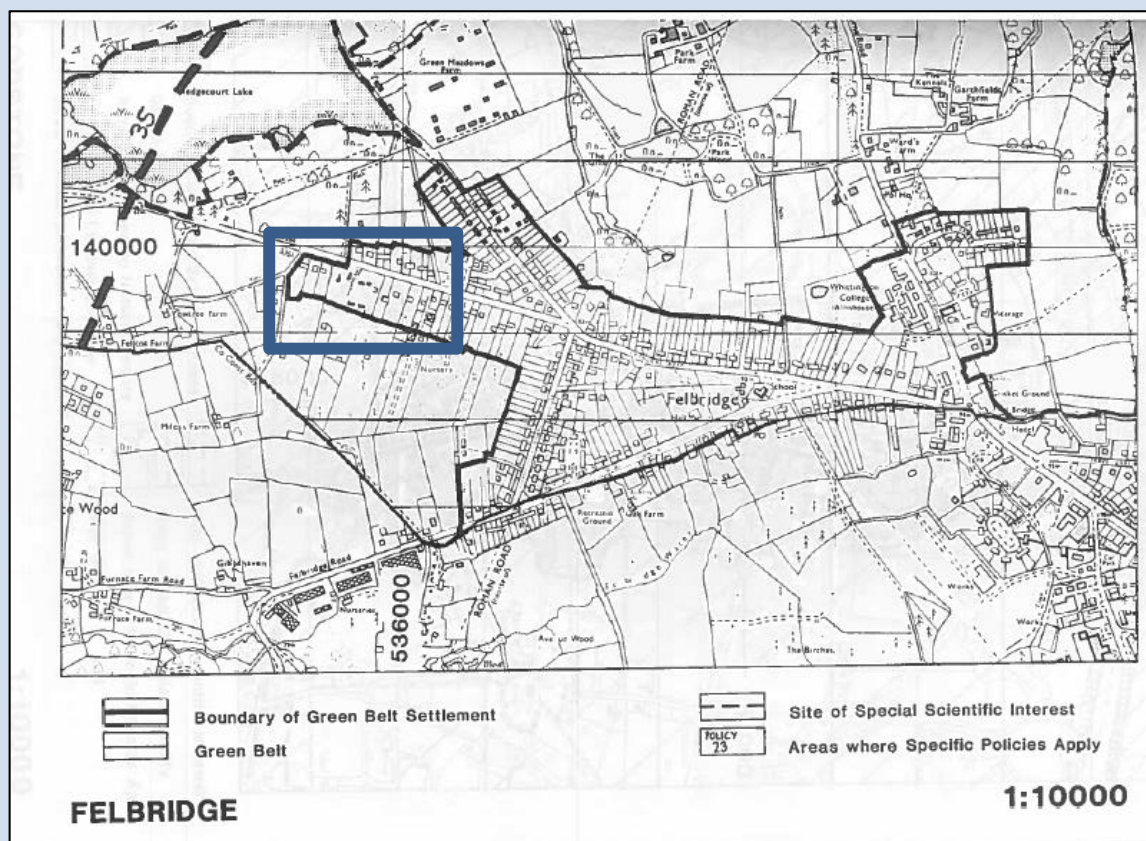
Of some relevance to Felbridge due to its proximity, is the proposal for a by-pass at East Grinstead. The 1994 South of the Downs Local Plan 1994 is clear at paragraph 13.20 that the

“...creation of new roads through areas of Green Belt should normally be avoided. Where existing rural roads can be upgraded, such routes should be preferred and selected for improvement...The proposals [for the East Grinstead Bypass] are to be reviewed following the Secretary of State’s recent decision to modify the West Sussex Structure Plan requesting that ‘other appropriate improvements’ be examined..”

The other area of interest is the special mention of the settlement of Baldwins Hill. Paragraph 15.7 states:

“This settlement has a considerable local identify by virtue of such features as its Primary School and lower-density residential areas. Nevertheless, it does form part of the continuous urban area centred on East Grinstead.”

From the 1986 South of the Downs Local Plan, the box on Figure A.5.5 shows the level of infilling that has occurred along Copthorne Road.



**Figure A.5.5 – Felbridge from South of the Downs Local Plan 1994
Box showing infilling along Copthorne Road**

Tandridge District Local Plan 2001

The Tandridge District Local Plan 2001 retained Felbridge in the Green Belt. It can be seen from Figure A.5.6 below that the settlement had expanded from 1986, with further development along Crawley Down Road, as shown by the box on Figure A.5.6 below respectively. Along intensification and considerable development has occurred within the settlement since the Green Belt was designated, the settlement boundaries have remained the same since the 1994 South of the Downs Local Plan.



**Figure A.5.6 – Felbridge from Tandridge District Local Plan 2001
Box showing infilling within Felbridge**

Tandridge District Council Core Strategy 2008

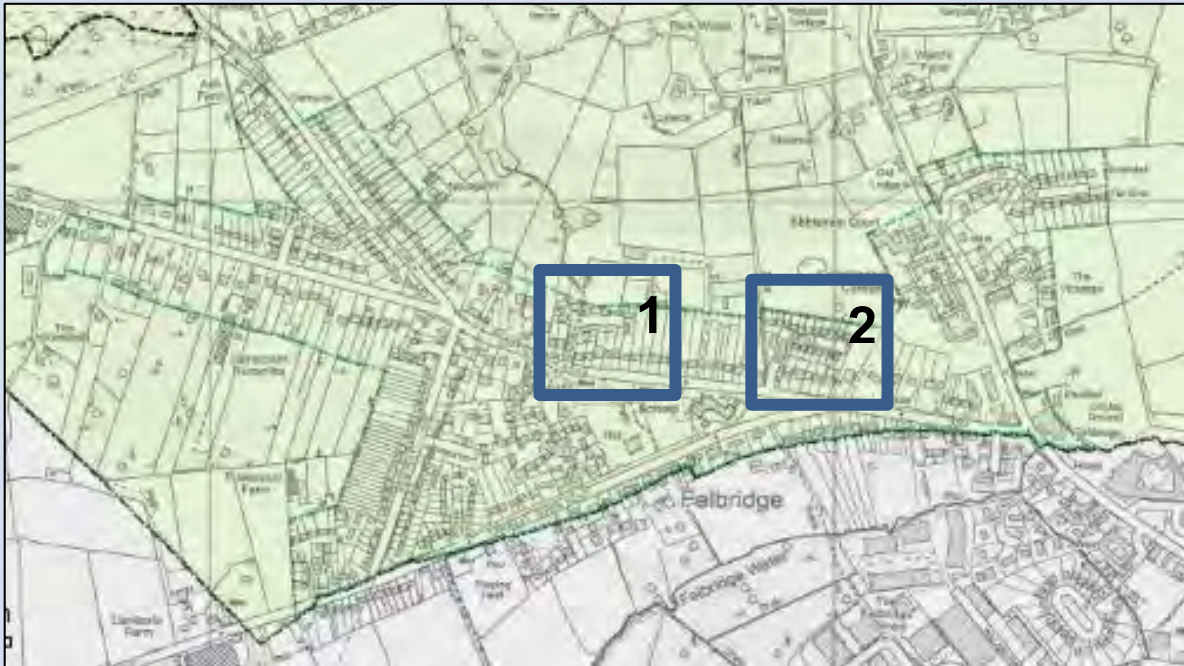
The Tandridge District Core Strategy 2008 set out that infilling and small scale development within Green Belt Settlements can be permitted. However, it deferred the “*classification and the exact boundaries of these settlements to the ‘Site Allocations DPD’ [Development Plan Document]*”. The Site Allocations DPD was not progressed but the Detailed Policies, as explained below, was adopted by the Council in 2014. The Core Strategy 2008 also introduced ‘Policy CSP 5 – Rural Exceptions’, which “*allowed land adjoining or closely related to the defined rural settlements [as set out in Annex 3 – which included Felbridge] which would otherwise be considered inappropriate for development, may be developed in order to provide affordable housing in perpetuity, in line with set criteria.*”

Tandridge District Council Detailed Policies 2014

The settlement boundary for Felbridge has not been amended since the 1986 South of the Downs Local Plan. It has always been washed over by Green Belt since 1974 when the Green Belt was officially designated in this area. Although, the proposed extension to the Green Belt had been a material consideration in decision taking

since 1959. This is most evident in Felbridge as the Whittingham College makes particular reference to the material consideration of the Green Belt.

When compared to contemporary photos, the existing footprint of Felbridge within Tandridge has not changed massively, albeit development has spread further along Mill Lane in a north west direction and Copthorne Road in a westerly direction. The centre of Felbridge has become more dense and some additional infilling has occurred between Copthorne Road and Crawley Down Road. Between 2001 and 2014 there has been a couple of developments on back land, as shown by box 1 and box 2 on Figure A.5.7 below.



**Figure A.5.7 – Felbridge from Tandridge District Detailed Policies 2014
Box showing infilling within Felbridge**

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Felbridge was not washed over with Green Belt officially until the 1974 Surrey County Development Plan. However, the 1959 Surrey County Development Plan sought to designate Green Belt over the settlement of Felbridge, although this plan never made it through the formal process of plan making and was considered as a material consideration rather than policy.

The settlement boundaries for Felbridge were not defined until the 1986 South of the Downs Local Plan and although the area has been infilled and intensified, specifically along Copthorne Road and Crawley Down Road, the settlement boundaries have remained the same to present day.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The A264 Copthorne Road and Crawley Down Road can be seen in the aerial photograph from 1945-1950 before the Green Belt designation. The section from the west of Felbridge as far as Three Bridges has been improved and partially rerouted. For many years there was no junction with the M23 and the route went through both

Crawley and Horsham. In the late 1980s, it was rerouted along the newly constructed Copthorne Link Road to Junction 10 of the M23, and in the early 1990s was extended south along the M23 to Junction 11 at Pease Pottage, and along the then newly constructed SW Crawley Bypass.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The land around Felbridge to the south is mainly agricultural. The land to the south is in the District of Mid Sussex and the settlement of East Grinstead. There are also two small sections of Green Belt that expand into East Grinstead, as shown by the boxes in Figure A.5.8 below. It is unclear at this stage, whether these areas exist as they were originally contained within the Surrey administrative border but have now moved to West Sussex.

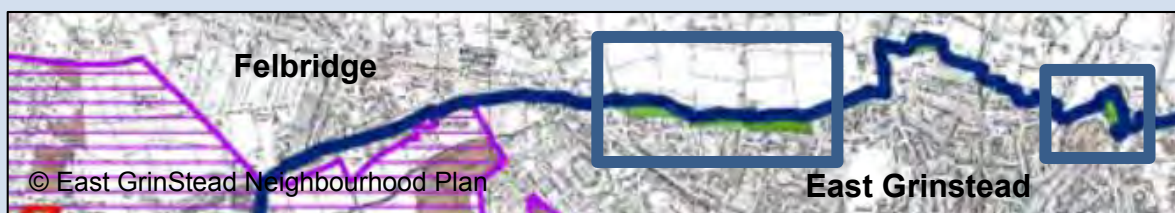


Figure A.5.8 – Green Belt in East Grinstead
Boxes showing areas of Green Belt in East Grinstead

There is a dirt track (northwest of Felbridge) developed sometime between 1999 and 2005 according to aerial photos and planning application – 2008/368. This change to the land use would be likely to have changed the appearance of the landscape. A nearby, motorbike track (just north of Hobbs Business Park) also exists and has grown in size between 1999 and the present day, as shown in the box in Figure A.5.9 below. The other land uses that can be seen in Figure A.5.9 are explained below in question 5.



Figure A.5.9 – Land north of Felbridge from 2014 Aerial Photography
Boxes showing Motorbike Track

5) Is there anything else you have discovered that may not fall into the above categories?

Hobbs Barracks, north of Felbridge (see 1945 aerial photo), took up a major part of what is now the Green Belt. Significant change has occurred since then and now, although the Barracks has been dismantled, a business park exists in the same general area (as identified in 83/19) and referred to in the South of the Downs Plan 1986 and its update in 1994 as a strategic employment site.

The 1986 South of the Downs Local Plan at paragraph 6.9 sets out that *“As well as provision at Hobbs Barracks..., there is a continuing need for premises for craft industries, as confirmed by the Council for Small Industries in Rural Areas.”*

The Tandridge District Local Plan 2001 sets out a policy for Hobbs Industrial Estates; Policy EM3 – Development on Major Developed Sites;

“The Council has identified the following as major developed sites in the Green Belt [of which Hobbs Industrial Estate is listed]. Within the major developed sites...limited infilling or complete or partial redevelopment will be permitted [subject to a number of criteria].

Paragraph 7.45 provides some further information about Hobbs identifying that *“...following the sale of the site, an application was submitted for various commercial and recreational uses. In February 1985 planning permission was granted for the development of the site for these purposes. A key feature of the consent was a requirement to construct a new access road onto the A22,”* [which was built]. Since the original planning permission was granted, new buildings were erected. However, at the time of writing the 2001 Local Plan, an area known as the parade ground, which had planning permission for several commercial buildings had not been built out. In order to control and influence development at Hobbs, paragraph 7.49 goes further and sets out that *“...at the earliest opportunity a site brief will be prepared that will be adopted by the Council as Supplementary Planning Guidance, particularly to focus on the area used for open storage giving consideration to the impact on the openness of Green Belt.*

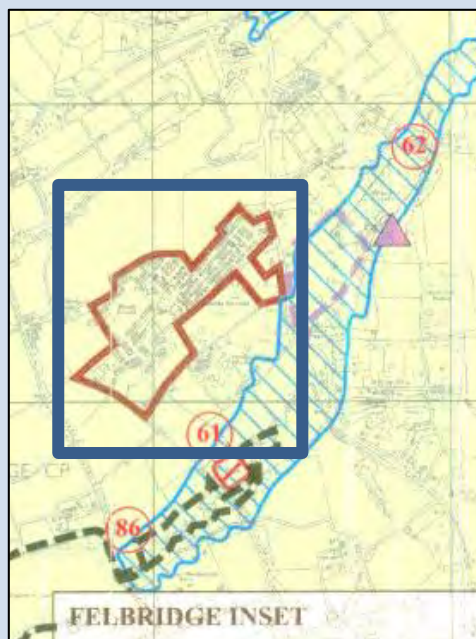


Figure A.5.10 – Hobbs Industrial Estate from Tandridge District Local Plan 2001

Box showing Hobbs Industrial Estate

Tandridge District Core Strategy 2008

Policy CSP22 – The Economy is particular of importance; it sets out that “*the following sites are designated as “Strategic Employment Sites” and will be retained for the existing uses: Hobbs Industrial Estate*”.

In the case of Hobbs Industrial Estate certain waste processing uses will be acceptable if the sites identified for such in the Waste Development Framework.

Paragraph 18.6 of the Core Strategy provides detail about Hobbs Industrial Estate as a Major Developed Site in the Green Belt and a Strategic Employment Site, and that the Council in conjunction with the landowners will prepare a Site Brief. The supporting text is explicit that Hobbs should not be used to provide housing and is important for its commercial and industrial contribution to the District.



Figure A.5.11 – Hobbs Industrial Estate from Tandridge District Core Strategy 2008
Box showing Hobbs Industrial Estate

Draft Lambs and Hobbs Economic Development Report 2015

The Council are currently working on a document that explores the potential of Hobbs Industrial Estate and its contribution to the economy as a Strategic Employment Site. This document is likely to be published with the evidence base of the emerging Regulation 18 Tandridge District Local Plan 2015.

A.6. Godstone

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Godstone is an established built settlement which has retained its Green Belt status since it was conceived in 1958. Godstone remains a key service centre in the District and remains to be one of the main residential locations.

Prior to the identification of the Green Belt, Godstone was already an established residential settlement and has been built up over time surrounding the key historic core that is central to the character of the settlement today.



Figure A.6.1 –Godstone 1945-1950 Aerial Photography

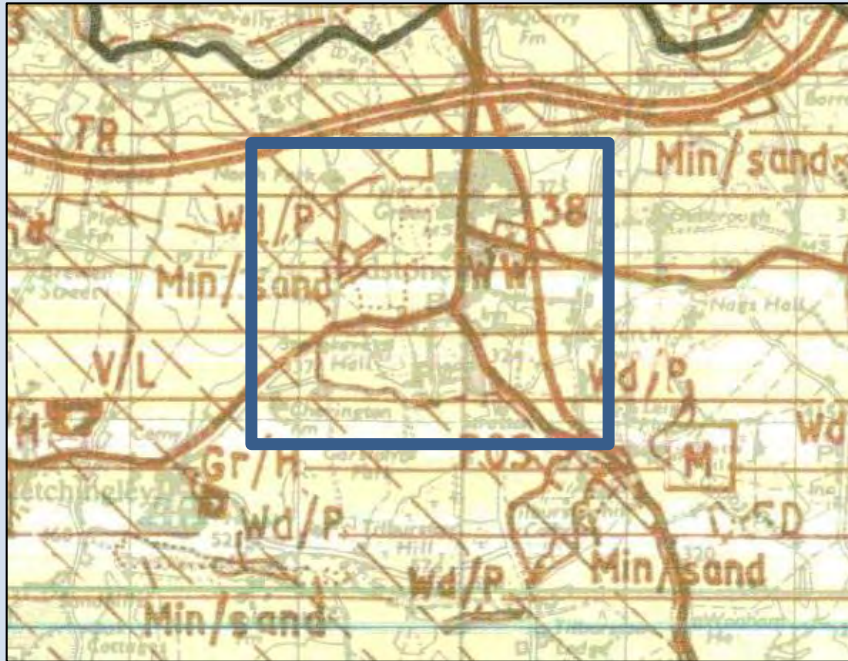
Surrey County Development Plan 1958

In 1958, the whole of the settlement fell within the originally proposed Green Belt boundary, as set out in the 1958 Surrey Development Plan (shown by the hashed lines covering the settlement in Figure A.6.2).

The most notable level of development for the settlement and which has altered the built form in a significant way, is located at the Quarry Farm Housing Estate, Tylers Green, which was constructed over the course of the 1960's. The housing estate is located in the far North eastern area of Godstone and in proximity to where the M25

now runs.

The allocation and development of this site would have been subject to the consideration of the original 3 purposes of Green Belt as opposed to the current more comprehensive 5 purposes. Due to the age of the development it is unclear what reasons were used to justify the development beyond that of the need for homes in the post-war rebuild period and does appear to be in conflict with the policies set out in the 1958 plan.



**Figure A.6.2 –Godstone in Surrey County Development Plan 1958
Box Showing Godstone**



Figure A.6.3 – Godstone on 12th April 1971 Aerial Photography

South of the Downs Local Plan 1986

The 1986, South of the Downs Local Plan attributed a settlement boundary to areas such as Godstone and identified them as a rural settlement. The 1986 plan also sought to inset certain settlements from the Green Belt, however, Godstone was not one of these. The boundary attributed to Godstone assisted in guiding infilling policies and allowing for limited development.

At the time of the 1986 plan, the altered landform brought about by the development of the M25 and the Quarry Farm Estate was apparent. The plan also identified Milcell Quarry (west of Godstone and adjacent to the quarry itself) as a local housing reserve site to be considered beyond the plan period.

The location of this site is arguably sensitively located on the edge of Godstone, surrounded by existing development and the reservoir which essentially encloses the land.

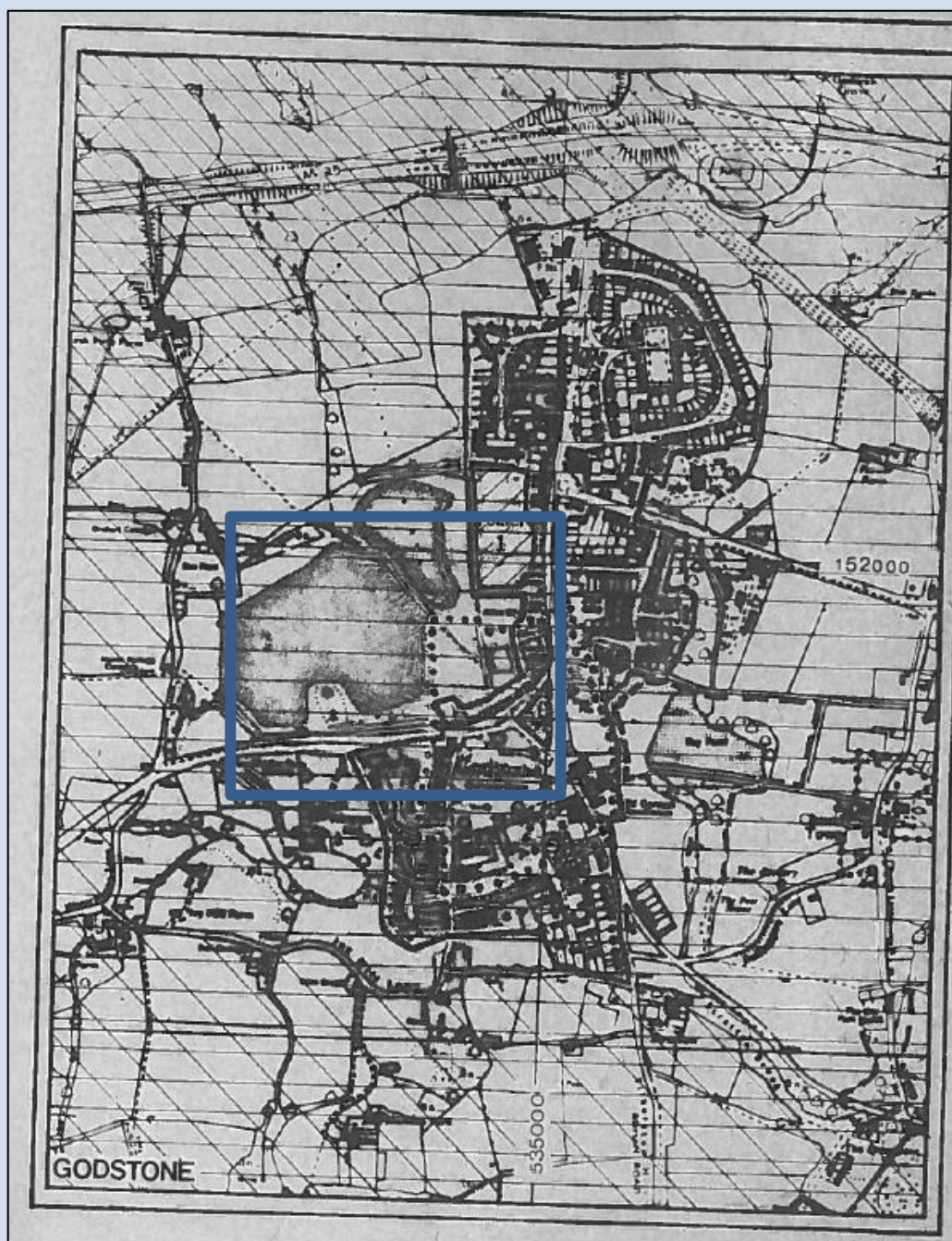


Figure A.6.4 –Godstone in South of the Downs Local Plan 1986

Tandridge District Local Plan 2001

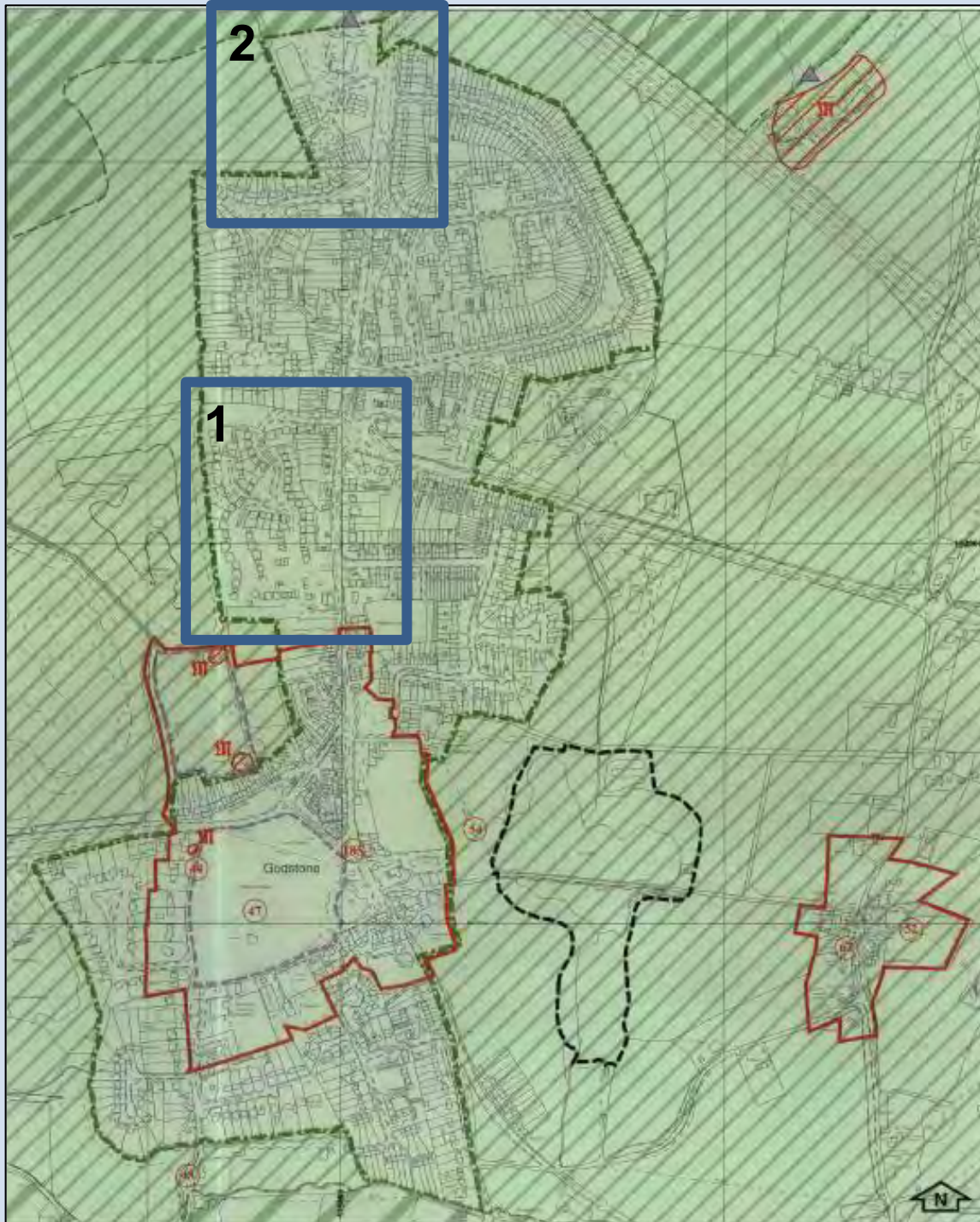


Figure A.6.6 –Godstone in Tandridge District Local Plan 2001

At the time of the 2001 Local Plan, maps clearly show where the area at Milcell Quarry, formally allocated in the 1986 plan, had been built out (box 1 on Figure A.6.6 above). However, once again, no change was made to the boundary. It is clear, however, that the density of the settlement had increased and this would have been in response to the ability to infill. One such area where this infilling has happened is in the far north of the settlement near the Fire Station at Godstone Hill (box 2 on Figure A.6.6 above).



Figure A.6.7 –Godstone in Tandridge District Core Strategy 2008

Godstone was allocated as a defined village in the Green Belt in the 2008 Core Strategy and is an area which is identified as one which can accommodate rural exception schemes where appropriate. Similar to the transition between the intervening periods of the previous plans back to 1986, very little has taken place to constitute a notable change to the current built boundary. In fact, the boundary set in the 2008 plan has tightened the defined village boundary to run adjacent to the core of the conservation area at the point of the A25, to exclude the land behind the White Hart Hotel which had previously been included under the 2001 plan (as shown in the box on Figure A.6.7).

Densities have not increased much beyond that of the 2001 plan and the long standing boundary of the settlement has served it well in preventing its outward spread despite its continuing to serve a key service function to residents of the District.

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Godstone is washed over and has retained its Green Belt status since 1958. However, prior to the adoption of the 1986 South of the Downs Local Plan, it was

candidate settlement to be inset due to its size and contribution to public services but, it was determined that Green Belt status should be maintained to assist in defending it against pressures from M25 associated growth. Development pressures continued to be recognised in the 1994 South of the Downs Local Plan.

The boundary has remained consistent across plan periods until a slight alteration in the 2008 Core Strategy which served to tighten the 'defined village in the Green Belt' boundary to run adjacent to the core of the conservation area at the point of the A25, to exclude the land adjacent to the White Hart Hotel which had previously been included under the 2001 map.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

Central to the accelerated rate of development of Godstone in the modern times, is the completion of the M25 which was constructed during the 1970's and completed in 1986. Junction 6 of the M25 acts as a significant traffic conduit into Surrey and is located north of the settlement. Other key transport corridors in and around the settlement includes the A22 and A25, both of which pre-date the Green Belt and opened in 1939.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

Godstone is a key service settlement in the District predominantly residential in nature. A reservoir and former quarry site at the west of Godstone has long since decommissioned its quarrying activities. There is some employment and services provided in the area with the fire station and the access road for the sandpits north of Bletchingley, located near Junction 6 of the M25, in the far North of the settlement.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.7. Old Oxted

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

This assessment should be read in conjunction with the Historic Change Assessments for Oxted, Limpsfield and Hurst Green.

Old Oxted is known to date back beyond 1086, where a reference is made to Oxted in the Domesday book as "Acstede", meaning "Place where oaks grew". Figure A.7.1 below shows Old Oxted in 1945-1950 prior to the designation of Green Belt.



Figure A.7.1 –Old Oxted from 1945-1959 Aerial Photography

Surrey County Development Plan 1958

Old Oxted, Oxted and Limpsfield were inset from the Green Belt in the Surrey County Development Plan 1958. Whilst Old Oxted in Figure A.7.2 below is covered by a circle with TML, which was an area for which town maps were to be submitted later, it can be seen that the boundary for the Green Belt was drawn around the periphery of the settlement of Old Oxted. The box on Figure A.7.2 shows the boundaries on the map.



**Figure A.7.2 –Old Oxted from Surrey County Development Plan 1958
TML is covering Old Oxted**

N.B. The hashed area within the circle showing ‘TML’ was drawn at a later date over the original map. This map is the only version that the Council has and therefore the hashes in the TML circle should be ignored.

Surrey County Development Plan Oxted and Limpsfield Town Map 1965

The Oxted and Limpsfield Town Map was prepared in 1965 and provided further detail about the settlement of Old Oxted. The settlement was inset within the Green Belt. The horizontal dashed lines around the settlement show the Green Belt

boundaries and the vertical dashed lines show the area designated primarily for residential use.

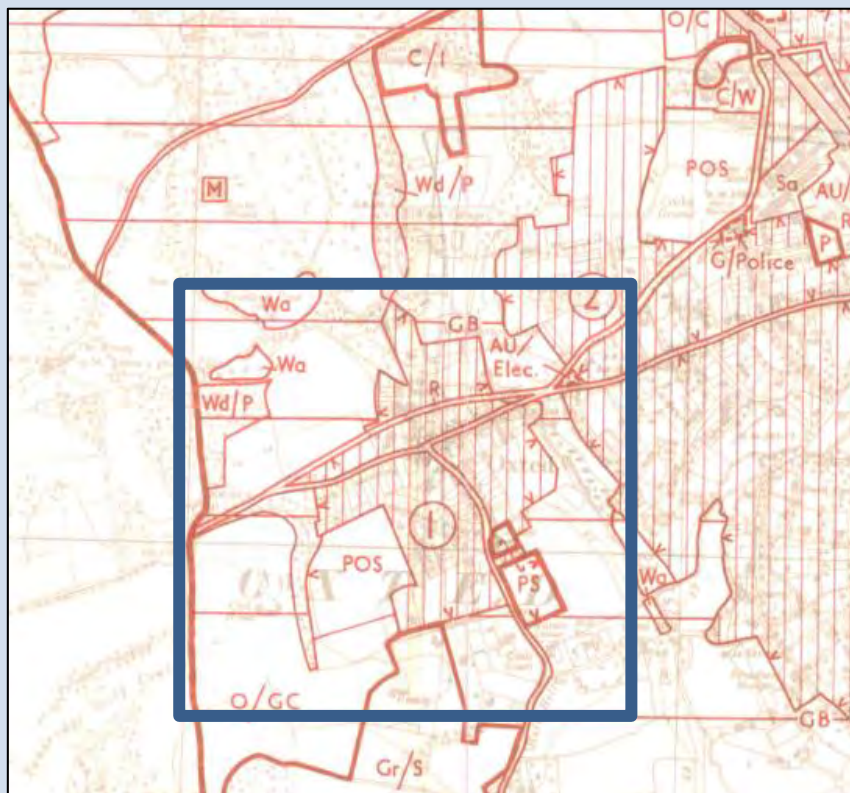
What is clear from Figure A.7.3 is there is a gap between Old Oxted and Oxted that is within the Green Belt. The town map states at paragraph 17 that

“...the village of Old Oxted and Limpsfield are ancient settlement and both retain considerable charm. Between them a larger community, New Oxted has developed since the opening of the railway to London in 1884.”

Paragraph 41, 45 and 51 goes to say that

“There are five distinct communities in the Town Map Area; Old and New Oxted, Limpsfield, Hurst Green and Limpsfield Chart. Except for Limpsfield Chart, these communities have almost coalesced into a single built-up area but there are still a few pieces of open country to break the continuity of development.”

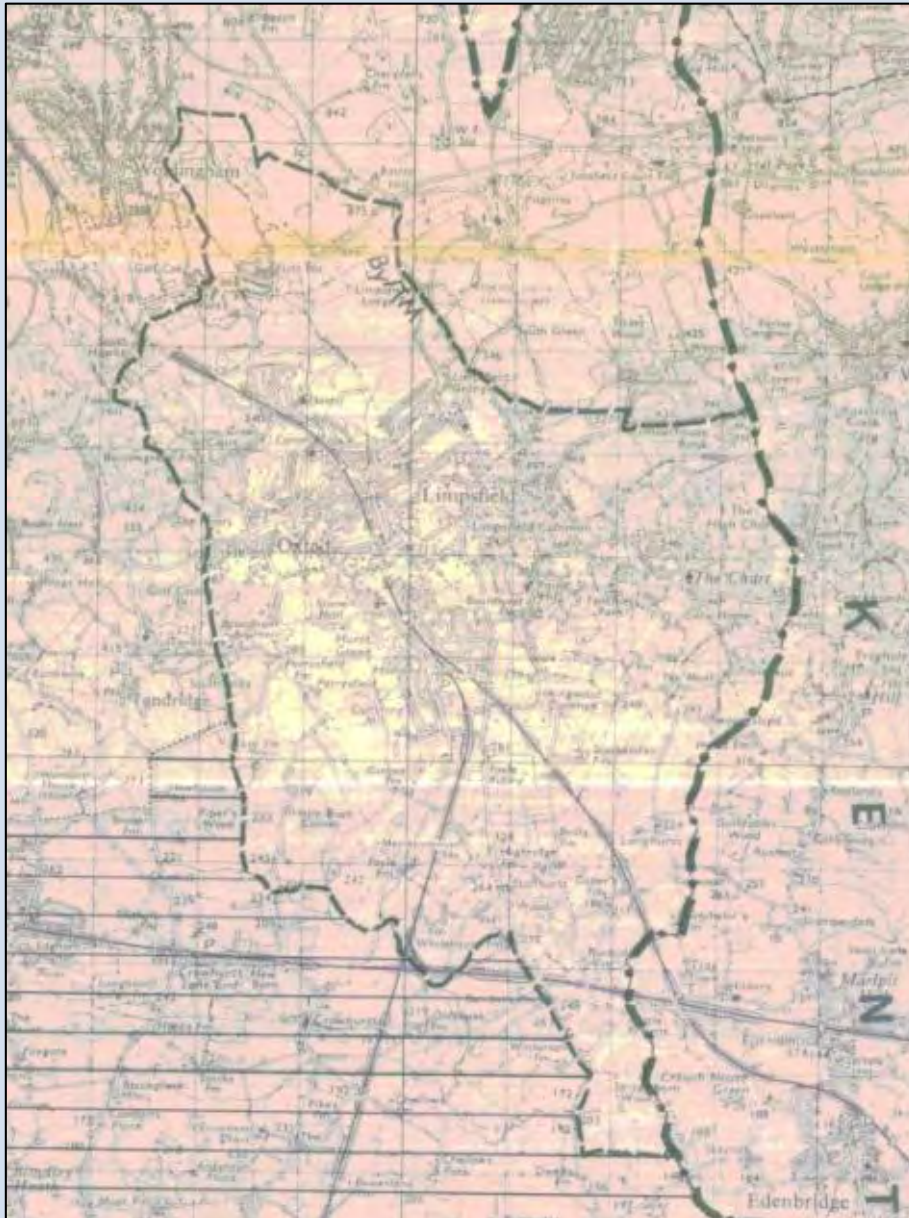
“...limitation of further outward growth is desirable partly on account of the agricultural value of some of the surrounding land, but mainly because of the need to preserve the charm of the local countryside, which is wholly included in the Metropolitan Green Belt...it is not intended that Old Oxted shall extend beyond the present limits of substantial development into the surrounding countryside. Within these limits there is scope of only a very limited amount of infilling”.



**Figure A.7.3 –Old Oxted from Surrey County Development Plan Oxted and Limpsfield Town Map 1965
Box showing Old Oxted**

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 set out that the town map was to be prepared later for the area of Old Oxted / Oxted / Limpsfield and Hurst Green as it had been done in the Surrey County Development Plan 1958. The 1965 Town Map would have been used in the interim. It would appear that a revised town map was never prepared.



**Figure A.7.4 –Old Oxted from Surrey County Development Plan 1974
The line around Old Oxted / Oxted / Limpsfield / Hurst Green shows there was
to be a town map for this area**

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 in paragraph 3.8 states that

“the Green Belt around the built up area of Oxted, Limpsfield and Hurst Green has been drawn to follow the boundaries as shown on the Oxted and Limpsfield Town Map, but allowing for future development requirements where appropriate.”

Old Oxted and Limpsfield Chart were previously allocated primary for residential purposes, but were included within the Green Belt in the 1986 Plan. Paragraph 4.5 sets out that:

“Old Oxted and Limpsfield Chart were previously zoned within the Town Map [1965] area. Their inclusion within the Green Belt is intended to ensure their character is conserved.”

Unfortunately, the Council no longer has a copy of the proposals map for the South of the Downs Local Plan 1986 around Old Oxted and thus is unable to confirm the precise boundaries of the Green Belt but it is likely to have retained the existing boundaries given the description above.

South of the Downs Local Plan 1994

Since the South of the Downs Local Plan 1986, Old Oxted was washed over by Green Belt. The horizontal lines that go through Old Oxted show the Green Belt designation over the settlement in Figure A.7.5 below. The diagonal lines around the settlement are to designate the Area of Great Landscape Value and the small vertical lines The area between Old Oxted and Oxted were subject to public access proposals shown by the small vertical lines in Figure A.7.5 below.

Although the settlement was now in the Green Belt, the settlement boundary had been changed from 1965 Oxted and Limpsfield Town Map 1965. The area designated as public open space in the 1965 Town Map (on the south of St Clair Close now) was included within the settlement boundary. Further a small spike along Sandy Lane was included.



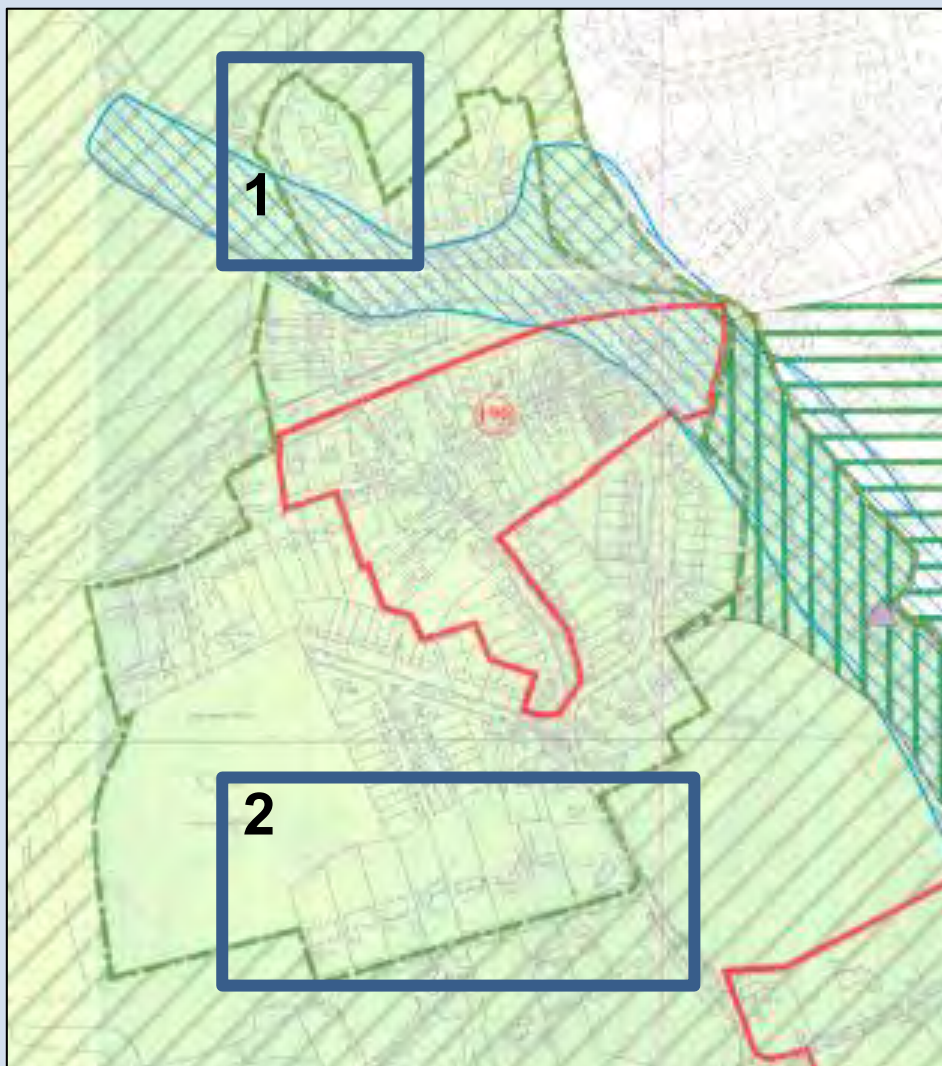
Figure A.7.5 –Old Oxted from South of the Downs Local Plan 1994

Tandridge District Council Local Plan 2001

Old Oxted was within the Green Belt in the Tandridge District Council Local Plan 2001 and the settlement boundary remained unchanged from the 1994 South of the Downs Local Plan. However, Figure A.7.6 shows that there was more development within the boundaries, which had been infilled, particularly along Sandy Lane and Neb lane.

Paragraph 2.20 identifies Old Oxted as a settlement within the Green Belt, which Policy RE3 – Housing Development in the Green Belt Settlements permits infilling and small scale development, where appropriate.

The area between Oxted and Old Oxted was designated as Open Space. Policy BE10 – Open Spaces sets out that “*opportunities to permit or improve public access for all to privately owned and at...land between Old Oxted and Oxted Mill will be welcomed.*”



**Figure A.7.6 –Old Oxted from Tandridge District Local Plan 2001
Box 1 showing development along Sandy Lane and Box 2 showing
development along Neb Lane**

Tandridge District Council Core Strategy 2008

Old Oxted still remains in the Green Belt since it was put in, in 1986. The Core Strategy sets out “*Green Belt settlements are washed over by the Green Belt but have a defined boundary within which infilling and small scale redevelopment can be permitted*”, is applicable to Old Oxted. However, there was no longer a policy that encourages the improvement of the open space between Old Oxted and Oxted Mill.

Tandridge District Council Detailed Policies 2014

The 2014 Detailed Policies set out that Old Oxted is a defined village in the Green Belt and that the policy for development in the Defined Villages in the Green Belt expands on Policy CSP1 in the Core Strategy to allow infilling of gaps and redevelopment of other like for like replacements. The Detailed Policies made a minor amendment to the settlement boundary, where the area of public open space known as King George's Field was removed.

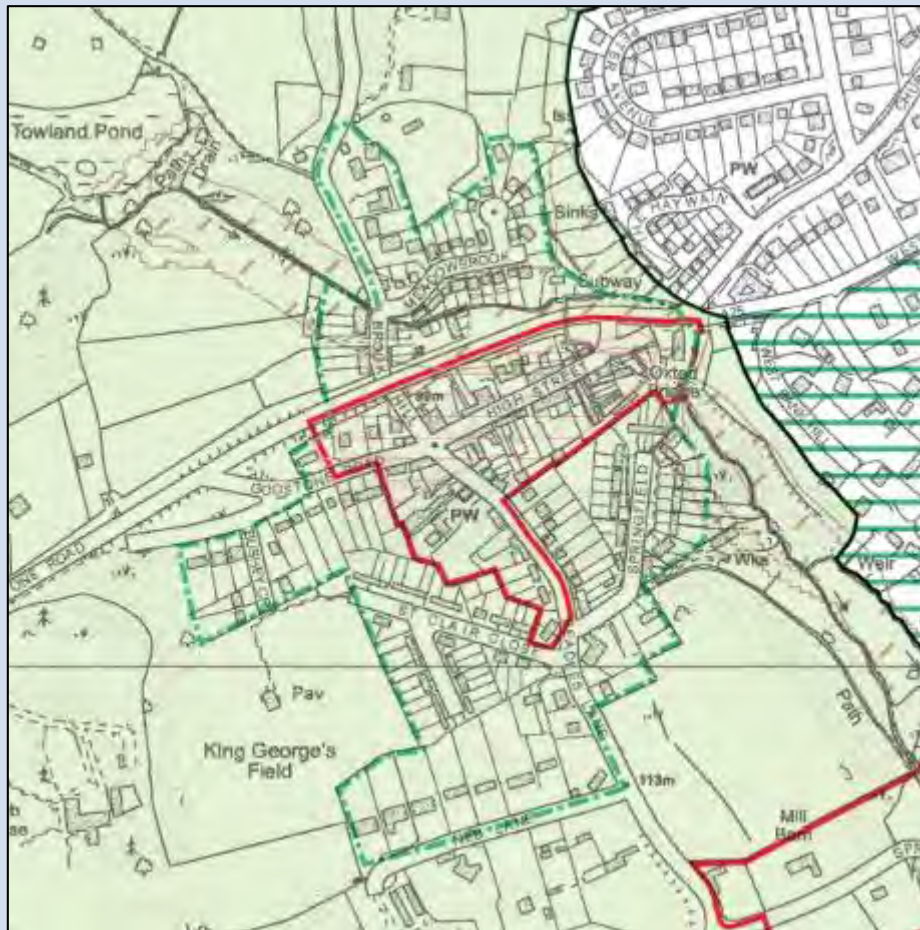


Figure A.7.7 –Old Oxted from Tandridge District Detailed Policies 2014

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Old Oxted was inset from the Green Belt in the Surrey County Development Plan 1958. It was then put into the Green Belt in South of the Downs Local Plan 1986 as it was felt that it was not appropriate for future residential development and has been in the Green Belt ever since.

The settlement boundary for Old Oxted has been established since the Surrey County Development Plan 1958. The settlement boundary has been amended over the year with noticeable changes in the South of the Downs Local Plan, where development along Sandy Lane can be seen and development and in Tandridge District Council Local Plan 2001, where development along Neb Lane can be seen.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The A25 runs through the centre of Old Oxted with numerous tributary roads leading into it in the area.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The area is surrounded by golf courses and open fields to the west. The eastern area is adjacent to the residential area of Oxted, In the Surrey County Development Plan 1958, the area to the north west was allocated for an area of mineral extraction. This is known as Coney Hill Sandpit and the last application for the use of this land was 1988. Kings George's Field was allocated in the 1965 Oxted and Limpsfield Town Map and has remained an area of open space since.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.8. South Godstone

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

South Godstone is an established built settlement which sits within the Green Belt. It is a predominantly residential area which provides some services and facilities. A key feature to South Godstone is the train service which runs along the Redhill to Tonbridge line. The railway line which run directly through the area, predates the Green Belt and was constructed in the mid-1800's.

Prior to the identification of the Green Belt, South Godstone already included a small residential community originating from the mediaeval period where the area was known as Langham.



Figure A.8.1 –South Godstone 1945-1950 Aerial Photography

Surrey County Development Plan 1958



**Figure A.8.2 –South Godstone in Surrey County Development Plan 1958
Box showing South Godstone and the edge of the Green Belt boundary**

The 1958 Surrey County Development Plan initially defined the boundary for the Green Belt in Surrey. However, South Godstone was not originally included and instead was located right on the boundary of where the Green Belt ended (box on Figure A.8.2 above).

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include South Godstone and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, South Godstone was not designated as Green Belt until the 1974 Surrey Development Plan.

Surrey County Development Plan 1974

It was not until the amendments to the Green Belt were accepted by the Secretary of State in 1974, through amendment 43 of the 1971 Surrey County Development Plan, which became known as the 1974 Surrey County Development Plan, that South Godstone was included (as can be seen from the dashed lines covering the settlement in Figure A.8.3 below).

Historic records indicated however, that a proportionally significant amount of development took place at South Godstone during the 1950's prior to it being encompassed into the Green Belt in the 1970's. This development took place predominantly in the Langham Farm area of the settlement, and which has given it the more 'developed' appearance that it has today.

The developments which took place included the St Stephens School and a large housing development.

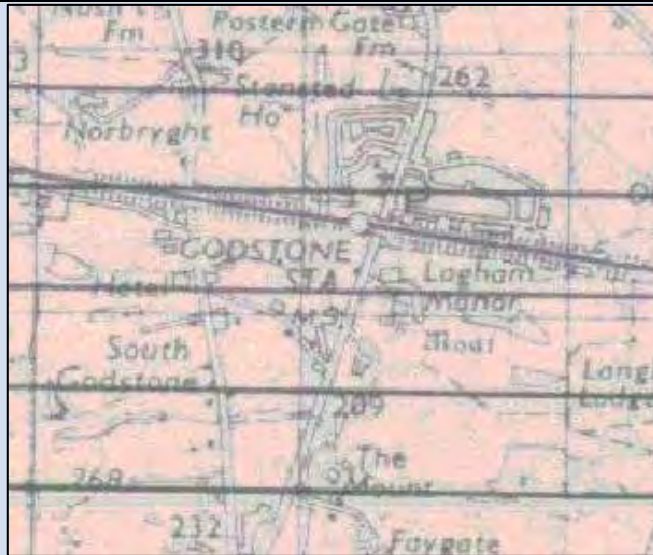


Figure A.8.3 –South Godstone in Surrey County Development Plan 1974

South of the Downs Local Plan 1986

The 1986, South of the Downs Local Plan attributed a settlement boundary to a variety of areas including South Godstone and identified it as a rural settlement. The 1986 plan also sought to inset certain settlements from the Green Belt, however, South Godstone was not one of these. The boundary attributed to South Godstone assisted in guiding infilling policies and allowing for limited development.



Figure A.8.4 –South Godstone in South of the Downs Local Plan 1986

Two sites were allocated for development in South Godstone through the 1986 plan, there were an extension to the Latham Road development (20 units) (box 1 on the Figure A.8.4 above), and at the Gasworks Site (9 units) (box 2 on Figure A.8.4 above). Both of these sites were identified on the proposals map for the plan and fell within the assigned boundary. The Latham Road allocation was built out prior to the 1994 South of the Downs Local Plan.

South of the Downs Local Plan 1994

Supporting the allocation at Gas Works, set out in the 1986 plan, the 1994 document carried this allocation forward with an increase yield of 29 units which were allocated to be delivered before 1996.

However, there were no further boundary amendments at this time and the settlement remained washed over by the Green Belt.



Figure A.8.5 –South Godstone in South of the Downs Local Plan 1994

On reflection of planning records, it is apparent that the boundary has contained development in this area, but at a higher density in some cases.

Tandridge District Local Plan 2001

South Godstone continued to be recognised as a rural settlement in the 2001 plan and retained a boundary which did not change from that of the 1986 plan.



Figure A.8.6 –South Godstone in Tandrige District Local Plan 2001

Despite its allocation and identification as a suitable site for housing in both the 1986 and 1994 South of the Downs Local Plans, the Gas Works site had still not been delivered and so was further supported in the 2001 Local Plan for 29 units.

Tandrige District Core Strategy 2008

South Godstone was allocated as a defined village in the Green Belt in the 2008 Core Strategy and is an area which is identified as one which can accommodate rural exception schemes where appropriate. Similar to the transition between the intervening periods of the previous plans back to 1986, very little has taken place to constitute a notable change to the current built boundary. In fact, the boundary set in the 2008 plan has tightened the defined village boundary to run adjacent to exclude the playing fields at St Stephens School in the northern area of the settlement, which is an acceptable use of land within the greenbelt and so was done in order to place further protection on those fields.



Figure A.8.7 –South Godstone in Tandrige District Core Strategy 2008

Densities have not increased much beyond that of the 2001 plan and the long standing boundary of the settlement has served it well in preventing its outward spread despite its continuing to serve a key function to residents of the District.

None of the development which has taken place at South Godstone is considered to have had significant harm to the Green Belt given that the majority of development took place prior to its inclusion as Green Belt and since then, no development has taken place which could be considered to have been at odds with the purposes of the Green Belt. There is also no risk identified of coalescence with other settlements, however, the settlement does have a notable built character and this has been intensified over the years.

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

South Godstone is currently located within the Green Belt and identified as a defined settlement in the Green Belt.

The Green Belt designation was extended to include South Godstone through the amendments associated with the 1974 County Development Plan and the settlement footprint has not expanded in any notable way since.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

Although predating the Green Belt, the Redhill to Tonbridge railway line flows directly along the southern edge of South Godstone and provides a clear defensible boundary to the settlement. In addition, Station Road, also runs directly through the settlement from north to south of the settlement and is frequented by fast moving traffic and notable volumes, this also predates the Green Belt designation.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

South Godstone has grown significantly over the 1950's but this was prior to its inclusion into the Green Belt, which didn't happen until the 1974 Surrey County Development Plan.

5) Is there anything else you have discovered that may not fall into the above categories?

Lambs Business Park, located off Tilburstow Hill, South Godstone is an established industrial area which operates a range of commercial surfaces and historically formed around the clay extraction quarry located in western area of the employment park and brick works and is within the Green Belt.

Lambs, whilst not directly associated with the settlement of South Godstone, predates the Green Belt designation and its history stems back to the early 20th Century. The brickworks were established on the site before 1900, the property later being acquired by the Lamb family in about 1915. Brick manufacture continued uninterrupted, apart from during the war years when the site was taken over by the Canadian Army, until suspension of its operation in March 2001. It continues to

function as a working employment area and although the quarry/brickworks element is no longer functioning, it continues to provide a solid commercial employment base within the District. This importance was recognised in the 2001 Local Plan when it was allocated as a major developed site within the Green Belt, in accordance with Planning Policy Guidance 2: Green Belts policy at the time. Since then, the 2008 Core Strategy continued to support the site for its strategic employment value. The boundary of the site has remained relatively constant and it has not physically expanded in any significant way, yet has continued to adapt to modern business practices within its long standing footprint.



Figure A.8.8 –Lambs Business Park in the Surrey County Development Plan 1958 - Box showing Lambs Business Park



Figure A.8.9 –Lambs Business Park 1945-1950 Aerial Photography



Figure A.8.10 –Lambs Business Park in Tandrige District Local Plan 2001



Figure A.8.11 –Lambs Business Park in Tandrige District Core Strategy 2008

Draft Lambs and Hobbs Economic Development Report 2015

The Council are currently working on a document that explores the potential of Lamb's Business Park and its contribution to the economy as a Strategic Employment Site. This document is likely to be published with the evidence base of the emerging Regulation 18 Tandrige District Local Plan 2015.

A.9. South Nutfield

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

South Nutfield is a small settlement washed over by Green Belt. There has been some development within South Nutfield throughout the years, which has changed the size and shape of the settlement. Figure A.9.1 below shows the settlement in 1945. In 1954, 29 units were permitted at Mavis Road (GOR/1598) prior to the designation of Green Belt washing over South Nutfield.



Figure A.9.1 –South Nutfield 1945-1950 Aerial Photography

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 designated the Green Belt boundaries, washing over the settlement of South Nutfield, shown by the horizontal lines in Figure A.9.2 below.

The diagonal lines across the northern half of South Nutfield in Figure A.9.2 below

show this part of the settlement was within an area of great landscape value.

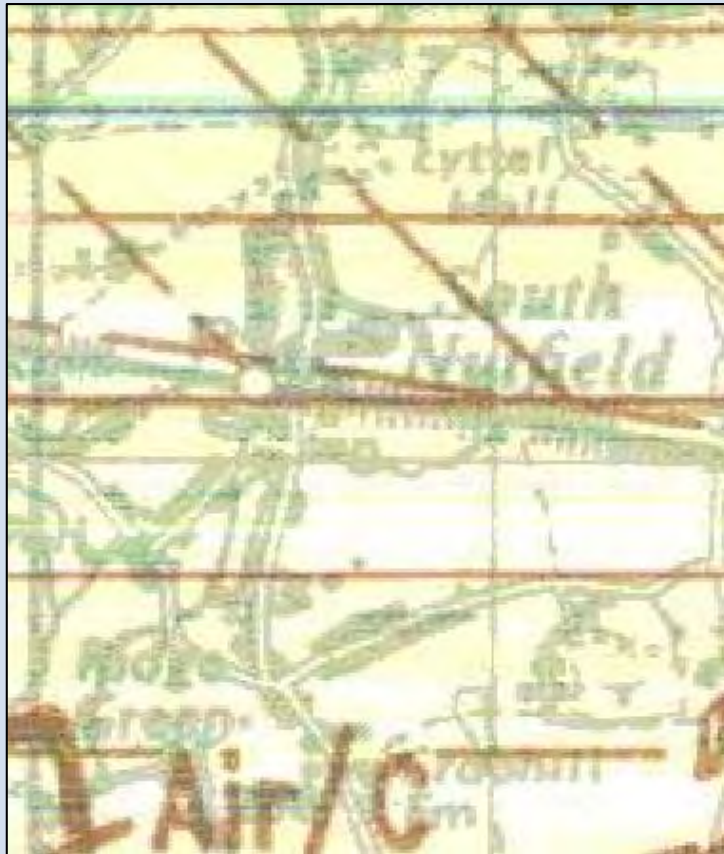
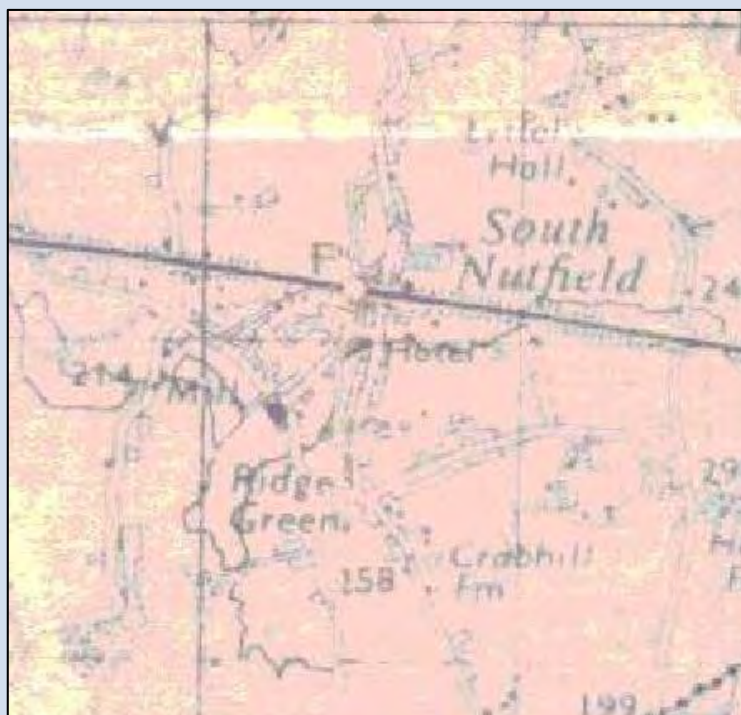


Figure A.9.2 –South Nutfield in Surrey County Development Plan 1958

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 made no amendment to the Green Belt over South Nutfield and the shape of the settlement looks very similar as it did in the Surrey County Development Plan 1958.



**Figure A.9.3 –South Nutfield in Surrey County Development Plan 1974
South of the Downs Local Plan 1986**

The South of the Downs Local Plan 1986 makes reference to the redevelopment of a chemical works for 59 units in the south west of the settlement that was granted permission in 1985, the year prior to the plan. The plan states at paragraph 15.19 that South Nutfield is a village which will remain in the Green Belt. The paragraph also states:

“The former chemical works at South Nutfield will be redeveloped for residential use with the precise number of dwellings to be established after further investigations concerning the extent and limitation imposed by chemical wastes deposited on the land. Planning permission has now been granted for the residential redevelopment of this site.”

Although the settlement remained in the Green Belt, the settlement boundary of South Nutfield was first defined in the South of the Downs Local Plan 1986, as can be seen in Figure A.9.4 below. The diagonal striped lines show the northern half of the settlement still within the area of great landscape value.



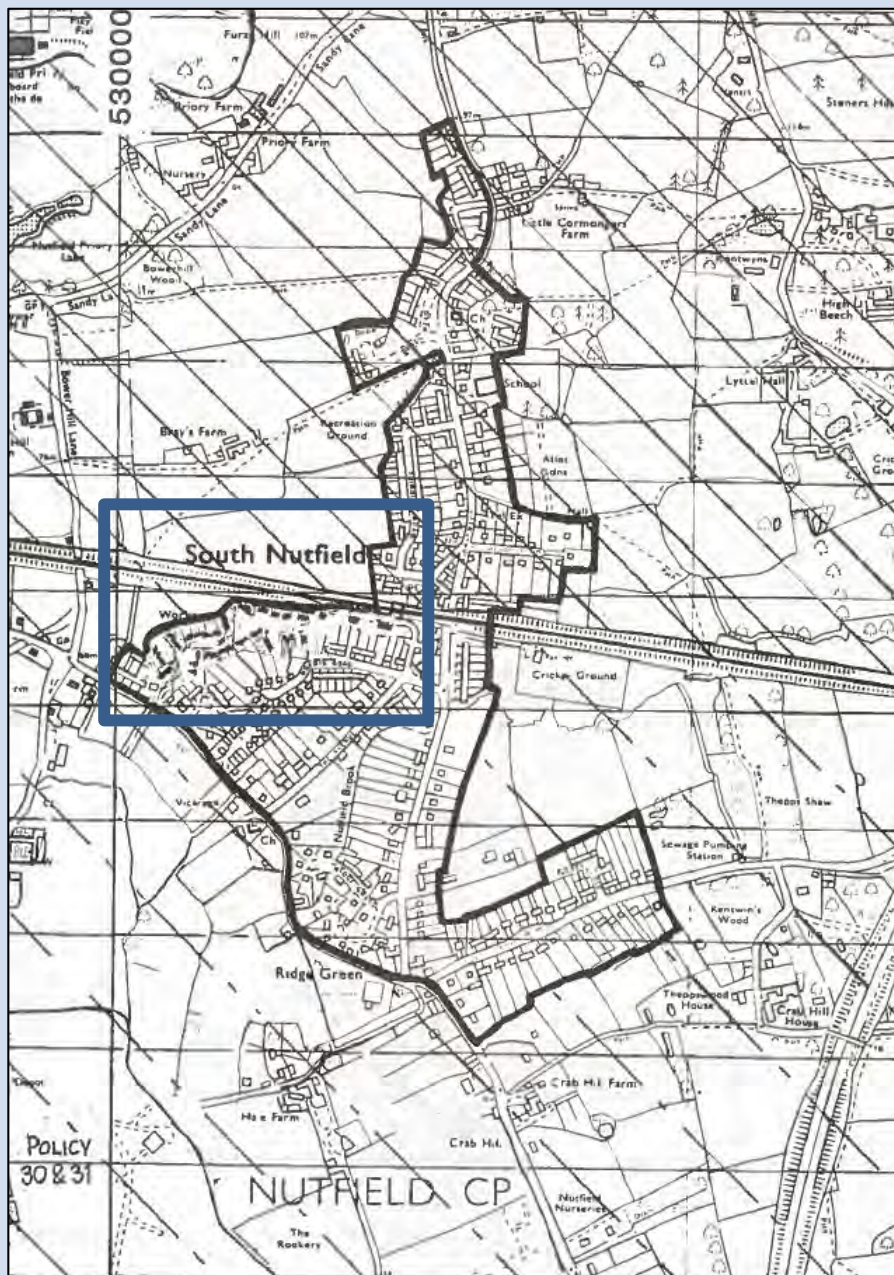
**Figure A.9.4 –South Nutfield in South of the Downs Local Plan 1986
South of the Downs Local Plan 1994**

The settlement still remained washed over by Green Belt in the South of the Downs Local Plan 1994.

Paragraph 15.10 of the South of the Downs Local Plan 1994 identified that Green Belt Settlements, such as South Nutfield,

“...are to remain in the Green Belt as at present and, therefore, are unlikely to change very much. Only small-scale, residential development will be allowed, together with provision for craft industry where this would be suitable”.

The box in Figure A.9.5 below shows that there was a slight amendment to the settlement boundary along The Copse and Kings Mead to accommodate the significant amount of infilling and small scale development since the South of the Downs Local Plan 1986.



**Figure A.9.5 –South Nutfield in South of the Downs Local Plan 1994
Box showing amendment to the settlement boundary along the Copse and
Kings Mead**

Tandridge District Council Local Plan 2001

The settlement of South Nutfield was identified as a settlement within the Green Belt in the Tandridge District Council Local Plan 2001.

There has been some infilling and small scale development at Braes Mead, as shown by the box in Figure A.9.6 below, which provided an opportunity for the settlement boundary in this area to be tightened. The quality of mapping had also improved within this timeframe and can give the appearance of a tighter settlement boundary.

The northern half of the settlement was still designated as an Area of Great Landscape Value.

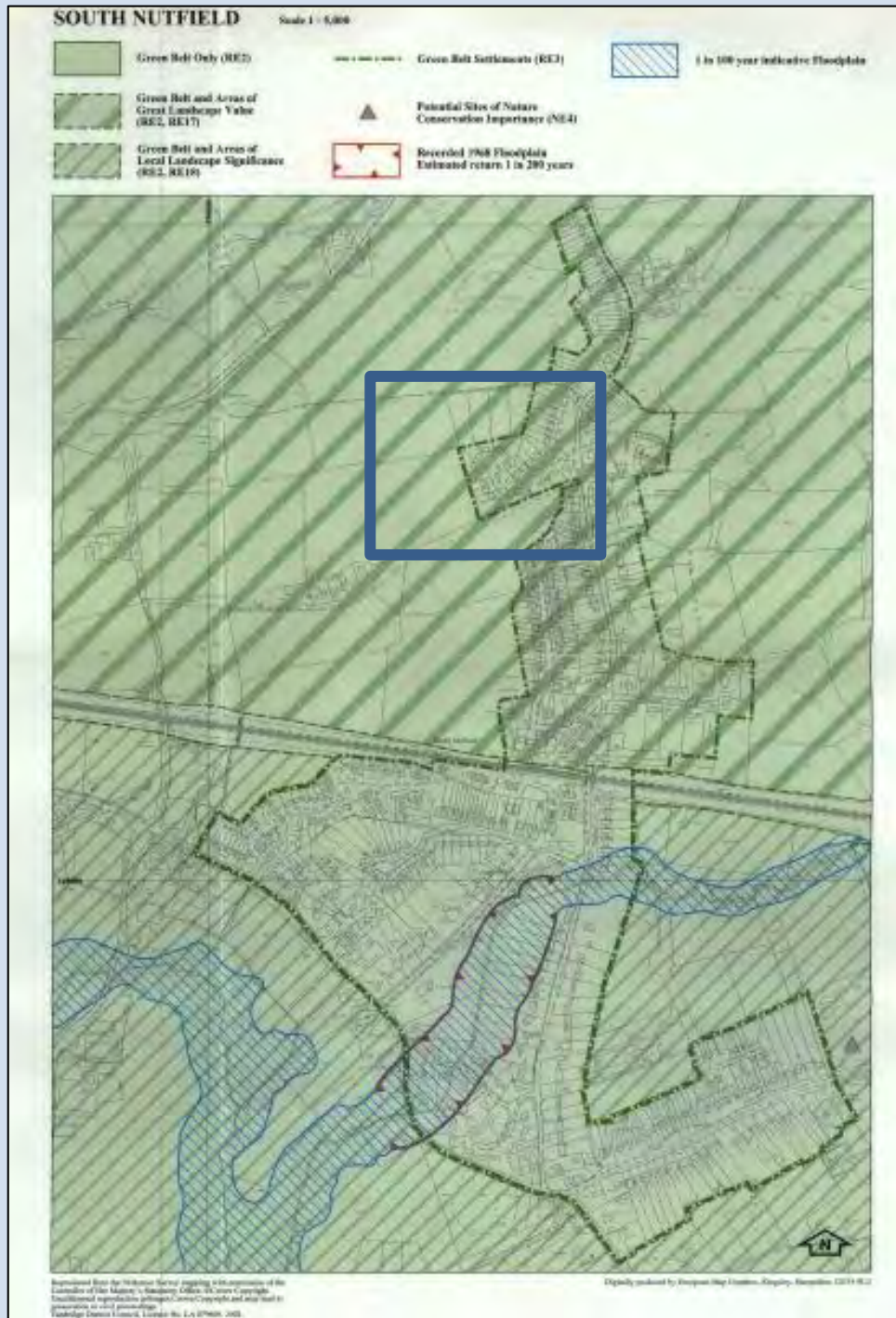


Figure A.9.6 –South Nutfield in Tandridge District Council Local Plan 2001
Box showing infilling / small scale development at Braes Mead

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

The Core Strategy 2008 and Detailed Policies 2014 made no change to the settlement boundary of South Nutfield and the settlement remains washed over by Green Belt.



Figure A.9.7 –South Nutfield in Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

South Nutfield was washed over with Green Belt since the designation of Green Belt in the Surrey County Development Plan 1958. Since this date, the settlement has remained in the Green Belt.

The settlement boundary around South Nutfield was first defined in the South Downs Local Plan 1986. There has been some infilling and small scale development within the settlement that was appropriate to policy set out in the relevant development plans. The settlement boundary was amended in both the South of the Downs Local Plan 1994 and the Tandridge District Council Local Plan 2001.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

Rail

The railway line between Redhill and Tonbridge was opened by the South Eastern Railway on 26 May 1842. Nutfield station opened on that line on 1 January 1884.

For many years a private siding from Nutfield station served the chemical works of the Nutfield Manufacturing Company, situated Southwest of the station on the site of a former brickworks. In 1993 the line was electrified and services started to run through to London rather than being an extension of the Reading to Tonbridge North Downs Line service.

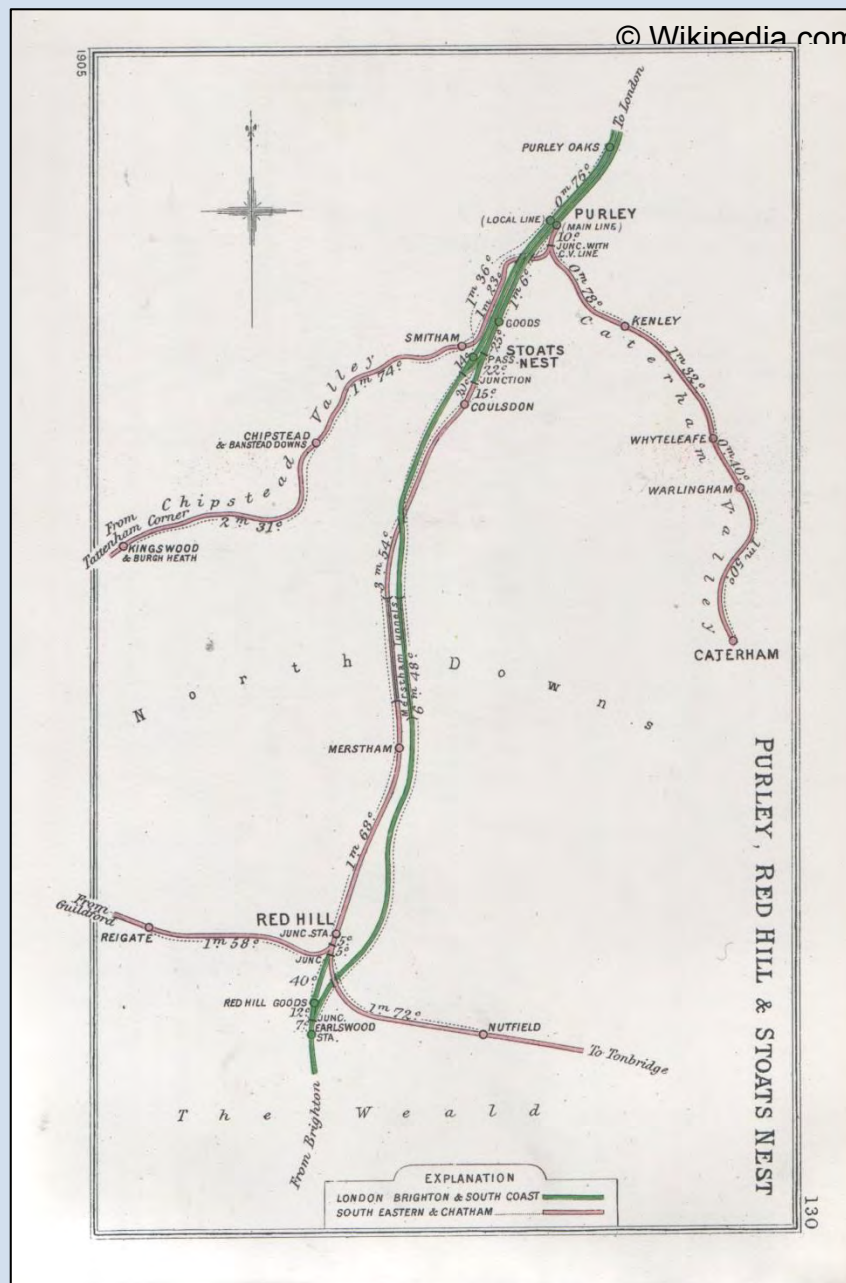


Figure A.9.8 –South Nutfield Railway from 1905

Road

The M23 to the east of the settlement was built between 1972 and 1975. Although the Green Belt was designated, the M23 as a piece of strategic infrastructure seen to be a very special circumstance and was permitted as an exception to Green Belt policy.

4) What is the land use in the Green Belt, and has this changed over time? For

example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The area contains agricultural fields. There were some industrial areas, such as the chemical works to the south west of the settlement. The Nutfield Brook River has always been a characteristic of the settlement going through the centre. The main change to the area is the M23, which was built in 1972.

Another area of interest is Redhill Aerodrome. More detail is provided in question 5 below.

5) Is there anything else you have discovered that may not fall into the above categories?

An area of interest and in close proximity to this area is Redhill Aerodrome.

Redhil Aerodrome

In the 1940s it was used as a base for Polish and Canadian Fighter Squadrons. It remains as an aerodrome today, but its main focus is for commercial flying related activities.



Figure A.9.9 –Redhill Aerodrome from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 recognises Redhill Aerodrome as an airspace, which can be seen by the symbol Air/C on Figure A.9.10 below. The Aerodrome was washed over by Green Belt in the Surrey County Development Plan 1958 and part also sat within Reigate and Banstead, shown by the black line, which is the District boundary on Figure A.9.10 below.



Figure A.9.10 –Redhill Aerodrome in Surrey County Development Plan 1958

Surrey Structure Plan 1980

The Surrey Structure Plan 1980 contained Policy 51 that set out:

“The Local Planning Authorities will normally oppose any development at the County’s two general aviation airfields, Fairoaks and Redhill, likely to cause an intensification of flying and other related activity”.

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 sets out at paragraph 6.14 and Policy 24

“The Regional Strategy [Surrey Structure Plan 1980] for General Aviation confirms the role of Redhill Aerodrome for this purpose. Nevertheless, its location within the Green Belt means that further intensification will be resisted because of the adverse effect such development could have on surrounding areas (Structure Plan Policy 51). Some accommodation at Redhill Aerodrome is occupied by non-aviation-related activities. As with other employment uses within the Green Belt, the intention will be to restrict, as afar as possible, further development in such locations.

Policy 24

At Redhill Aerodrome in the long term only uses which are necessary and directly related to the Aerodrome use should remain. In the short term uses not related to the Aerodrome will be allowed to remain in building currently occupied, but will not be permitted to extend or relocated to other premises on the Aerodrome. Uses operating with temporary planning permission will be extended in time only in relation to those uses. When such latter buildings are vacated they will be required to revert to a necessary and directly Aerodrome use”.

South of the Downs Local Plan 1994

The South of the Downs Local Plan 1994 rolled a similar policy (Policy 31) forward in relation to Redhill Aerodrome as had been set out in South of the Downs Local Plan

1986. In addition to Policy 31, Policy 30 sets out that

“The Council will normally oppose development at Redhill Aerodrome which is likely to cause an intensification of flying to other related activity. In particular, a concrete runway is not considered to be necessary for its general aviation function.”

Tandridge District Council Local Plan 2001

Redhill Aerodrome remained in the Green Belt within the Tandridge District Council Plan 2001.

Paragraph 2.51-2.53 and Policy RE14 were all specific to Redhill Aerodrome:

“In the report “Facilities for Business Aviation in the South East of England”, the Business Aviation Working Group did not allocate a business aviation role to Redhill Aerodrome most of which is in the Plan area. The Aerodrome is considered to have sufficient facilities to fulfil its limited general aviation role.

In 1993 an application was made to both Tandridge District Council and Reigate and Banstead Borough Council to develop an airport including a hard runway, terminal, 220 bed hotel with access to the M23 motorway. The Secretary of State for the Environment directed that the application be referred to him for decision. A public inquiry was held into the proposals. In 1995 the Secretary of State accepted the Inspector’s recommendation and refused planning permission for the development”.

Policy RE14 and EM9 covered the employment use of the Aerodrome and directed the same restriction to the activities at the Aerodrome as had been set out in the South of the Downs Local Plan 1986 and 1994.

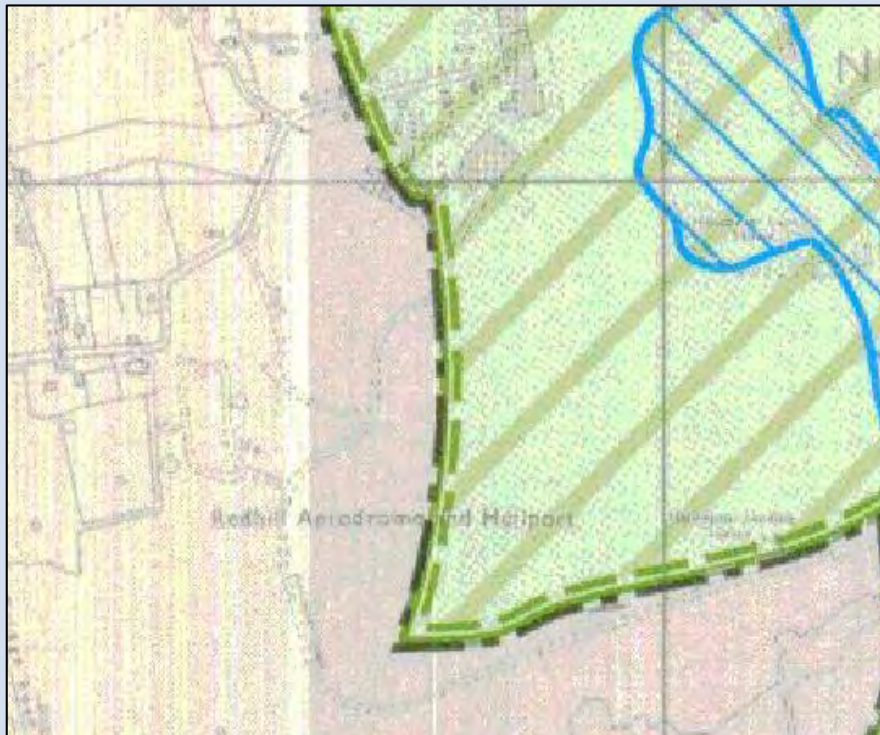


Figure A.9.11 –Redhill Aerodrome in Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008

Redhill Aerodrome remained in the Green Belt within the Tandridge District Council Core Strategy 2008. Policy CSP16 and paragraph 13.12 of the Core Strategy 2008 set out:

“Redhill Aerodrome is a General Aviation airfield with a grass runway. Part of the sites lies within Reigate and Banstead Borough Council’s area, and the Council will work with that authority in considering development proposals. The Council will oppose the formation of a hard surfaced runway or any other development, if it is likely to lead to additional aircraft movements to the detriment of the local community.”



Figure A.9.12 –Redhill Aerodrome in Tandridge District Council Core Strategy



Figure A.9.13 –Redhill Aerodrome from 2013 Aerial Photography

A.10. Domewood

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Domewood is a small settlement to the south of the Tandridge District.



Figure A.10.1 –Domewood from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

Domewood was not in the Green Belt in the Surrey County Development Plan 1958, along with the southern half of the District.



Figure A.10.2 –Domewood in the Surrey County Development Plan 1958

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Domewood and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Domewood was not designated as Green Belt until the 1974 Surrey Development Plan.

Surrey County Development Plan 1974

The 1974 Surrey County Development Plan 1974 amended the Green Belt boundary so that it washed over the settlement of Domewood. The Green Belt is shown by the horizontal lines on Figure A.10.3 below.

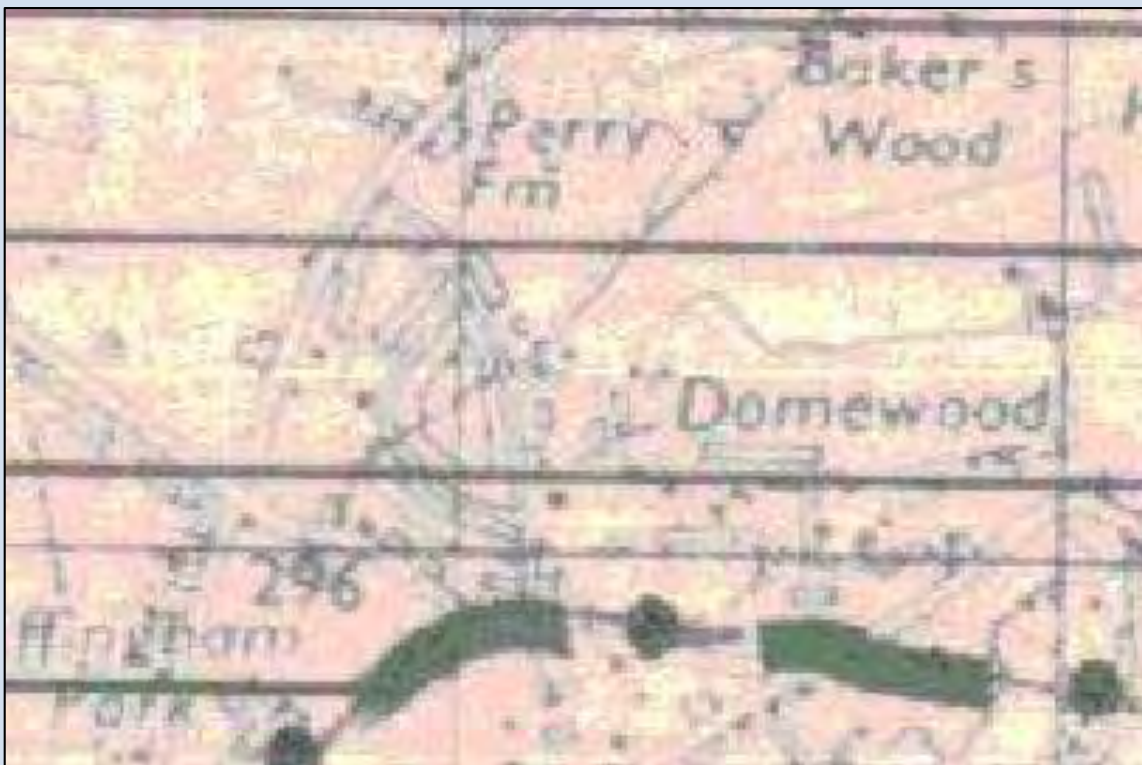


Figure A.10.3 –Domewood in the Surrey County Development Plan 1974

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 at paragraph 15.19 makes it clear that residential estates in the Green Belt such as Domewood had particular character which should remain unchanged. The principles to guide the provision of limited number of individual dwellings at Dormans Park as part of the policy for that area would be used to determine applications for similar proposals at Domewood. To be able to apply the Domans park policy, a boundary was drawn around the settlement of Domewood, as shown in Figure A.10.4 below.



Figure A.10.4 –Domewood in the South of the Downs Local Plan 1986

South of the Downs Local Plan 1994

In the South of the Downs Local Plan 1994, Domewood was not identified as a settlement within the Green Belt. However at paragraph 4.6, the plan recognises that there are certain groups of dwellings which are not traditional settlements, but within which limited residential infilling has been allowed, and one of these areas was Domewood (including the estates of Old Domewood and New Domewood). Paragraph 4.6 goes on further to recognise that as Domewood is not a traditional village, it does not have a variety of land use and as such there was a need to preclude demolition and redevelopment (apart from replacement dwellings) to protect the character of the area.

Consequently Policy 6 was put in place, which drew on the advice in the Dorman's Park Planning Policy 1979 and made it applicable to Domewood. Policy 6 sought to allow infilling and one for one replacement where appropriate and as such the settlement boundary did not change from the South of the Downs Local Plan 1986.



Figure A.10.5 –Domewood in the South of the Downs Local Plan 1994

Tandridge District Council Local Plan 2001

Paragraph 2.25 of the Tandridge District Local Plan 2001 sets out the justification for Policy RE5 that relates specifically to Dormans Park and Domewood. It is the same reasoning and Policy as set out in the South of the Downs Local Plan 1994 about the distinctive residential character of the areas and the appropriateness of infilling and one for one replacements.

The settlement boundary remained unchanged from the South of the Downs Local Plan 1994 to the Local Plan 2001 for Domewood. However, it is clear to see from Figure A.10.6 below that there was a significant amount of infilling and sub-division of plots within the boundary.



Figure A.10.6 –Domewood in the Tandridge District Council Local Plan 2001

N.B. The copy of this map belonged to an officer for their use and therefore the red pen mark noting 'Appeal Site' should be ignored.

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

The Tandridge District Council Core Strategy 2008 set out at paragraph 6.17 that:

“The Green Belt settlements are washed over by Green Belt but have a defined boundary within which infilling and small scale redevelopment can be permitted. The settlements to be included within this classification and their exact boundaries will be decided in the Site Allocations DPD.”

Instead of a Site Allocations DPD, the Council prepared the Detailed Policies document, which was adopted in 2014. The Detailed Policies set out at paragraph 12.10 that the boundaries of the Defined Villages in the Green Belt have been reviewed and as a result, a number of minor adjustments have occurred to correct anomalies and account for the current pattern of development.

The Core Strategy 2008 in Annex 3 identified that Domewood was a settlement where rural exceptions sites may be released in accordance with Policy CSP5. The Detailed Policies 2014 identified at footnote 13 that:

“Those settlements no longer considered appropriate for infill development as a result of the ‘Green Belt Settlement Review’ are no longer considered as appropriate locations for the provision of rural exception sites. As such, land adjoining or closely related to the villages of Domewood...will not be released for the provision of limited affordable housing to meet local needs.”

For this reason, the settlement boundary for Domewood was removed in the Detailed Policies 2014, as can be seen in Figure A.10.7 below.

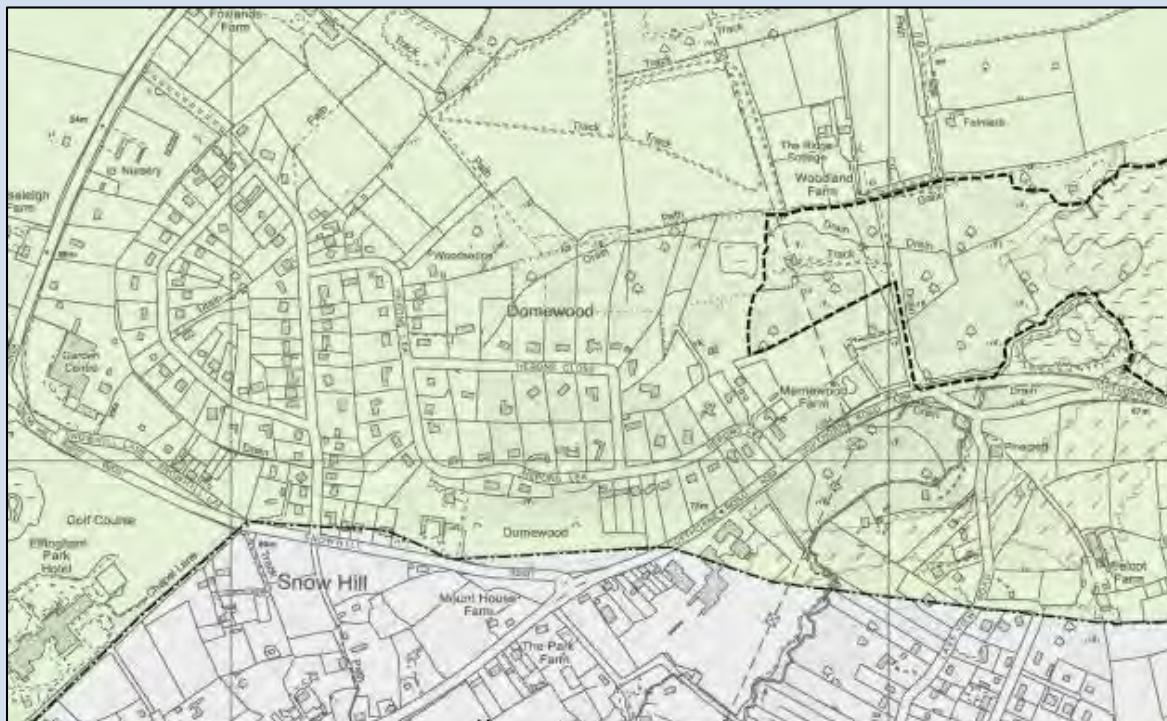


Figure A.10.7 –Domewood in the Detailed Policies 2014

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

The settlement of Domewood was washed over by Green Belt in the Surrey County Development Plan 1974, rather than the Surrey County Development Plan 1958 when Green Belt was first designated. This was the same as most settlements in the southern half of the Tandridge District. The settlement has remained washed over by Green Belt.

The settlement boundary of Domewood was first determined in the South of the Downs Local Plan 1986 and remained the same up to the Tandridge District Council Local Plan 2001, until it was removed in the Tandridge District Council Detailed Policies 2014. The reason for its removal was that it was no longer appropriate for

infilling as this had a fundamental impact on the character and sustainability of the settlement.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

There is no major transport infrastructure applicable.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

There are a few land uses that are close to Domewood, these are:

- Snowhill Garden Centre;
- Snowhill Business Park and Crawley Down Garage

Snowhill Garden Centre

Snowhill Garden Centre is located on the western side of the settlement.

South of the Downs Local Plan 1986 and 1994

Figure A.10.8 and Figure A.10.9 below shows the garden centre as a nursery.



Figure A.10.8 – Snowhill Garden Centre In South of the Downs Local Plan 1986



Figure A.10.9 – Snowhill Garden Centre In South of the Downs Local Plan 1994

However, it looks as if the first few planning permissions were in 1974:

- 74/822: change of use from nursery to garden centre
- 74/392: a covered sales area

Further, despite being in the Green Belt this has grown considerably over time as can be seen in Figure A.10.10 below.

Tandridge District Council Local Plan 2001



Figure A.10.10 – Snowhill Garden Centre in the Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008

On the proposals maps for the Core Strategy 2008, it can be seen in Figure A.10.11 below that the Garden Centre has a few additional buildings since 2001.



Figure A.10.11 – Snowhill Garden Centre in the Tandridge District Council Core Strategy 2008



Figure A.10.12 – Snowhill Garden Centre from 2013 Aerial Photography

Snowhill Business Park and Crawley Down Garage

Snowhill Business Park is located to the south of Domewood along with a large expanse of Gatwick Parking located to the south east.

Only the north east section of the Crawley Down Garage site falls within the District, the rest falls within the District of Mid Sussex.

South of the Downs Local Plan 1994

There were a couple of applications in the 80s for the redevelopment of the garage and in the South of the Downs Local Plan 1994, there appears to be some recognition of hard standing in this location, as shown in the box in Figure A.10.13 below.



**Figure A.10.13 – Crawley Down Garage in South of the Downs Local Plan 1994
Box showing Crawley Down Garage**

The 1999 aerial photograph below shows the buildings on the site.

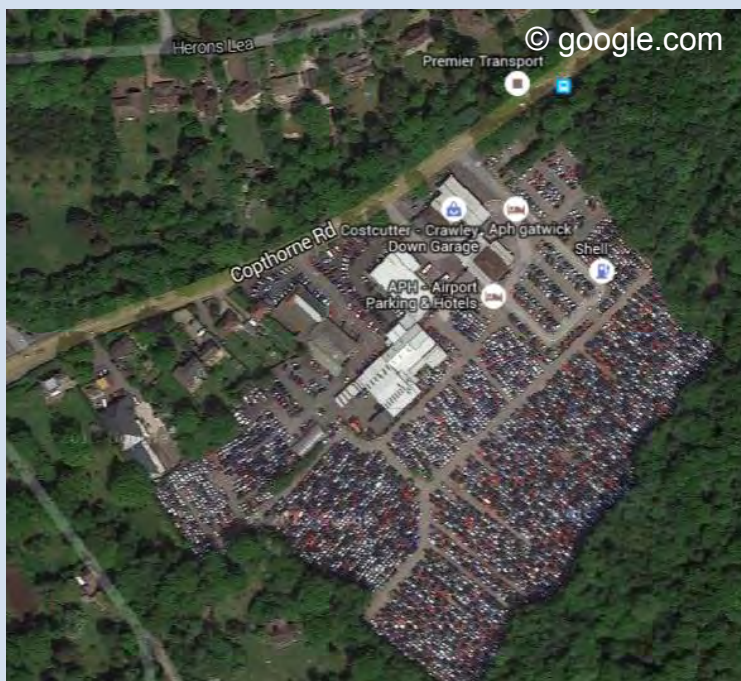


Figure A.10.14 – Crawley Down Garage from Aerial Photography 1999

Tandridge District Council Local Plan 2001

A small building can be seen on the proposals map within the Tandridge District Council Local Plan 2001, as shown in Figure A.10.15 below.



Figure A.10.15 – Crawley Down Garage in Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008

The full extent of the Crawley Down garage that is used as a car park for Gatwick can be seen in the Core Strategy 2008 proposals map. However, it should be noted that the majority of the development is in Mid Sussex where the Green Belt does not exist.



Figure A.10.15 – Crawley Down Garage in Tandridge District Council Core Strategy 2008

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.11. Dormans Park

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Dormans Park is a small settlement that is very wooded and rural. In the south east corner of the Tandridge District. The aerial photo from 1945-1950 shows the settlement.



Figure A.11.1 – Dormans Park from 1945 - 1950 Aerial Photography

Surrey County Development Plan 1958

Dormans Park was not within the Green Belt in the Surrey County Development Plan 1958. The 'SD' symbol on Figure A.11.2 below represents an area used for sewerage disposal.

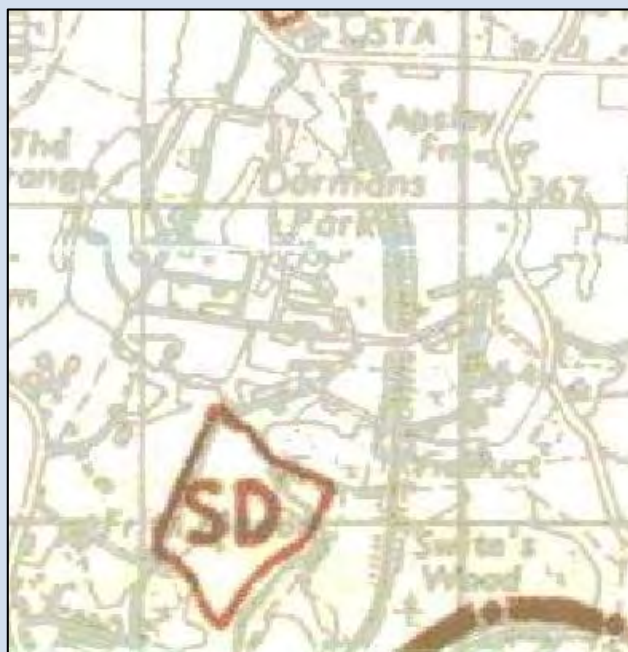


Figure A.11.2 – Dormans Park in Surrey County Development Plan 1958

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Dormans Park and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Dormans Park was not designated as Green Belt until the 1974 Surrey Development Plan. One of the big developments that took place before the designation of the Green Belt was the loss of Dormans Park Hotel (the area between East Hill and West Hill) in 1960 for 14 houses (Application Number GOR/4703). This development is shown by the box on Figure A.11.4 below.

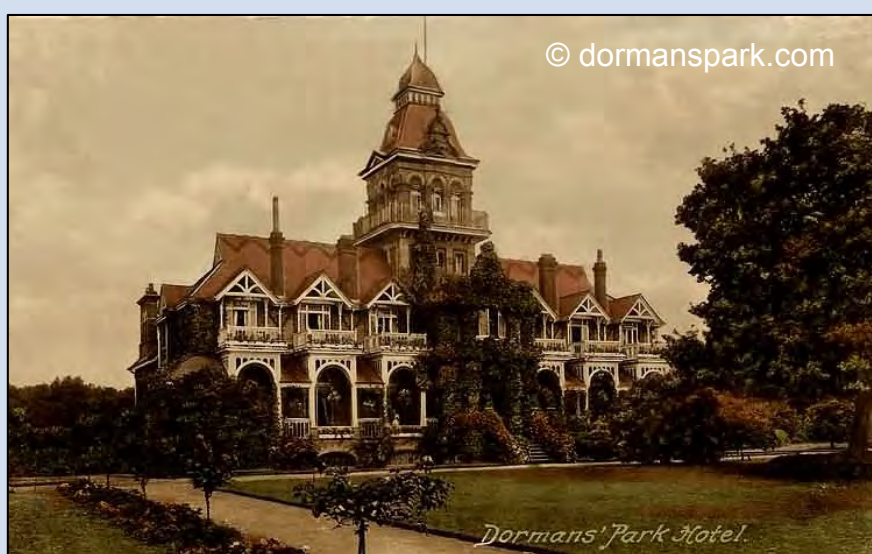


Figure A.11.3 – Dormans Park Hotel

Surrey County Development Plan 1974

The 1974 Surrey County Development Plan 1974 amended the Green Belt boundary so that it washed over the settlement of Dormans Park. The Green Belt is shown by the horizontal lines on Figure A.11.4 below.



**Figure A.11.4 – Dormans Park in Surrey County Development Plan 1974A.11.4
Box showing where Dormans Park Hotel was**

Dormans Park Planning Policy 1979

The Dormans Park Planning Policy 1979 was adopted by Tandridge District Council as a Supplementary Planning Policy Document. The main aim of the document was to conserve and enhance the character and environment of Dormans Park. 12 Policies were set out in the Plan that sought to conserve and enhance the landscape, wildlife and control development proposals so that they were limited and in keeping with the settlement. The document also contained a list of buildings and structures that were of merit in Dormans Park, such as the Kerriment and Pleasaunce Court, Ranworth Manor, The Clock House and Chesnut Cottage, The Crest, Dorinwell, Netherwood, Badminton Hall, Cook's Pond Viaduct, Lake House, Bankside Cottage and Nobles Cottage.

The document also designated a boundary for Dormans Park in which the document and subsequent policies were applicable.

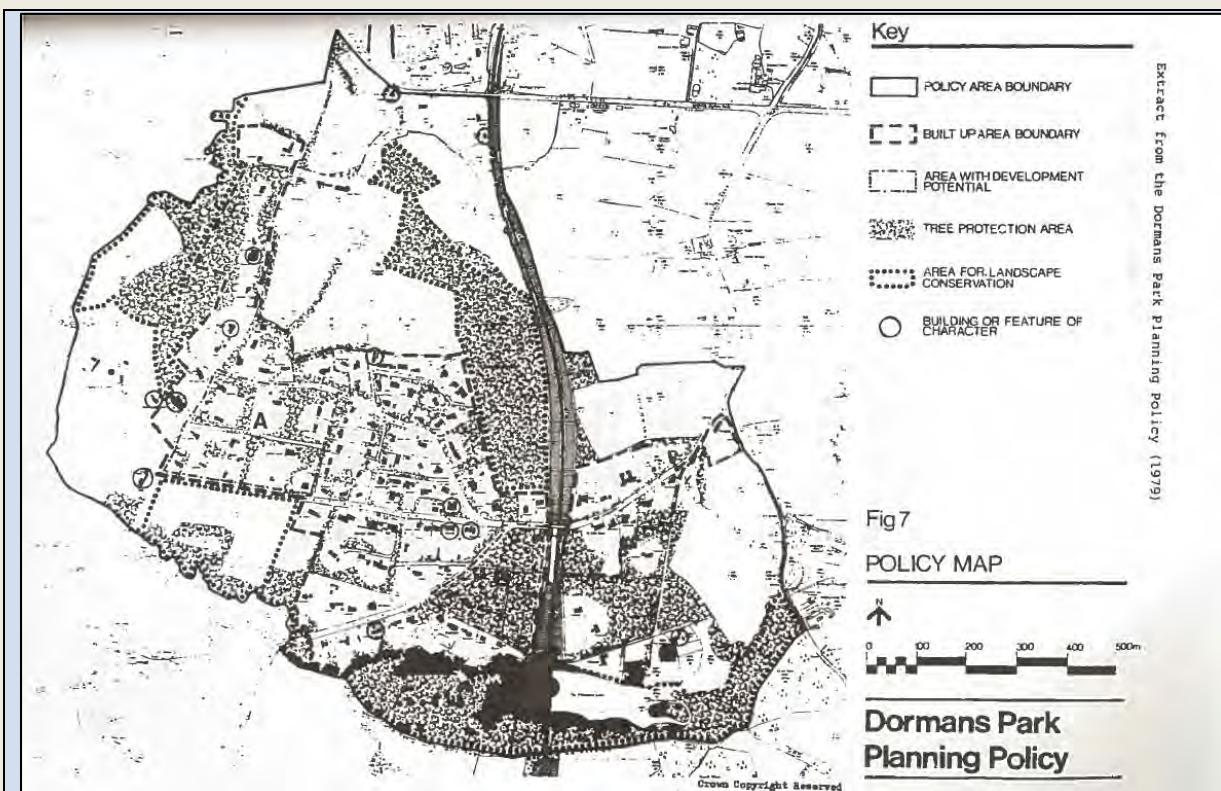


Figure A.11.5 – Dormans Park in Dormans Park Planning Policy 1979

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 rolled forward the policies from Dormans Park from the Dormans Park Planning Policy 1979 and at paragraph 15.19; the Plan makes it clear that residential estates within the Green Belt such as Dormans Park had particular character which should remain unchanged.

The same settlement boundary was also rolled forward and the exact same map was put into the South of the Downs Local Plan 1986.

South of the Downs Local Plan 1994

The South of the Downs Local Plan 1994, Dormans Park was not identified as a settlement within the Green Belt. However at paragraph 4.6, the plan recognises that there are certain groups of dwellings which are not traditional settlements, but within which limited residential infilling has been allowed, and one of these areas was Dormans Park. Paragraph 4.6 goes on further to recognise that as Dormans Park is not a traditional village, it does not have a variety of land use and as such there was a need to preclude demolition and redevelopment (apart from replacement dwellings) to protect the character of the area.

Consequently Policy 6 was put in place, which drew on the advice in the Dormans Park Planning Policy 1979. Policy 6 sought to allow infilling and one for one replacement where appropriate and as such the settlement boundary of the built up area did not change from the South of the Downs Local Plan 1986.

It would also appear that there was minimal development which occurred in Dormans Park between 1979 and 1994.

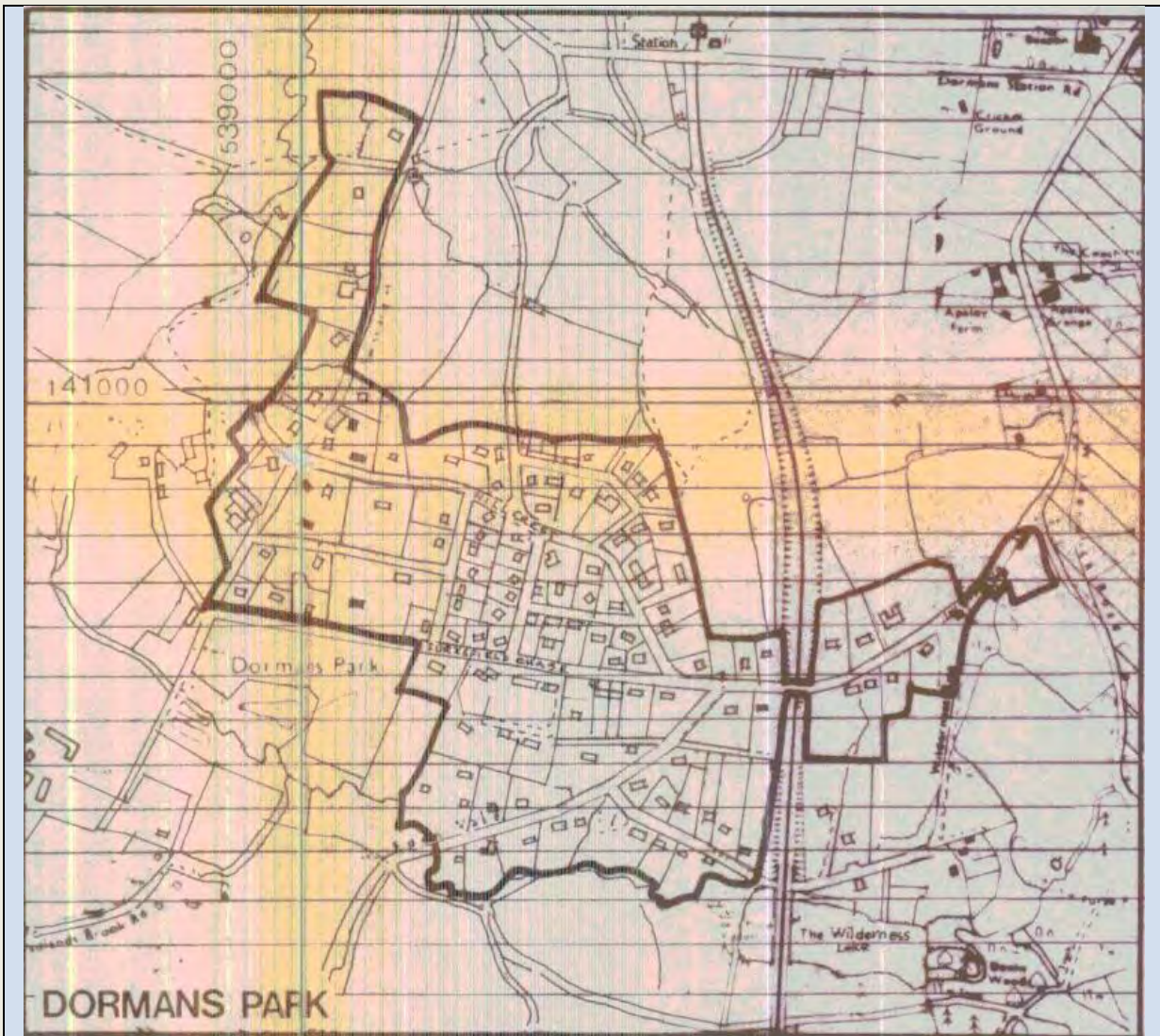


Figure A.11.6 – Dormans Park in South of the Downs Local Plan 1994

Tandridge District Council Local Plan 2001

Paragraph 2.25 of the Tandridge District Local Plan 2001 sets out the justification for Policy RE5 that relates specifically to Dormans Park. It is the same reasoning and Policy as set out in the South of the Downs Local Plan 1994 about the distinctive residential character of the areas and the appropriateness of infilling and one for one replacements.

The settlement boundary remained unchanged from the South of the Downs Local Plan 1994 to the Local Plan 2001 for Dormans Park. However, it is clear to see from Figure A.11.7 below that there was a significant amount of infilling and sub-division of plots within the boundary, particularly in the west of the settlement, as shown in box 1 below. However, the largest amount of development is outside the confines of the settlement to the south east as shown in box 2 below.

DORMANS PARK Scale 1 : 5,000

-  Dormans Park (RE5)
-  Potential Sites of Nature Conservation Importance (NE4)
-  Green Belt Only (RE2)
-  Green Belt, Areas of Outstanding Natural Beauty and Areas of Great Landscape Value (RE2, RE16, RE17)

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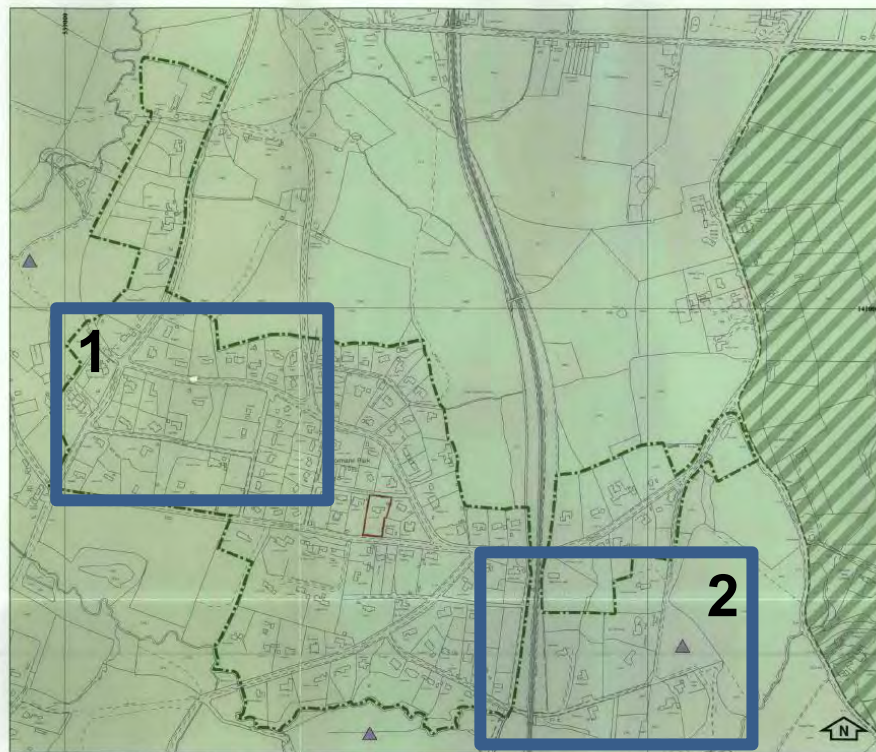


Figure A.11.7 – Dormans Park in Tandridge District Council Local Plan 2001 Box 1 highlighting development to the west of the settlement and box 2 highlighting development to the south east outside the settlement boundary

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

The Tandridge District Council Core Strategy 2008 set out at paragraph 6.17 that:

“The Green Belt settlements are washed over by Green Belt but have a defined boundary within which infilling and small scale redevelopment can be permitted. The settlements to be included within this classification and their exact boundaries will be decided in the Site Allocations DPD.”

Instead of a Site Allocations DPD, the Council prepared the Detailed Policies document, which was adopted in 2014. The Detailed Policies set out at paragraph 12.10 that the boundaries of the Defined Villages in the Green Belt have been reviewed and as a result, a number of minor adjustments have occurred to correct anomalies and account for the current pattern of development.

The Core Strategy 2008 in Annex 3 identified that Dormans Park was a settlement where rural exceptions sites may be released in accordance with Policy CSP5. The Detailed Policies 2014 identified at footnote 13 that:

“Those settlements no longer considered appropriate for infill development as a result of the ‘Green Belt Settlement Review’ are no longer considered as appropriate locations for the provision of rural exception sites. As such, land adjoining or closely related to the villages of ...Dormans Park...will not be released for the provision of limited affordable housing to meet local needs.”

For this reason, the settlement boundary for Dormans Park was removed in the Detailed Policies 2014, as can be seen in Figure A.11.8 below.



Figure A.11.8 – Dormans Park in Tandridge District Council Detailed Policies 2014

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

The settlement of Dormans Park was washed over by Green Belt in the Surrey County Development Plan 1974, rather than the Surrey County Development Plan 1958 when Green Belt was first designated. This was the same as most settlements in the southern half of the Tandridge District. The settlement has remained washed over by Green Belt.

The settlement boundary of Dormans Park was first determined in the South of the Downs Local Plan 1986 and remained the same up to the Tandridge District Council Local Plan 2001, until it was removed in the Tandridge District Council Detailed Policies 2014. The reason for its removal was that it was no longer appropriate for infilling as it had a fundamental impact on the character and sustainability of the settlement.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The railway runs to the west of the settlement, although this has been in existence since 1884, prior to the Green Belt designation.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The land use around the area is mainly agricultural and wooded. Both these uses have not changed substantially. As mentioned in question 1, there have been additional dwellings permitted outside the confines of the settlement to the south east.

The Surrey County Development Plan 1958 identified a sewerage disposal area in close proximity to the settlement, which is still in existence.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.12. Horne

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Horne is a small built up area situated in countryside and wooded areas.



Figure A.12.1 – Horne from 1945 -1950 Aerial Photography

Surrey County Development Plan 1958

Horne was not within the Green Belt in the Surrey County Development Plan 1958. The SH on the map below shows that there was a small holding close to Horne and

the Wd / D symbols recognised the woodlands subject to a dedication covenant. The HO in the east of Figure A.12.2 was a larger area to be held for the Home Office.

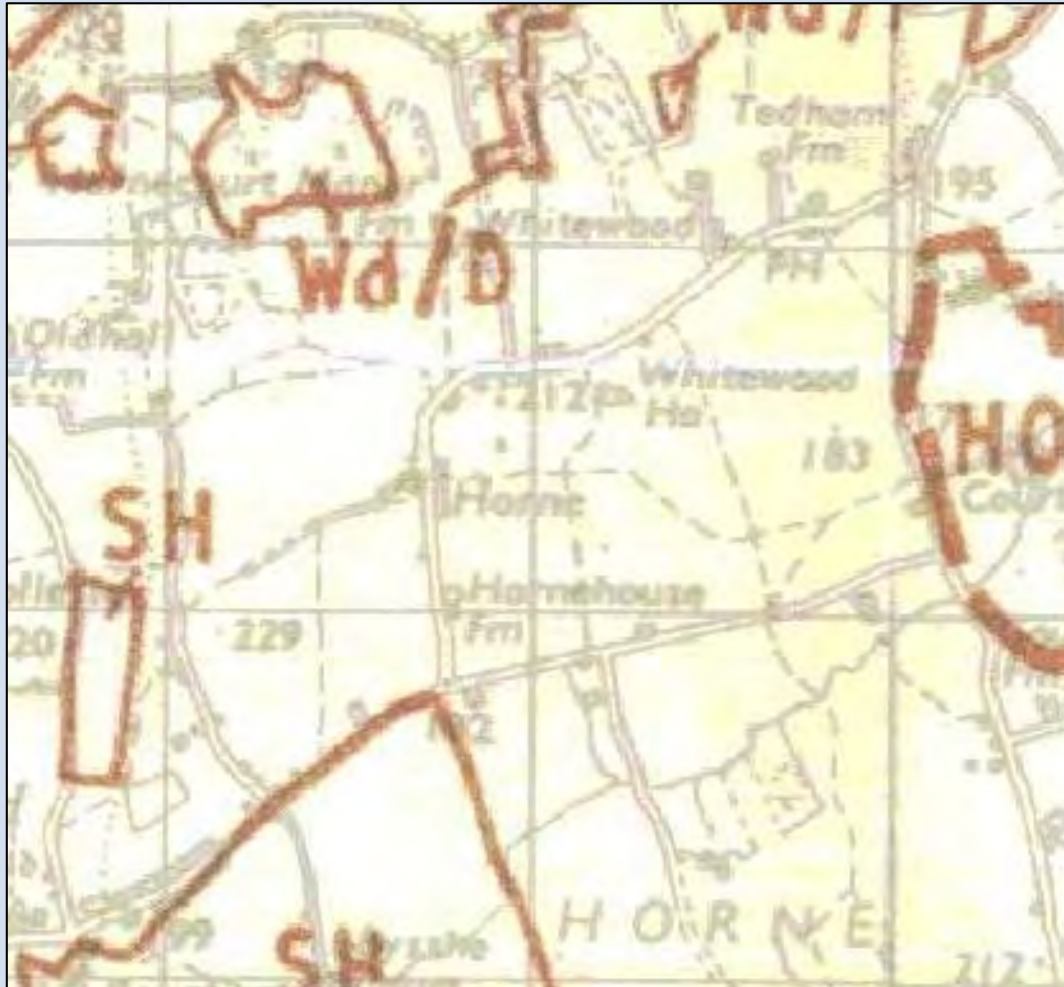


Figure A.12.2 – Horne in Surrey County Development Plan 1958

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Horne and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Horne was not designated as Green Belt until the 1974 Surrey Development Plan. The former Court Lees School (the area held for the home office) in the County Development Plan 1958 was closed in August, 1967.

Surrey County Development Plan 1974

The 1974 Surrey County Development Plan 1974 amended the Green Belt boundary so that it washed over the settlement of Horne. The Green Belt is shown by the horizontal lines on Figure A.12.3 below.

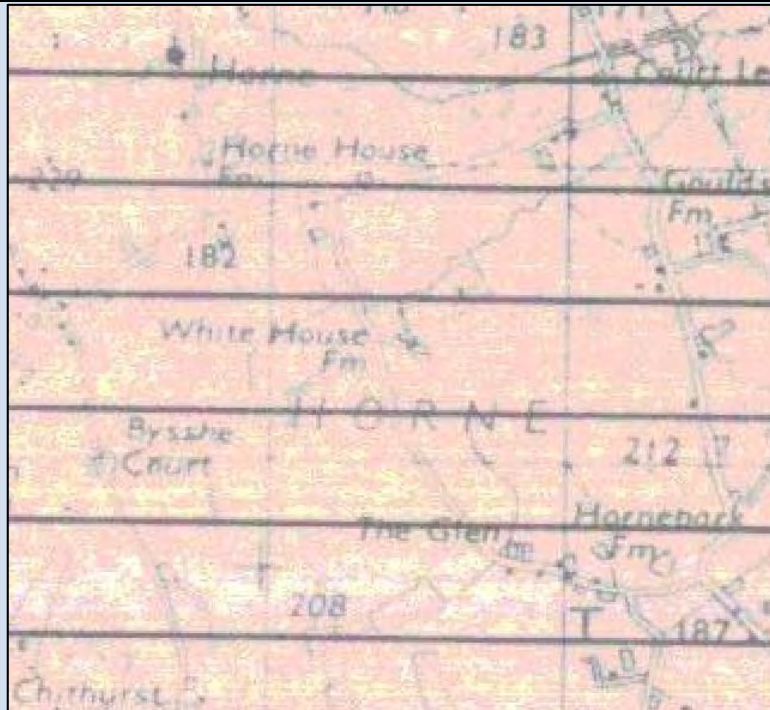


Figure A.12.3 – Horne in Surrey County Development Plan 1958

South of the Downs Local Plan 1986

Horne was not recognised as a settlement in the South of the Downs Local Plan 1986.

South of the Downs Local Plan 1994

Horne was also not recognised as a settlement in the south of the Downs Local Plan 1994.

The aerial photograph from 1999 below (Figure A.12.4) shows that the built up area of Horne has not really grown since the 1945-1950 aerial photograph. As it was not recognised as a settlement in any Development Plan Documents, it had no policy associated with its development and therefore it would be unlikely to have grown in size, due to the Green Belt policy, which washed over the settlement.



Figure A.12.4 – Horne from 1999 Aerial Photograph

Tandridge District Council Local Plan 2001

Tandridge District Council Local Plan 2001 did not identify Horne as a settlement and therefore there were no settlement boundaries. The area remained washed over by Green Belt and was identified as 'areas of high archaeological potential', as can be seen by the numbers '186' and '35' on Figure A.12.5 below. Policy HE6 associated with the Areas of High Archaeological Potential required any proposals for development within these areas to provide a comprehensive assessment of the archaeological value and that any discovery made should be preserved.

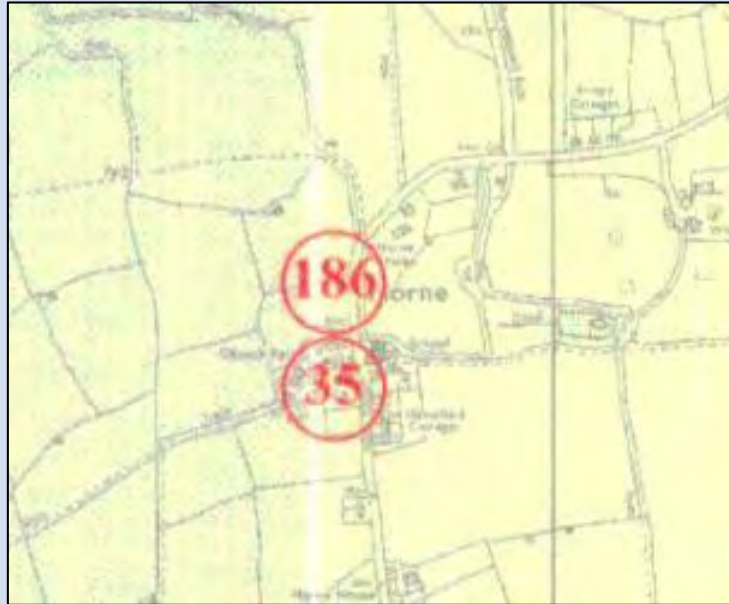


Figure A.12.5 – Horne in Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Tandridge District Council Core Strategy 2008 also did not identify Horne as a settlement. The area also remained washed over by Green Belt and designated as an Area of High Archaeological Potential.



Figure A.12.6 – Horne in Tandridge District Council Detailed Policies 2014

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Horne was put into the Green Belt in the Surrey County Development Plan 1974 and has remained washed over ever since.

It has never been designated as a settlement in any plan but recognised as an Area of High Archaeological Potential.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

There is no major transport infrastructure applicable.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The village, and its immediate surroundings, has not noticeably changed. It can be seen from the 1945-1950 aerial photograph and the 1999 aerial photograph that the surroundings are mostly agricultural or open fields and the field patterns have, for the most part, not changed.

The wooded area to the north west of Horne is still in existence and the site to be held for Home Office designated in the Surrey County Development Plan 1958 is now the Surrey Assembly Hall of Jehovah's Witnesses.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.13. Limpsfield Chart

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

The High Chart, south-east of Limpsfield is a large area of woodland owned by the National Trust and has a large network of footpaths. Within this area and particularly close to the mother village to its north is the small settlement of Limpsfield Chart.

Within the village is the C of E church of St Andrew, and it is the place of worship of 'a Conventional District' in the ecclesiastical parish of Limpsfield & Titsey and built in 1895. Limpsfield Chart has a pub called (*The*) *Carpenters Arms* in the centre of the village.

Within its definition is the halfway point in the Greensand Way long distance footpath which runs for 110 miles from Haslemere in Surrey to Hamstreet in Kent along the Greensand Ridge.

In the 1950s, Ridlands Rise Estates was built (GOR/9781). However, this was before the Green Belt was designated.



Figure A.13.1 – Limsfield Chart from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

Limsfield Chart was inset from the Green Belt in the Surrey County Development Plan 1958. Limsfield Chart in Figure A.13.2 below is covered by a circle with TML, which was an area for which town maps were to be submitted later.



**Figure A.13.2 –Limsfield Chart from Surrey County Development Plan 1958
TML is covering Limsfield Chart**

N.B. The hashed area within the circle showing 'TML' was drawn at a later date over the original map. This map is the only version that the Council has and therefore the hashes in the TML circle should be ignored.

Surrey County Development Plan Oxted and Limpsfield Town Map 1965

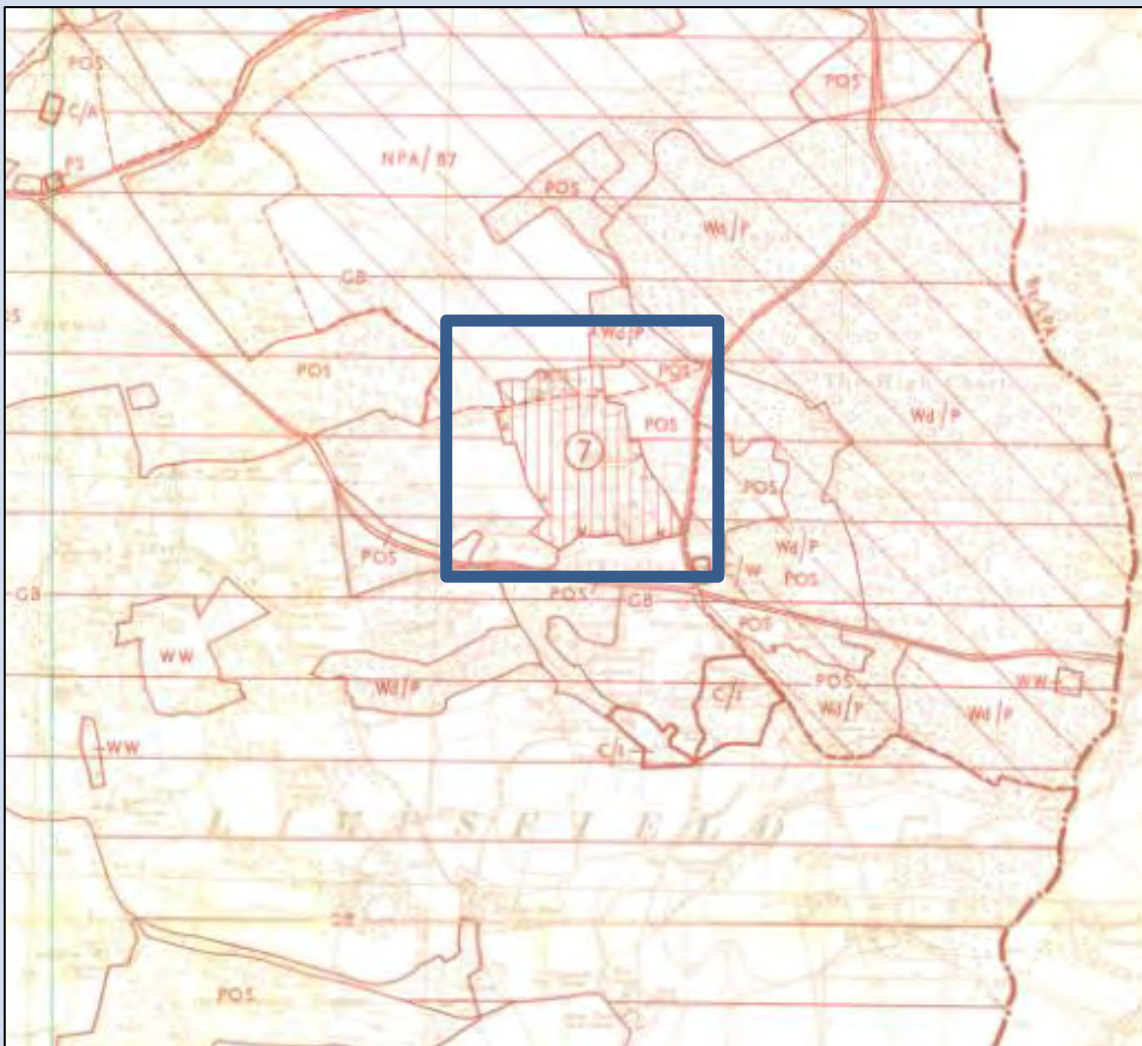
The Oxted and Limpsfield Town Map was prepared in 1965 and provided further detail about the settlement of Limpsfield Chart. The settlement was inset within the Green Belt. The horizontal dashed lines around the settlement show the Green Belt boundaries and the vertical dashed lines with the number '7' on show the area designated primarily for residential use. Paragraph 17 of the Town Map Plan states:

“Limpsfield Chart is a small compact village towards the east of the Town Map Area.”

Paragraph 41 and 63 go on to say that

“There are five distinct communities in the Town Map Area; Old and New Oxted, Limpsfield, Hurst Green and Limpsfield Chart. Except for Limpsfield Chart, these communities have almost coalesced into a single built-up area but there are still a few pieces of open country to break the continuity of development.”

“Originally a small group of houses near the eastern end of Limpsfield Common, Limpsfield Chart has grown in comparatively recent years into a compact village, bounded southwards and eastwards by the Common, and on its other sides by open agricultural country. Within the limits of the present compact community, which it is not postponed to expand, there is room for a small amount of infilling, and a few of the older houses will be due for replacement during the period of the Plan”.



**Figure A.13.3 –Old Oxted from Surrey County Development Plan Oxted and Limpsfield Town Map 1965
Box showing Limpsfield Chart**

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 set out that the town map was to be prepared later for the area of Old Oxted / Oxted / Limpsfield and Hurst Green as it had been done in the Surrey County Development Plan 1958. The 1965 Town Map would have been used in the interim. It would appear that a revised town map was never prepared.

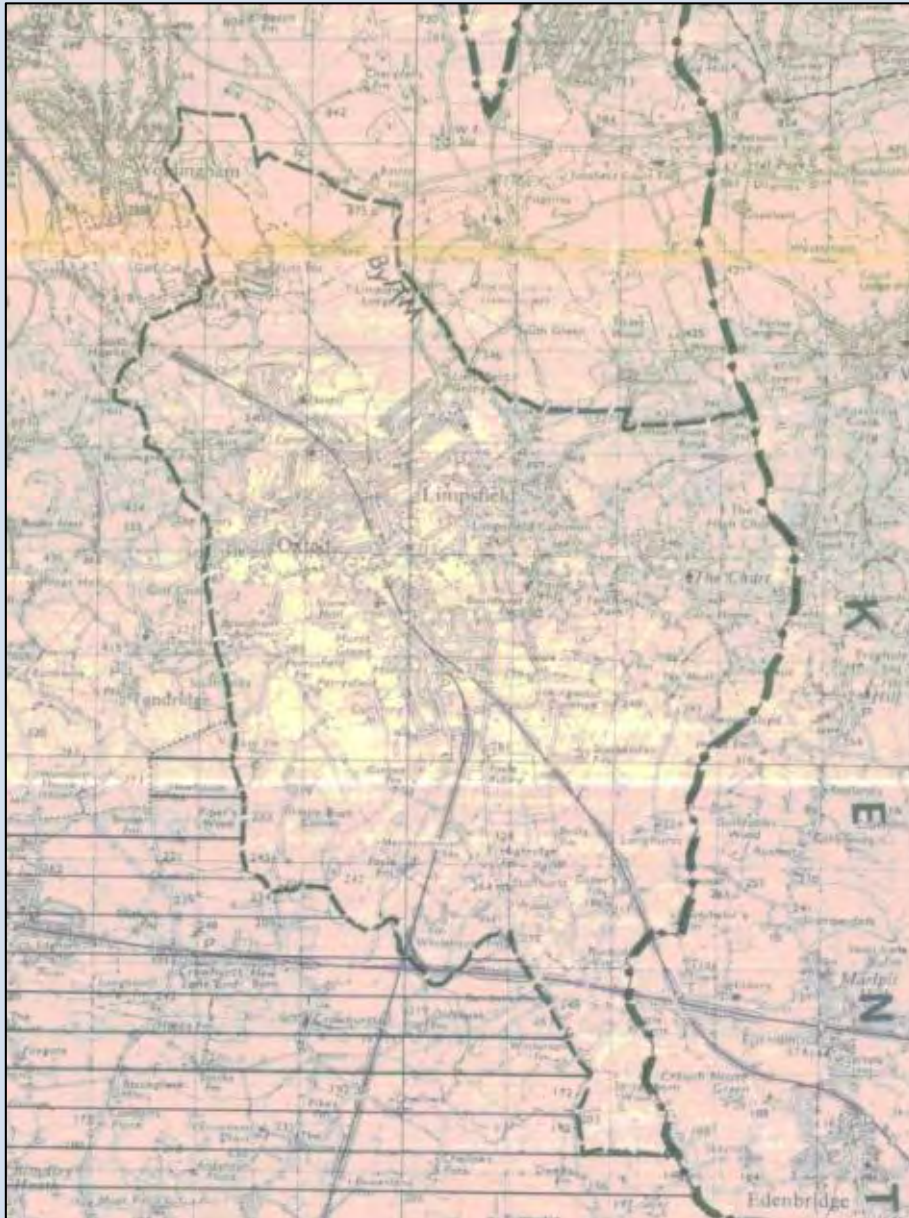


Figure A.13.4 –Limpsfield Chart from Surrey County Development Plan 1974
The line around Old Oxted / Oxted / Limpsfield / Hurst Green / Limpsfield Chart shows there was to be a town map for this area

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 in paragraph 3.8 states that

“...the Green Belt around the built up area of Oxted, Limpsfield and Hurst Green has been drawn to following the boundaries as shown on the Oxted and Limpsfield Town Map, but allowing for future development requirements where appropriate. Old Oxted and Limpsfield Chart were previously allocated primary for residential purposes, but have now been included within the Green Belt.

In paragraph 4.5, Limpsfield Chart was recognised as settlement within the Green Belt and states:

“Traditionally, limited development has been permitted within these settlements, with strict control being applied to prevent expansion and to conserve their character. Previously the built-up confines of these settlements have not been shown and this has led to uncertainty.”

“Old Oxted and Limpsfield Chart were previously zoned within the Town Map [1965] area. Their inclusion within the Green Belt is intended to ensure their character is conserved.”

South of the Downs Local Plan 1994

Since the South of the Downs Local Plan 1986, Limpsfield Chart was washed over by Green Belt. The horizontal lines that go through Limpsfield Chart show the Green Belt designation over the settlement in Figure A.13.5 below. The diagonal lines around the settlement are to designate the Area of Great Landscape.

Although the settlement was now in the Green Belt, the settlement boundary had been changed from 1965 Oxted and Limpsfield Town Map 1965.

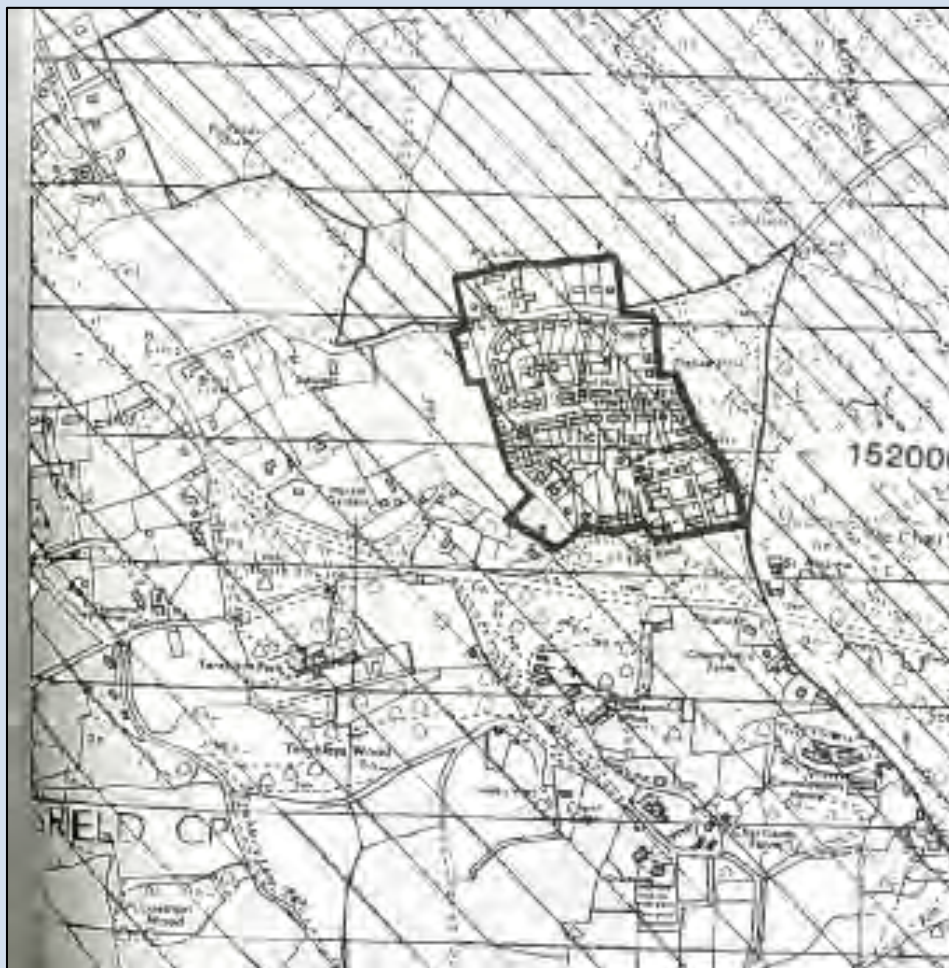


Figure A.13.5 –Limpsfield Chart from South of the Downs Local Plan 1994

Tandridge District Council Local Plan 2001

The Tandridge District Council Local Plan 2001 still designated Limpsfield Chart as a settlement within the Green Belt. Limpsfield Chart was within the Green Belt in the

Tandridge District Council Local Plan 2001 and the settlement boundary remained unchanged from the 1994 South of the Downs Local Plan.

Paragraph 2.20 identifies Limpsfield Chart as a settlement within the Green Belt, which Policy RE3 – Housing Development in the Green Belt Settlements permits infilling and small scale development, where appropriate.

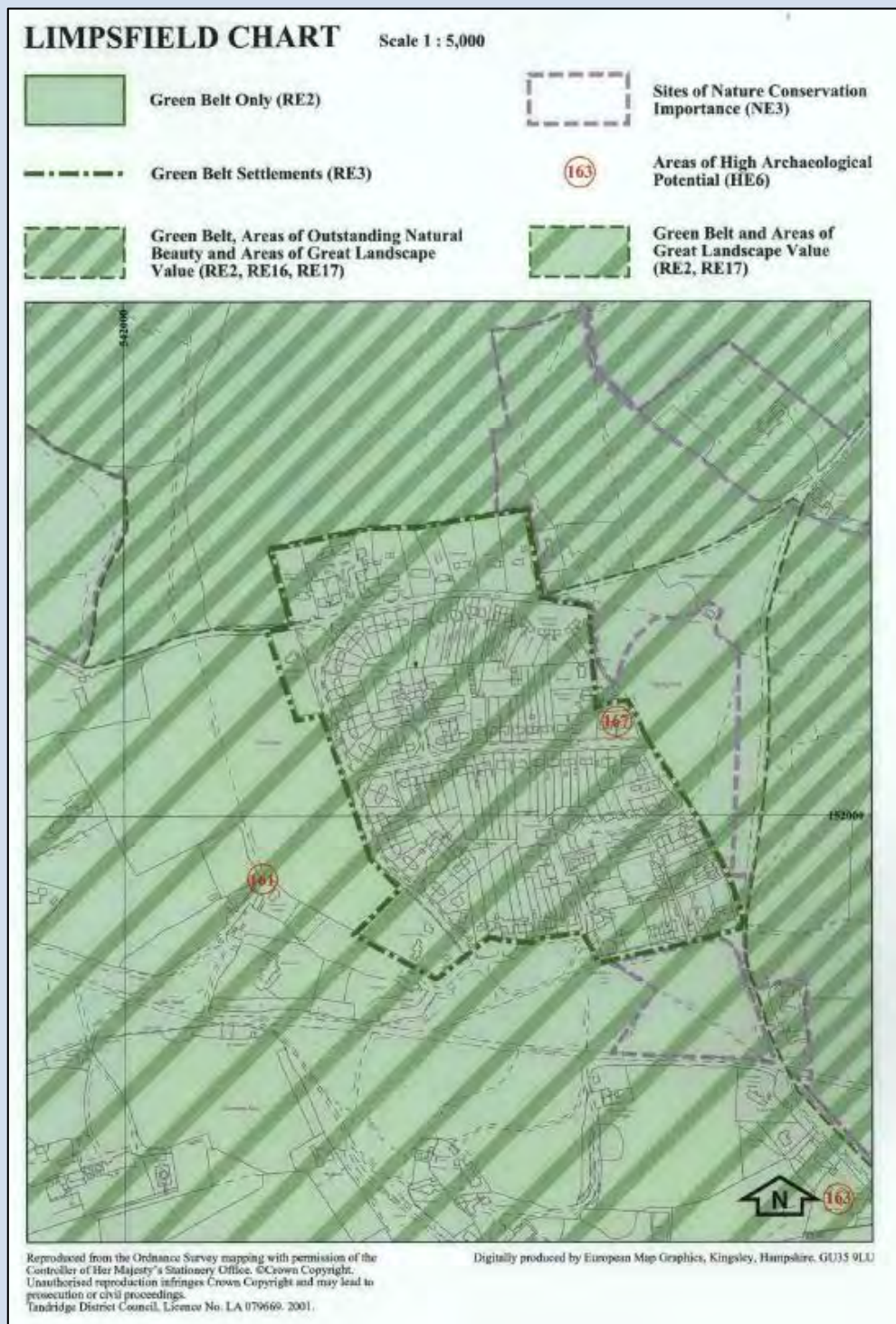


Figure A.13.6 –Limpsfield Chart in Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

The Tandridge District Council Core Strategy 2008 set out at paragraph 6.17 that:

“The Green Belt settlements are washed over by Green Belt but have a defined boundary within which infilling and small scale redevelopment can be permitted. The

The settlement boundary of Limpsfield Chart was first determined in the Oxted and Limpsfield Town Map 1965 and remained the same up to the Tandridge District Council Local Plan 2001, until it was removed in the Tandridge District Council Detailed Policies 2014. The reason for its removal was that it was no longer appropriate for infilling as it had a fundamental impact on the character and sustainability of the settlement.

Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The A25 is situated to the south of the built up area of Limpsfield Chart and runs east to west.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The area around Limpsfield Chart is heavily wooded and some open fields. To the west is the settlement of Oxted. The woodland has changed a limited amount over time and remains a key characteristic of the Chart, particularly given this is how the name of the area came about. The settlement of Oxted has changed over time as set out in the assessment of Oxted.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.14. Nutfield

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Nutfield is a small village to the western edge of the Tandridge District.



Figure A.14.1 – Nutfield from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

Nutfield was washed over by the Green Belt in the Surrey County Development Plan 1958, as can be seen in Figure A.14.2 below.

A designation stating 'Approx extent of fuller's earth deposit' is placed on Nutfield. In the South East viable deposits of fuller's earth occur mainly in the sandgate beds of the Lower Greensand exposures. The largest known deposit of mineral in the UK extends for some 9km between Redhill and Godstone, over Nutfield and this was allocated in the County Development Plan.



Figure A.14.2 – Nutfield in Surrey County Development Plan 1958

Surrey County Development Plan 1974

Nutfield remains washed over by the Green Belt in the Surrey County Development Plan 1974. Outline planning permission was approved 1967 (GOR/7895) for 39 homes on the western side of the village, west of Park Works Road. The reserved matters approved early 1970s.



Figure A.14.3 –Nutfield in Surrey County Development Plan 1974

South of the Downs Local Plan 1986

The 1986, South of the Downs Local Plan attributed a settlement boundary to areas such as Nutfield and identified them as a rural settlement. The 1986 plan also sought to inset certain settlements from the Green Belt, however, Nutfield was not inset at this time. Paragraph 15.9 of the Plan sets out that “*Nutfield...will remain in the Green Belt*”. The boundary attributed to Nutfield has assisted in guiding infilling policies and allowing for limited development.

Between 1986 and 1994, intensification occurred in the settlement on the High Street, where 1 dwelling was demolished and replaced by 14 dwellings (outline - 86/1243; full -87/882). As this happened within the confines of the settlement, it did not amend the settlement boundaries.



Figure A.14.4 – Nutfield in South of the Downs Local Plan 1986

South of the Downs Local Plan 1994

The settlement still remained washed over by Green Belt in the South of the Downs Local Plan 1994.

Paragraph 15.10 of the South of the Downs Local Plan 1994 identified that Green Belt Settlements, such as Nutfield,

“...are to remain in the Green Belt as at present and, therefore, are unlikely to change very much. Only small-scale, residential development will be allowed, together with provision for craft industry where this would be suitable”.

There appears to be little change to the settlement of Nutfield from 1986.



Figure A.14.5 –Nutfield in South of the Downs Local Plan 1994

Tandridge District Council Local Plan 2001

The settlement of Nutfield was identified as a settlement within the Green Belt in the Tandridge District Council Local Plan 2001.

There was some infilling within the settlement since 1994. However, the quality of

mapping had also improved within this timeframe and can give the appearance of a larger amount of development.

The northern half of the settlement was still designated as an Area of Great Landscape Value.

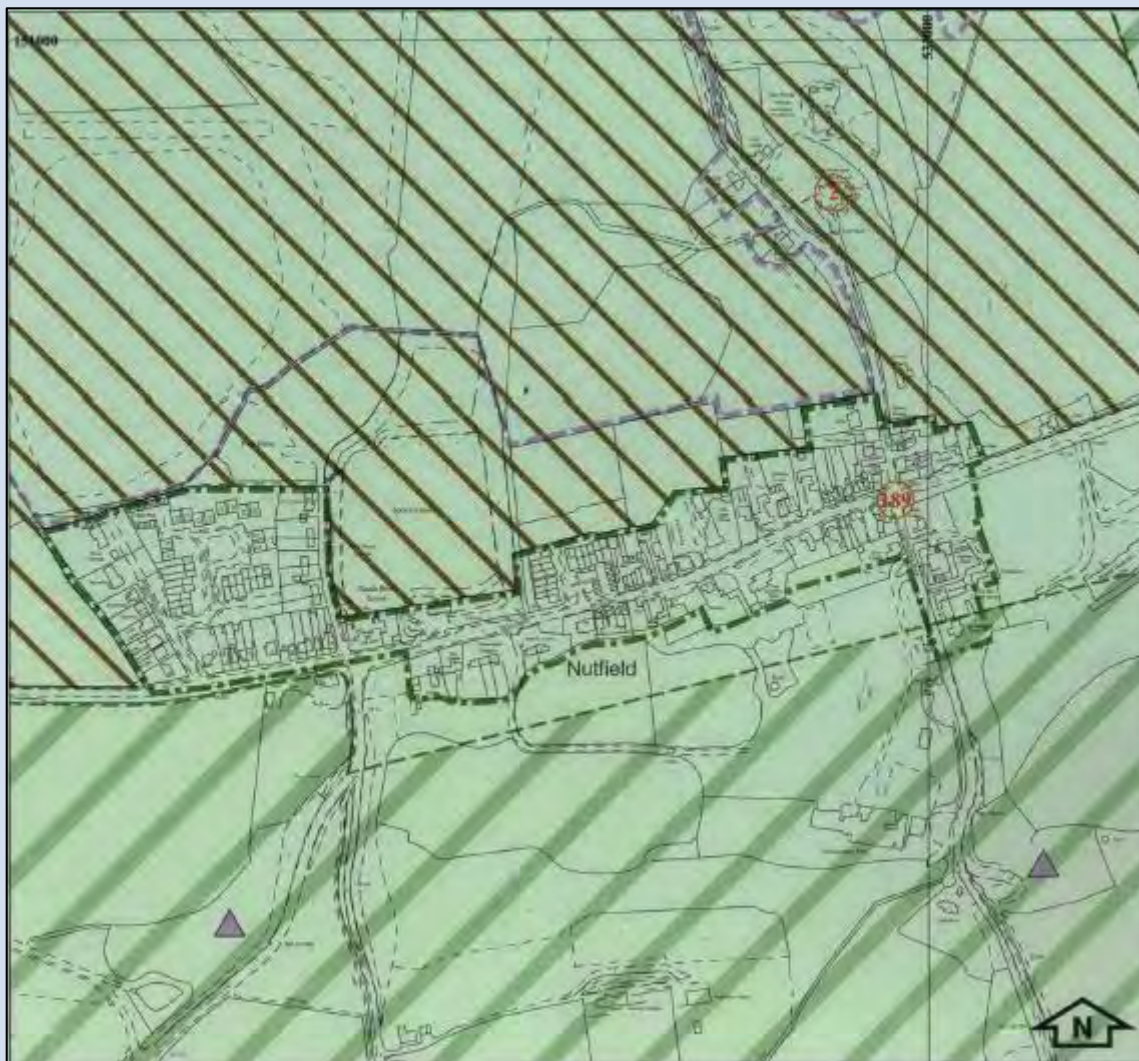


Figure A.14.6 –Nutfield in Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

The Tandridge District Council Core Strategy 2008 set out at paragraph 6.17 that:

“The Green Belt settlements are washed over by Green Belt but have a defined boundary within which infilling and small scale redevelopment can be permitted. The settlements to be included within this classification and their exact boundaries will be decided in the Site Allocations DPD.”

Instead of a Site Allocations DPD, the Council prepared the Detailed Policies document, which was adopted in 2014. The Detailed Policies set out at paragraph 12.10 that the boundaries of the Defined Villages in the Green Belt have been reviewed and as a result, a number of minor adjustments have occurred to correct anomalies and account for the current pattern of development.

The Core Strategy 2008 in Annex 3 identified that Nutfield was a settlement where rural exceptions sites may be released in accordance with Policy CSP5. The Detailed Policies 2014 identified at footnote 13 that:

“Those settlements no longer considered appropriate for infill development as a result of the ‘Green Belt Settlement Review’ are no longer considered as appropriate locations for the provision of rural exception sites. As such, land adjoining or closely related to the villages of ...Nutfield...will not be released for the provision of limited affordable housing to meet local needs.”



Figure A.14.7 – Nutfield in Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Nutfield was washed over by the Green Belt in the Surrey County Development Plan 1958 and has remained washed over ever since.

The settlement boundary of Nutfield was first determined in the South of the Downs Local Plan 1986, until it was removed in the Tandridge District Council Detailed Policies 2014. The reason for its removal was that it was no longer appropriate for infilling as it had a fundamental impact on the character and sustainability of the settlement.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The A25 goes through the centre of Nutfield and has been in place before the Green Belt was designated.

The M23 is to the east of the settlement of Nutfield and this was built between 1972 and 1975.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The area around Nutfield is mostly agricultural and woodland, and this has not changed substantially over the years.

However, the main allocation near Nutfield was the fuller's earth extraction site. The sites originated as volcanic ash redeposited in shallow marine conditions. The deposits vary in characteristics lateral and are often found in lens shaped deposits of limited extent. There was a large deposit site between Godstone and Redhill that was designated in the Surrey County Development Plan. The western section has been extensively worked, but production at Redhill ceased in 1996 as the strategic purpose of the material was largely superseded by its mundane use as a means of removing oil stains from garage floors and as cat litter as its property of holding and deodorising a large bulk of liquid was exploited.

In 1996 a Scheme of Working for the establishment of a quarry, drying tower and all the ancillary plant and roadways on the Mercers Farm site was submitted under the 1954 Planning Permission. The County Council refused the application. After a prolonged Inquiry the Inspector ruled against the development on the grounds that no Fuller's Earth had been proved to underlie the site and the 1954 permission should not be used to extract sand only. The developer appealed and the High Court upheld the Inspector's decision in 2000.

Surrey County Council selected Mercers Farm as a favoured PMZ (Preferred Mineral Zone) for soft sand extraction and Chilmead Farm as a reserved area, for extensive and extended future exploitation, with works due to commence in the future. This area is also known as Glebe Lake.

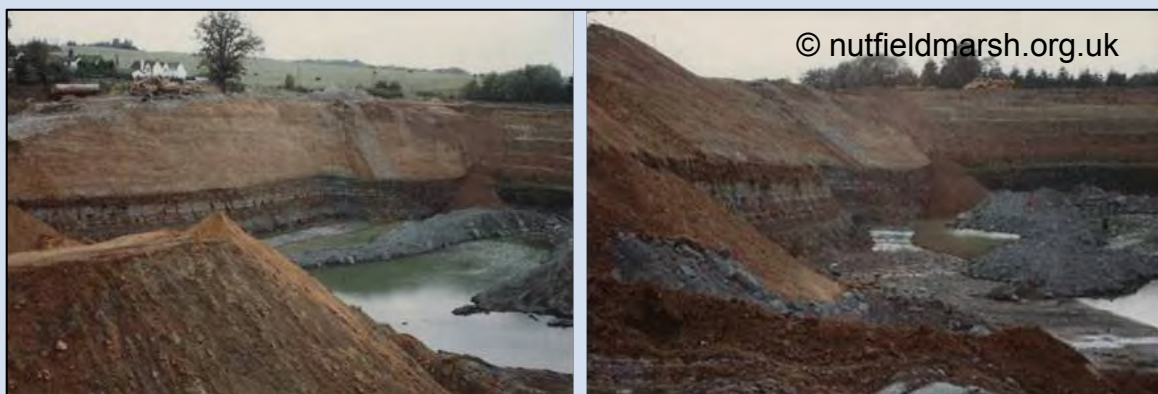


Figure A.14.8 –Nutfield Marsh

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.15. Tandridge

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

In 1954, a planning permission (GOR/1520) for 10 houses on the western side of Tandridge Lane was approved.

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 washed over Tandridge with Green Belt. The edge of the Green Belt was to the south of Tandridge shown by the dotted line on Figure A.15.1 below. There was also some important area of woodland designated to the south and north of Tandridge.

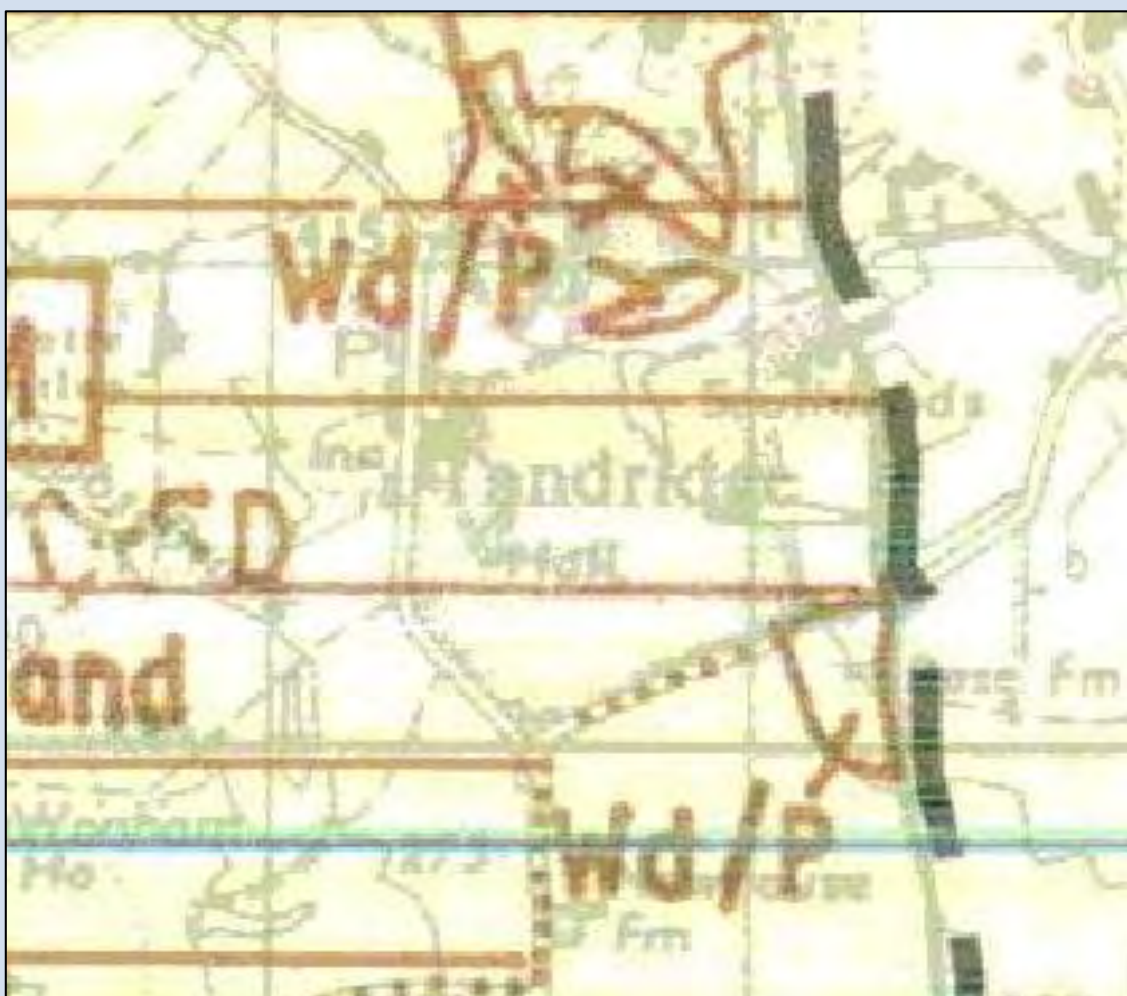


Figure A.15.1 – Tandridge in Surrey County Development Plan 1958

Surrey County Development Plan 1974

Tandridge remains in the Green Belt in the Surrey County Development Plan 1974. Between 1958 and 1974 there appears to be limited development in Tandridge.



Figure A.15.2 – Tandridge in Surrey County Development Plan 1974

South of the Downs Local Plan 1986

The 1986, South of the Downs Local Plan attributed a settlement boundary to areas such as Tandridge and identified them as a rural settlement. The 1986 plan also sought to inset certain settlements from the Green Belt, however, Tandridge was not inset at this time. The boundary attributed to Tandridge has assisted in guiding infilling policies and allowing for limited development.

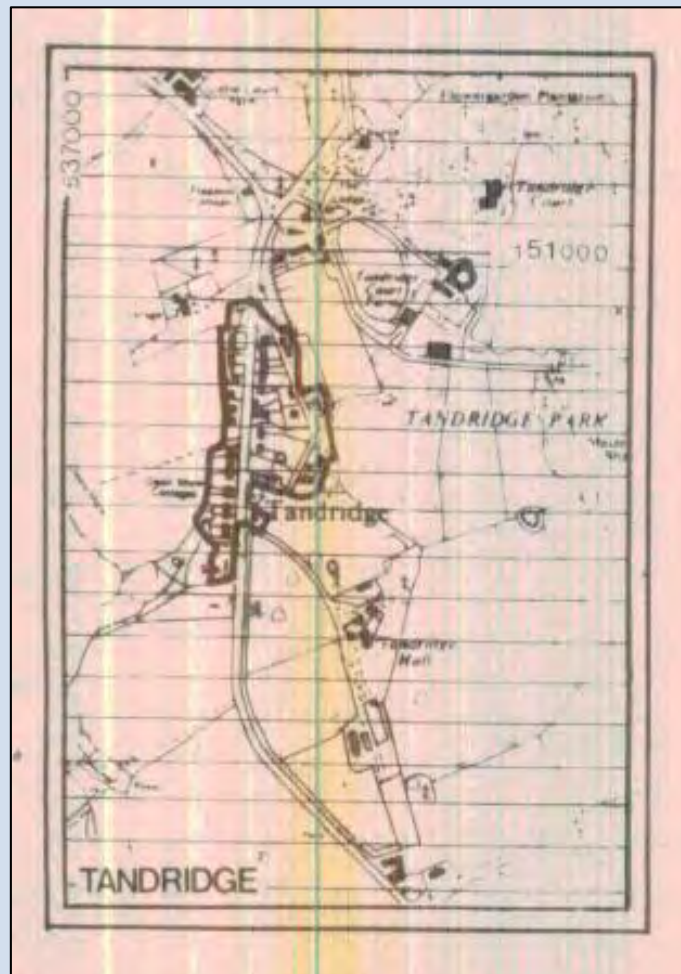


Figure A.15.3 – Tandridge in South of the Downs Local Plan 1986

South of the Downs Local Plan 1994

The settlement still remained washed over by Green Belt in the South of the Downs Local Plan 1994.

Paragraph 15.12 of the South of the Downs Local Plan 1994 identified that Green Belt Settlements, such as Tandridge will remain in the Green Belt.

The settlement boundary remained the same as the South of the Downs Local Plan 1994.

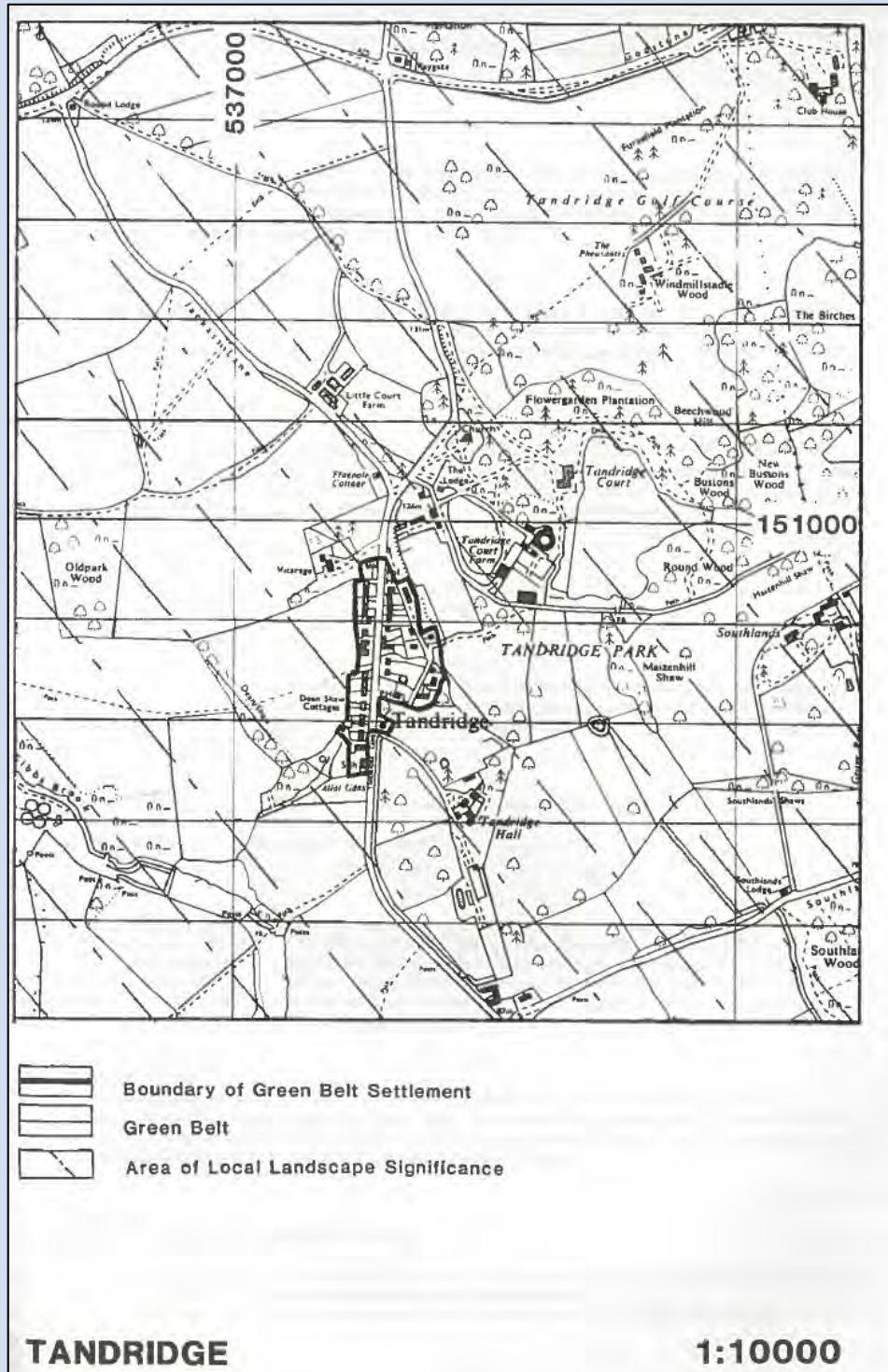


Figure A.15.4 Tandridge in the South of the Downs Local Plan 1994

Tandridge District Council Local Plan 2001

Tandridge remained washed over by Green Belt in the Local Plan 2001.

The settlement of Tandridge was identified as a settlement within the Green Belt in the Tandridge District Council Local Plan 2001. The north of the settlement was infilled between 1994 and 2001, as shown by the box in Figure A.15.5. The northern half of the settlement was still designated as an Area of Great Landscape Value.

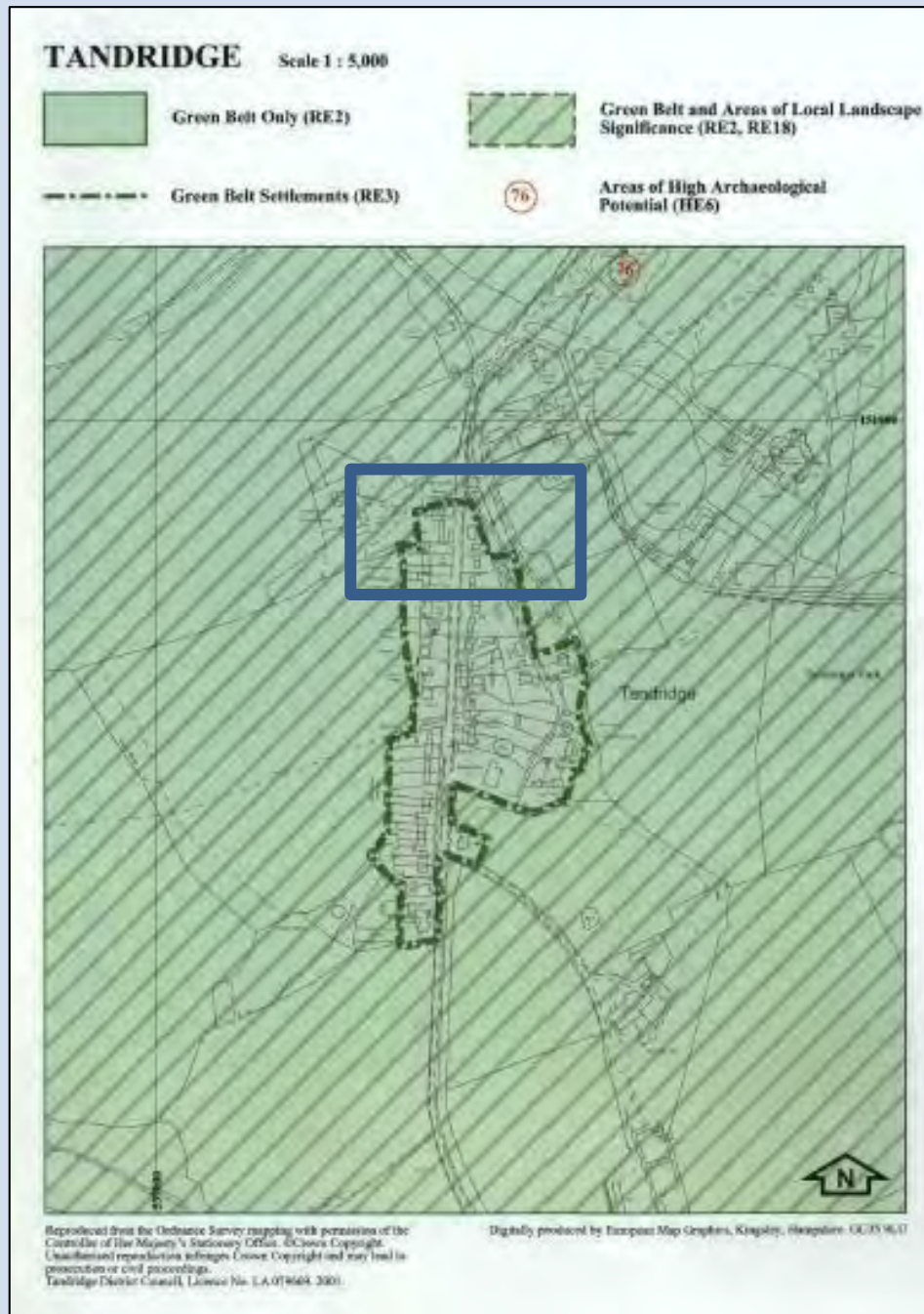


Figure A.15.5 – Tandridge in Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008

The Tandridge District Council Core Strategy 2008 set out at paragraph 6.17 that:

“The Green Belt settlements are washed over by Green Belt but have a defined boundary within which infilling and small scale redevelopment can be permitted. The

settlements to be included within this classification and their exact boundaries will be decided in the Site Allocations DPD.”

Instead of a Site Allocations DPD, the Council prepared the Detailed Policies document, which was adopted in 2014. The Detailed Policies set out at paragraph 12.10 that the boundaries of the Defined Villages in the Green Belt have been reviewed and as a result, a number of minor adjustments have occurred to correct anomalies and account for the current pattern of development.

The Core Strategy 2008 in Annex 3 identified that Tandridge was a settlement where rural exceptions sites may be released in accordance with Policy CSP5. The Detailed Policies 2014 identified at footnote 13 that:

“Those settlements no longer considered appropriate for infill development as a result of the ‘Green Belt Settlement Review’ are no longer considered as appropriate locations for the provision of rural exception sites. As such, land adjoining or closely related to the villages of ...Tandridge...will not be released for the provision of limited affordable housing to meet local needs.”

From 2001 to 2014, there has been some infilling along the eastern side of Tandridge Lane.



Figure A.15.6 – Tandridge in Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Tandridge was washed over by Green Belt in 1958 within the Surrey County Development Plan and has remained washed over since then.

The settlement boundaries of Tandridge was defined in the South of the Downs Local Plan 1986 and remained the same until 2014, when the Tandridge Detailed Policies removed the boundaries as the settlement was felt to be inappropriate for infilling and small scale development.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

There is no major infrastructure applicable.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

Tandridge is a Small village primarily located on Tandridge Lane. There is a g golf course to the north east and Tandridge Hall to the South East. Other than those two land uses, Tandridge is mostly surrounded by open/agricultural fields/ woodland, which has changed little over time.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.16. Crowhurst

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Crowhurst is a small cluster of buildings to the east of the District of Tandridge.



Figure A.16.1 – Crowhurst from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 did not include Crowhurst within the Green Belt, along with the southern half of the District.



Figure A.16.2 – Crowhurst in Surrey County Development Plan 1958

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Crowhurst and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Crowhurst was not designated as Green Belt until the 1974 Surrey Development Plan.

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 designated the Green Belt in the south of the District, which included the settlement of Crowhurst.



Figure A.16.3 – Crowhurst in Surrey County Development Plan 1974

South of the Downs Local Plan 1986

Crowhurst was not recognised as a settlement in the South of the Downs Local Plan 1986.



Figure A.16.4 – Crowhurst in South of the Downs Local Plan 1986

South of the Downs Local Plan 1994

Crowhurst was also not recognised as a settlement in the south of the Downs Local Plan 1994. As it was not recognised as a settlement in any Development Plan Documents, it had no policy associated with its development and therefore it would be unlikely to have grown in size, due to the Green Belt policy, which washed over the settlement.

Tandridge District Council Local Plan 2001

Tandridge District Council Local Plan 2001 did not identify Crowhurst as a settlement and therefore there were no settlement boundaries. The area remained washed over by Green Belt and was identified as 'areas of high archaeological potential', as can be seen by the numbers '112' and '184' on Figure A.16.5 below. Policy HE6 associated with the Areas of High Archaeological Potential required any proposals for development within these areas to provide a comprehensive assessment of the archaeological value and that any discovery made should be preserved.



Figure A.16.5 – Crowhurst in Tandrige District Council Local Plan 2001

Tandrige District Council Core Strategy 2008 and Detailed Policies 2014

Tandrige District Council Core Strategy 2008 also did not identify Crowhurst as a settlement. The area also remained washed over by Green Belt and designated as an Area of High Archaeological Potential, which can be seen in Figure A.16.6 below covered by the pink stripes.



Figure A.16.6 – Crowhurst in Tandrige District Council Core Strategy 2008

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Crowhurst was put into the Green Belt in the Surrey County Development Plan 1974 and has remained washed over ever since.

It has never been designated as a settlement in any plan but recognised as an Area of High Archaeological Potential.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The section of the Hastings railway line through Crowhurst was completed in 1852, over 100 years prior to the designation of Green Belt. No station existed at this location until the South Eastern and Chatham Railway (SECR) built a branch line to Bexhill West in 1902. Crowhurst served as a junction station, with Up and Down through platforms and a bay platform at the southern end of each until closure of the Bexhill West branch in 1964. Most of the station buildings have been demolished,¹ but the remains of the bay platforms are still visible and a small building survives on the Up side. The station is normally unstaffed.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The area is mainly agricultural and open fields, which have not changed much over times.

5) Is there anything else you have discovered that may not fall into the above categories?

As mentioned under question 1, Crowhurst was identified as an area for a New Town under the New Towns Act in 1946. Eight sites had been identified and Crowhurst was one and was to cater for 60,000 people.

In 1946, a big conference of 7 government departments was held on 20 March 1946 to try to decide between a large new town at Hartley-Longfield, Meopham and a third site at Crowhurst. The departments were split.

The Departments of Town Planning, Trade, Labour, and Health backed Meopham; while Agriculture and Fuel and Power were the ministries to support Hartley-Longfield, and Crowhurst got the vote of the Ministry of Transport. Wherever the Government decided, the land would have compulsorily purchased and most of the existing housing demolished.

Although Harley was favoured in the end, the New Town was never built due to local opposition.

The hamlet of Crowhurst Lane End lies to the north-west of Crowhurst.

Surrey County Development Plan 1958

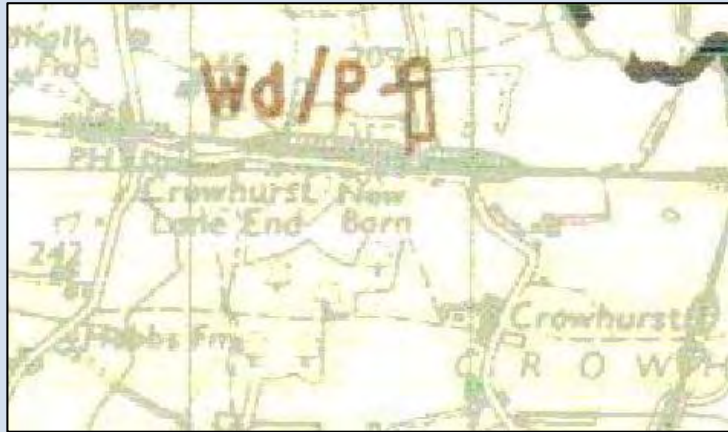


Figure A.16.7 – Crowhurst Lane End in the Surrey County Development Plan 1958

The Surrey County Development Plan 1958 did not include Crowhurst Lane End in the Green Belt, along with the southern half of the District.

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Crowhurst Lane End and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Crowhurst Lane End was not designated as Green Belt until the 1974 Surrey Development Plan.

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 designated the Green Belt in the south of the District, which included the settlement of Crowhurst Lane End.

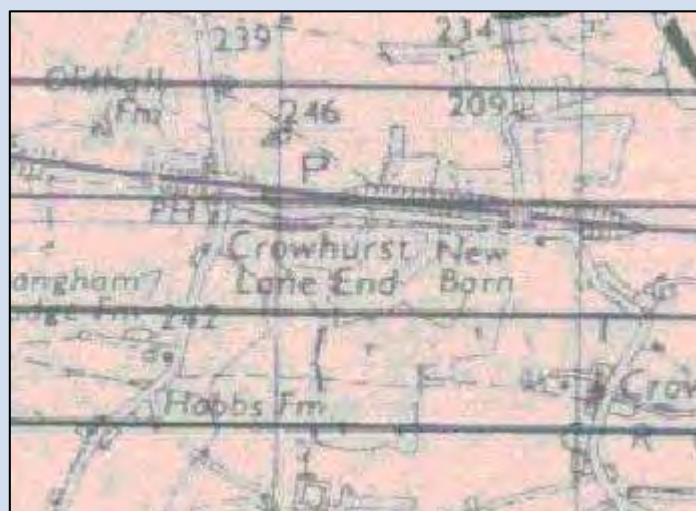


Figure A.16.8 – Crowhurst Lane End in the Surrey County Development Plan 1974

South of the Downs Local Plan 1986

Crowhurst Lane End was not recognised as a settlement in the South of the Downs Local Plan 1986. Though unidentifiable in Figure A.16.9 below, the area remains washed over by Green Belt.



Figure A.16.10 – Crowhurst Lane End in the South of the Downs Local Plan 1986

South of the Downs Local Plan 1994

Crowhurst Lane End was also not recognised as a settlement in the South of the Downs Local Plan 1994. As it was not recognised as a settlement in any Development Plan Documents, it had no policy associated with its development and therefore it would be unlikely to have grown in size, due to the Green Belt policy, which washed over the settlement.

Tandridge District Council Local Plan 2001

Tandridge District Council Local Plan 2001 did not identify Crowhurst Lane End as a settlement and therefore there were no settlement boundaries. The area remained washed over by Green Belt, and an Area of High Archaeological Potential and a Potential Site of Nature Conservation Importance were allocated to the north-west of Crowhurst Lane End, see Figure A.16.11. Policy HE6 associated with the Areas of High Archaeological Potential required any proposals for development within these areas to provide a comprehensive assessment of the archaeological value and that any discovery made should be preserved.



Figure A.16.11 – Crowhurst Lane End in Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014 also did not identify Crowhurst Lane End as a settlement. The area remained washed over by Green Belt and designated as an Area of High Archaeological Potential, which can be seen in Figure A.16.12 below, by a thin strip of pink lines.



Figure A.16.12 – Crowhurst Lane End in Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

A.17. Outwood

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Outwood is a dispersed village, with development primarily extending in different sections along Miller's Lane and Dayseys Hill.

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 did not include Outwood within the Green Belt, along with the southern half of the District.



Figure A.17.1 –Outwood in Surrey County Development Plan 1958

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Outwood and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Outwood was not designated as Green Belt until the 1974 Surrey Development Plan.

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 designated the Green Belt in the south of the District, which included the settlement of Outwood.

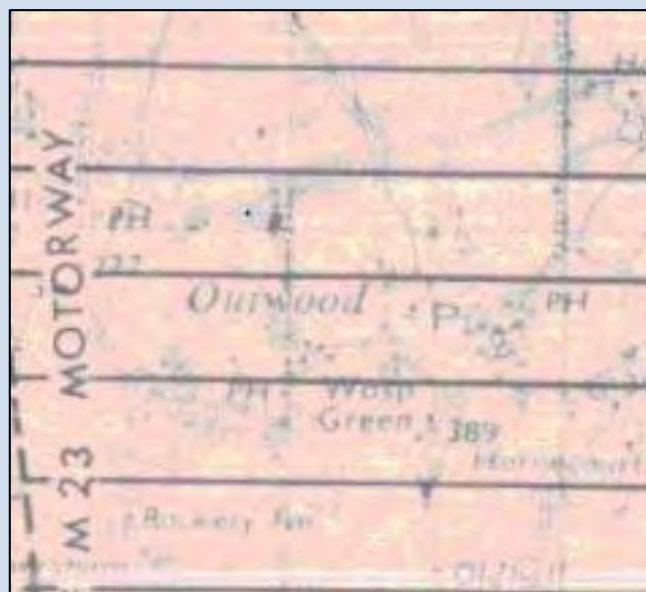


Figure A.17.2 –Outwood in Surrey County Development Plan 1974

South of the Downs Local Plan 1986

Outwood was not recognised as a settlement in the South of the Downs Local Plan 1986.

South of the Downs Local Plan 1994

Outwood was also not recognised as a settlement in the south of the Downs Local Plan 1994. As it was not recognised as a settlement in any Development Plan Documents, it had no policy associated with its development and therefore it would be unlikely to have grown in size, due to the Green Belt policy, which washed over the settlement.

Tandridge District Council Local Plan 2001

Tandridge District Council Local Plan 2001 did not identify Outwood as a settlement and therefore there were no settlement boundaries. The area remained washed over by Green Belt and the area adjacent Outwood was designated a Conservation Area, shown on Figure A.17.3 below by the red line. Outwood was also designated within an Area of Landscape Value.

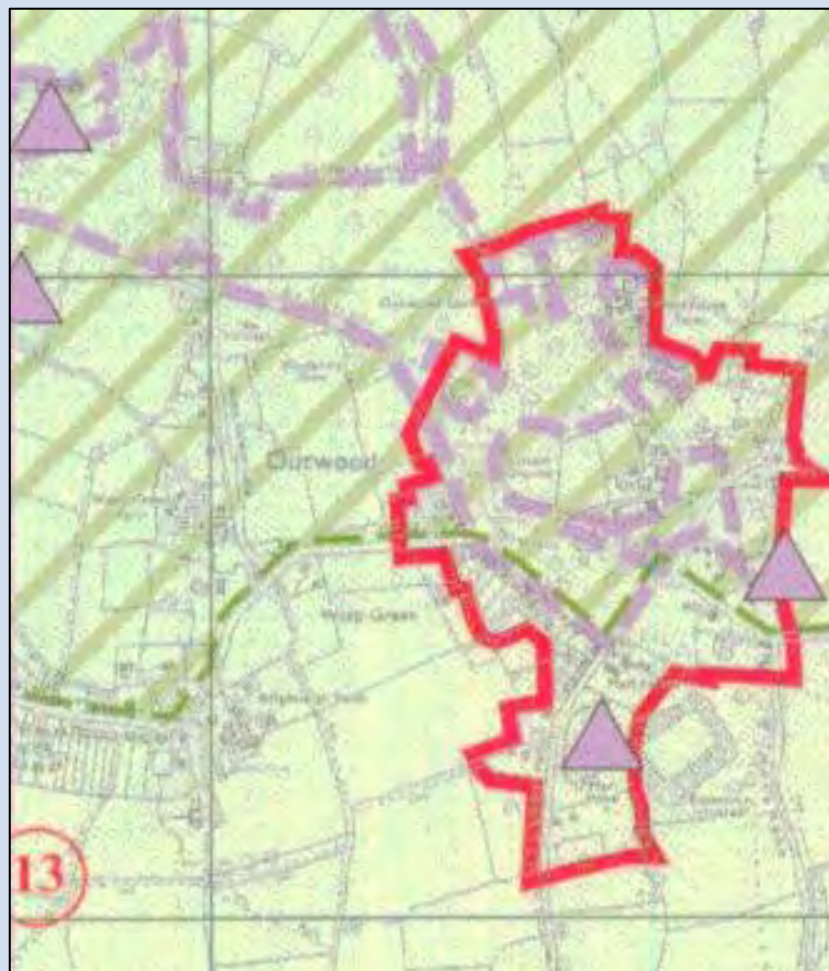


Figure A.17.3 – Outwood in Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Tandridge District Council Core Strategy 2008 also did not identify Outwood as a settlement. The area also remained washed over by Green Belt and the area adjacent to Outwood was designated as a Conservation Area.



Figure A.17.4 – Outwood in Tandridge District Council Core Strategy 2008

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Outwood was put into the Green Belt in the Surrey County Development Plan 1974 and has remained washed over ever since.

It has never been designated as a settlement in any plan but the area adjacent to Outwood was designated a Conservation Area in the Local Plan 2001.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The M23 is to the east of the Outwood and was built in 1972 to 1975. It can be seen in the Surrey County Development Plan 1974 as designated as an area for the M23.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

There is a significant amount of ancient woodland to north of Outwood, which remains, as does the Outwood Windmill. Aside from such features, most of the surrounding area is open or agricultural fields with a scattering of farms.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.18. Oxted

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

This assessment should be read in conjunction with the Historic Change Assessments for Old Oxted, Hurst Green and Limpsfield.

Surrey County Development Plan 1958

Oxted, Old Oxted and Limpsfield were inset from the Green Belt in the Surrey County Development Plan 1958. Oxted (known as 'New Oxted' in the plan) in Figure A.18.1 below is covered by a circle with TML, which was an area for which town maps were to be submitted later. It can be seen that the boundary for the Green Belt completely surrounded Oxted where the land use was rural in nature, the exception being the north west part of Oxted where the boundary was set around an area of future growth. The neighbouring settlements of Old Oxted, Limpsfield and Hurst Green were inset from the Green Belt.



**Figure A.18.1 –Oxted from Surrey County Development Plan 1958
TML is covering Oxted**

N.B. The hashed area within the circle showing 'TML' was drawn at a later date over the original map. This map is the only version that the Council has and therefore the hashes in the TML circle should be ignored.

Surrey County Development Plan Oxted and Limpsfield Town Map 1965

The Oxted and Limpsfield Town Map was prepared in 1965 and provided further detail about the settlement of what was referred to as New Oxted. The settlement was inset from the Green Belt. Figure A.18.2 identifies the areas of Oxted as comprising residential areas marked as 2, 3, 4 and 5, with the horizontal lines around the settlement showing the Green Belt boundaries.

would have been used in the interim. As the Surrey Structure Plan 1980 explains, the Town Maps to form part of the 1974 Development Plan were never adopted due to administrative and technical issues.



Figure A.18.3 – Oxted from Surrey County Development Plan 1974
The line around Old Oxted / Oxted / Limpsfield / Hurst Green shows there was to be a town map for this area

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 in paragraph 3.8 states that:

“the Green Belt around the built up area of Oxted, Limpsfield and Hurst Green has been drawn to follow the boundaries as shown on the Oxted and Limpsfield Town Map, but allowing for future development requirements where appropriate.”

Unfortunately, the Council no longer has a copy of the proposals map for the South of the Downs Local Plan 1986 around Oxted and thus is unable to confirm the precise boundaries of the Green Belt but it is likely to have retained the existing boundaries given the description above.

Housing allocations were identified at Barnetts Shaw and Oxted Station Yard for 50 units each, well within the built up area boundary.

The Oxted Station Yard site also included allocations for a Supermarket and Swimming Pool. In the end, the site was built out for such uses, although in a very different way from how initially imagined by the Plan in Figure A.18.4. The 50 housing units were never built out.

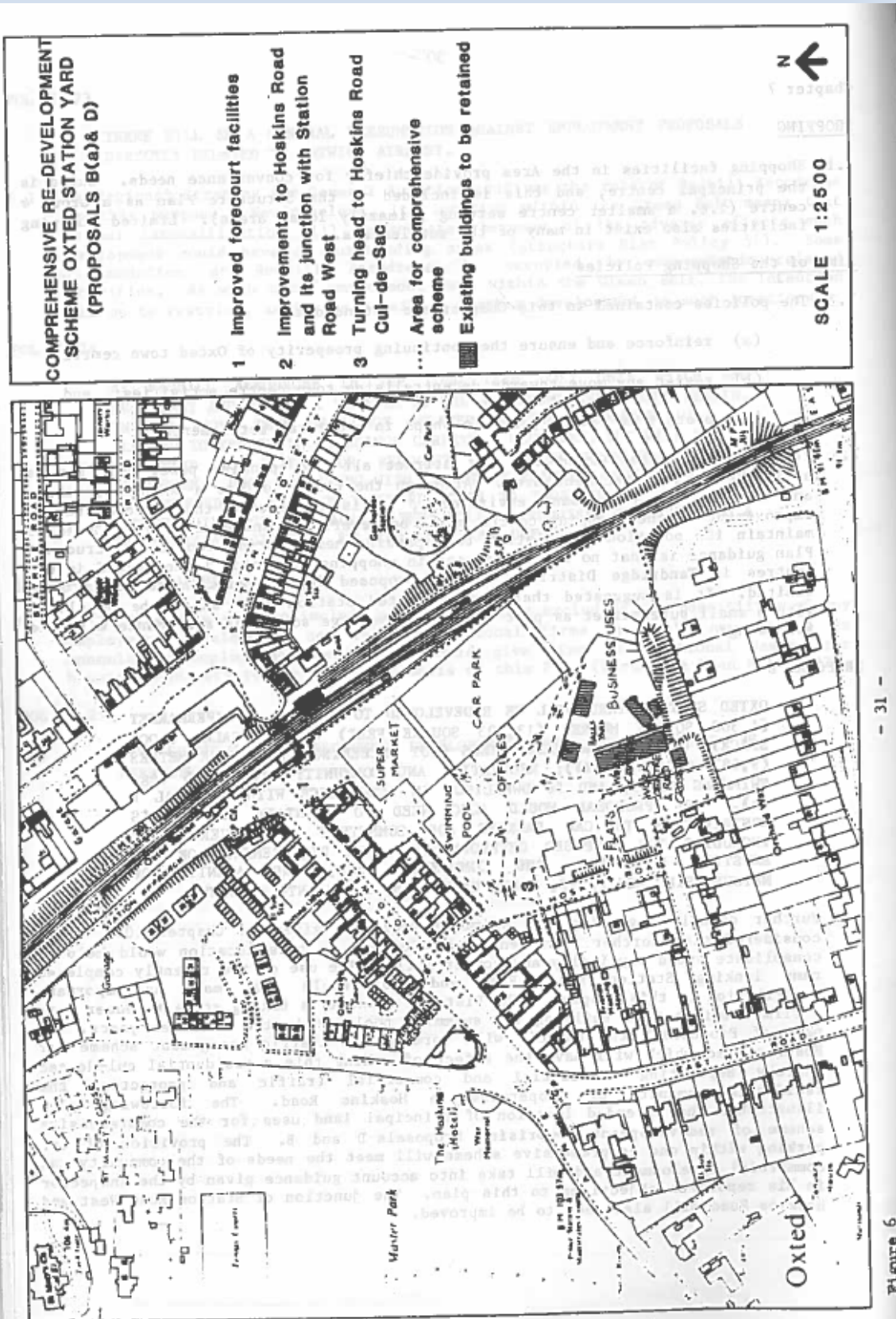


Figure A.18.4 – Oxted Station Yard proposal from 1986 South of the Downs Local Plan

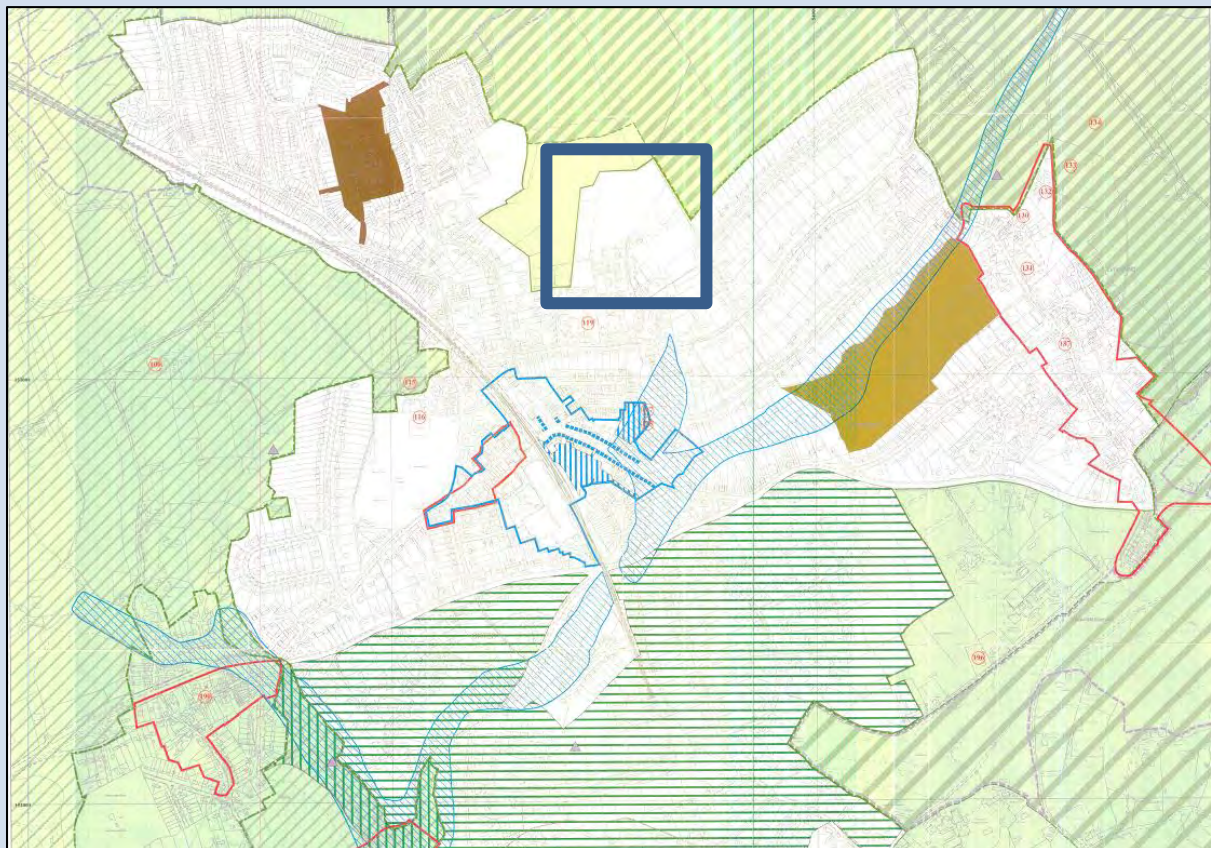
South of the Downs Local Plan First Review 1994

The South of the Downs Local Plan First Review 1994 did not review the Green Belt boundaries set in 1986. The housing allocation at Barnetts Shaw remained, not having been built out between 1986 and 1994.

Tandridge District Local Plan 2001

The Tandridge District Local Plan 2001 reaffirmed the Green Belt boundaries around Oxted. As can be seen in Figure A.18.5, the Green Belt closely followed the urban edge of Oxted with the area in brown in the north west being the Barnetts Shaw allocation – that at the time of writing had been given planning permission, pending the conclusion of a Section 106 Agreement.

It is assumed that the Green Belt boundary did not alter from the plans made in 1986 and 1994 but without a copy of the proposals maps this cannot be confirmed. It is noted that Oxted School and associated playing fields (see box in Figure A.18.5 below) are no longer designated as Green Belt, as had been the case in the 1965 Oxted and Limpsfield Town Map.



**Figure A.18.5 – Oxted from the Tandridge District Local Plan 2001
Green Belt identified in green, box shows Oxted School now inset from the
Green Belt**

Tandridge District Core Strategy 2008

The Core Strategy did not alter the Green Belt boundary around Oxted although the Barnetts Shaw allocation had been delivered.

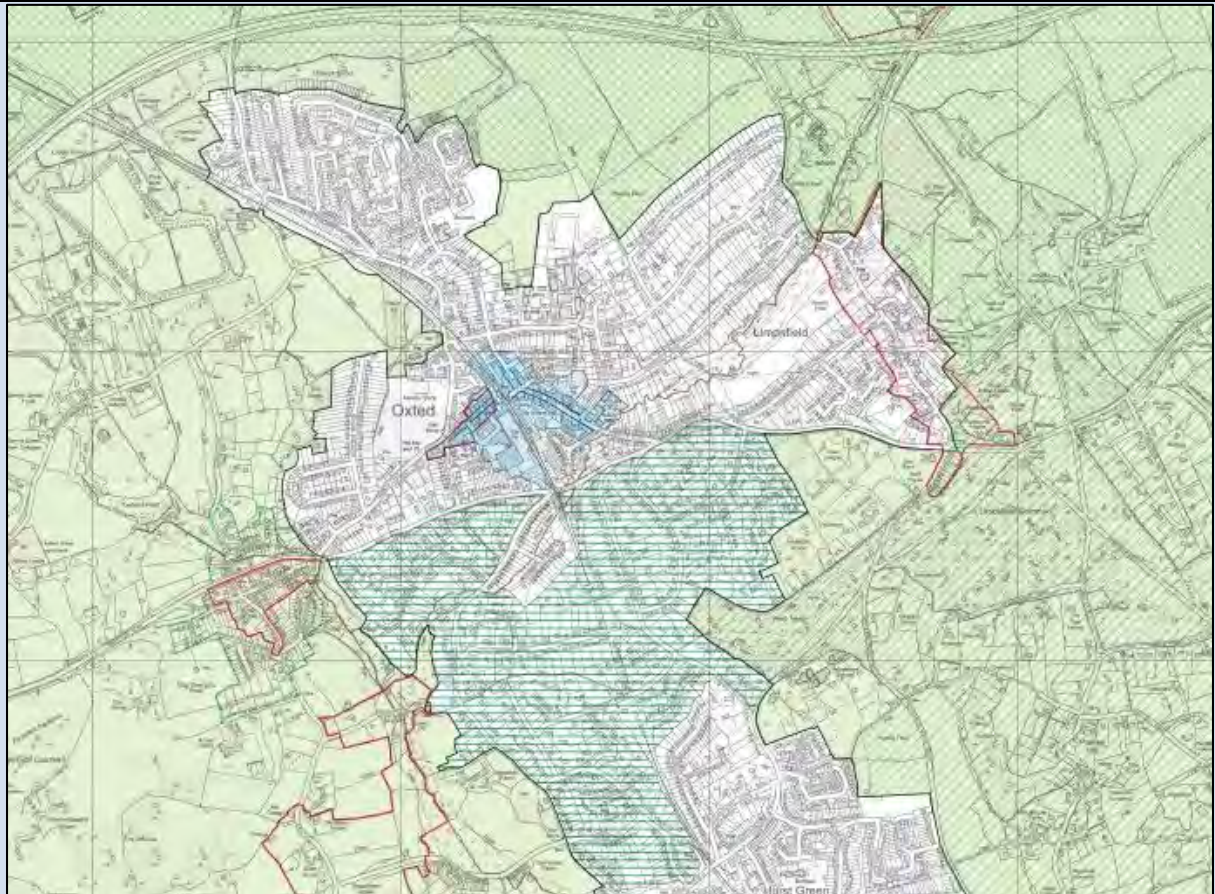


Figure A.18.6 – Oxted from the Tandridge District Core Strategy 2008

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Oxted was always inset from the Green Belt. Whilst the north western residential areas was mostly established post World War Two having been mostly rural in nature prior to that, it was not an incursion into the Green Belt as it was deliberately inset from the Green Belt to allow for outward expansion.

Most of the development since the formation in the Green Belt has therefore been outside of the Green Belt, with development bringing intensification of existing areas rather than outward expansion.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The A25 runs through Oxted providing east/west links and access onto the M25 through the junction at Godstone. The M25 was built between 1975 and 1986, running parallel to the A25 north of Oxted.

Oxted has a Railway Station, with the line that serves it being in operation since 1884, connecting Oxted with to London, Uckfield and East Grinstead.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The Green Belt around Oxted is largely rural in nature and aside from the creation of the M25 has not altered much since its original designation.

One exception however is the Chalk Pits north of Oxted and the M25 which is a significant area of mineral extraction. Photographs show that it existing pre-World War Two and was designated in the Green Belt despite being identified as a Minerals Site in the 1958 Surrey County Development Plan (see Figure A.18.7 below). It broadly covers the same area now as it did then.



Figure A.18.7 – Oxted Chalk Pits from 1958 Surrey County Development Plan

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.19. Hurst Green

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

This assessment should be read in conjunction with the Historic Change Assessments for Oxted, Old Oxted and Limpsfield.

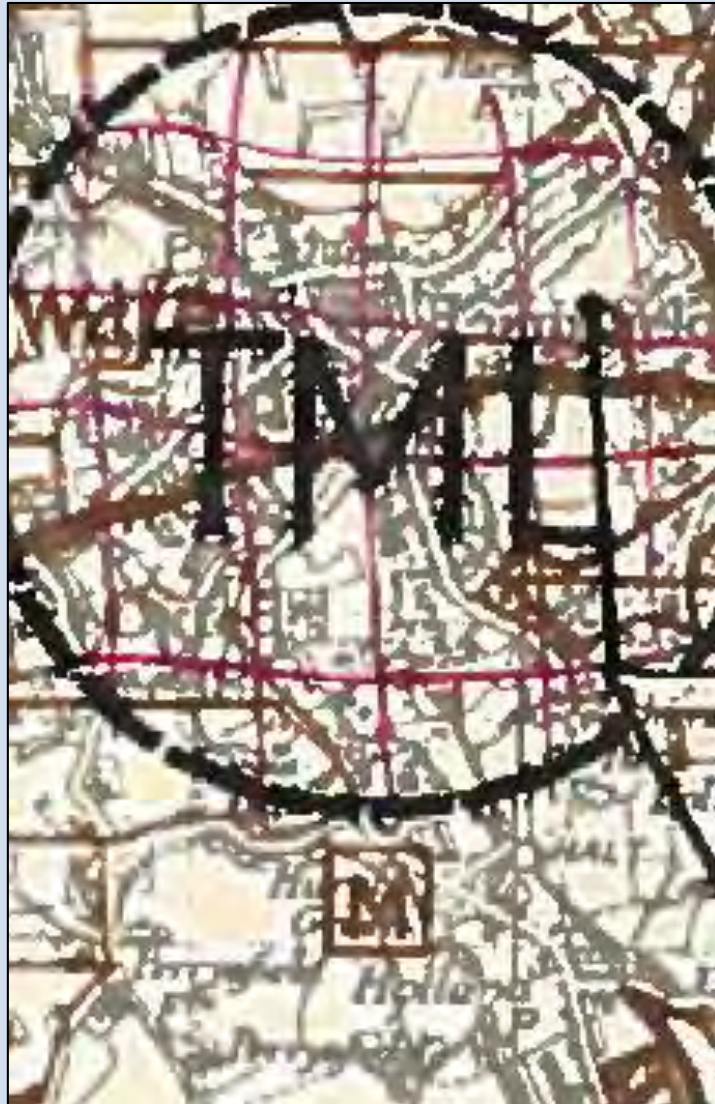
In the 1940s, the area now considered to be Hurst Green was largely undeveloped, with what little development that existed being centred around 'Old Holland'. This is shown on Figure A.19.1 below.



**Figure A.19.1 – Area photo from Hurst Green in 1940s
Box showing broad area of what is now known as Hurst Green**

Surrey County Development Plan 1958

Hurst Green, along with Oxted, Old Oxted and Limpsfield were inset from the Green Belt in the Surrey County Development Plan 1958. Whilst the rest of the area was highlighted in Figure A.19.2 below as being an area for which town maps were to be submitted later, it can be seen that Hurst Green was not intended to be covered by the town maps. Like the neighbouring settlements of Old Oxted, Limpsfield and Oxted, Hurst Green was inset from the Green Belt. Unlike its neighbours, it was not bounded by the Green Belt with the rural area to the south, east and west being free from that designation.

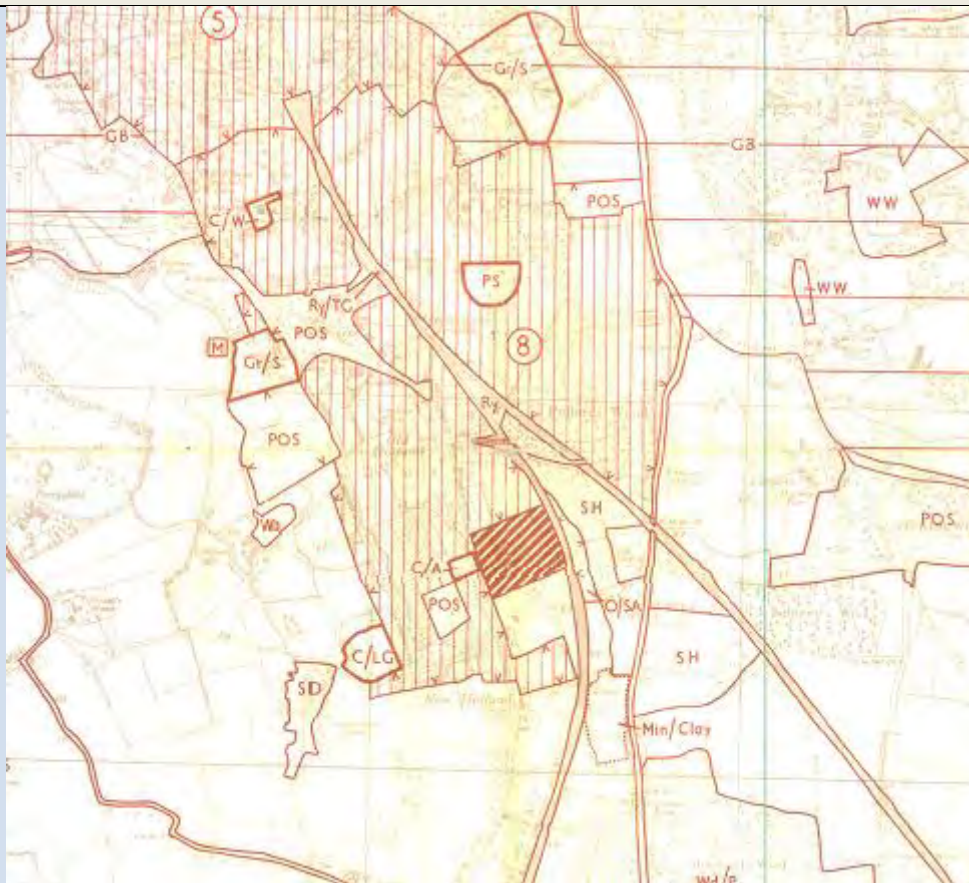


**Figure A.19.2 – Hurst Green from Surrey County Development Plan 1958
The Letter M south of the TML boundary is covering Hurst Green**

N.B. The hashed area within the circle showing 'TML' was drawn at a later date over the original map. This map is the only version that the Council has and therefore the hashes in the TML circle should be ignored.

Surrey County Development Plan Oxted and Limpsfield Town Map 1965

The Oxted and Limpsfield Town Map was prepared in 1965 and provided further detail about Hurst Green. Hurst Green was inset from the Green Belt. Figure A.19.3 identifies Hurst Green as the settlement marked as 8.



**Figure A.19.3 – Hurst Green from Oxted and Limpsfield Town Map 1965
Hurst Green identified as the area with the annotation 8**

The accompanying written statement recognised in paragraph 41 that although Hurst Green was one of the five distinct communities in the area, the communities had almost completely coalesced. Paragraph 65 explains that the coalescence was partly due to the “considerable” amount of development that had occurred, that was continuing at the time the Town Map was being written. In paragraph 69 they explain that due to this growth the plan sought to prevent future outward residential expansion, particularly in the area bounded by open country – identifying that such land was proposed as being an extension to the Green Belt.

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 set out that the town map was to be prepared later for the area of Old Oxted / Oxted / Limpsfield and Hurst Green as had been done in the Surrey County Development Plan 1958. The 1965 Town Map would have been used in the interim.

According to the Surrey Structure Plan 1980 it would appear that technical and administrative error prevented the submission and subsequent adoption of a revised Town Map for the area. Consequently the Green Belt south of Hurst Green was not designated in 1974 as had been the intention, albeit it is understood that the intention to designate the area was still being considered as a material consideration in the determination of planning applications.



Figure A.19.4 – Hurst Green from Surrey County Development Plan 1974
The line around Old Oxted / Oxted / Limpsfield / Hurst Green shows there was to be a town map for this area

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 in paragraph 3.8 states that:

“the Green Belt around the built up area of Oxted, Limpsfield and Hurst Green has been drawn to follow the boundaries as shown on the Oxted and Limpsfield Town Map, but allowing for future development requirements where appropriate.”

The Plan also set out housing allocations at Coldshott and Red Lane for 15 units and 100 units, respectively.

Unfortunately, the Council no longer has a copy of the proposals map around Oxted and thus is unable to confirm the precise boundaries of the Green Belt. It is likely, given the description in the above paragraph that the area south of Hurst Green was designated as Green Belt at this time.

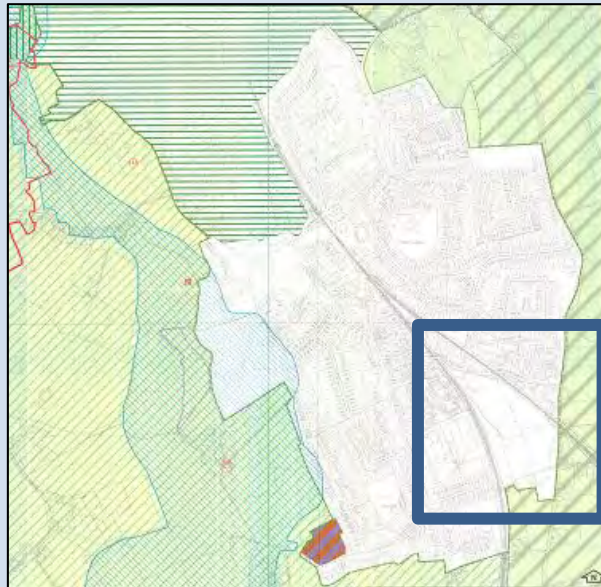
South of the Downs Local Plan First Review 1994

The South of the Downs Local Plan First Review 1994 did not review the Green Belt

boundaries set in 1986 and thus had little impact on Hurst Green. The Plan did reaffirm the allocation for residential development at Red Lane, increasing the allocation to 115 units.

Tandridge District Local Plan 2001

The Tandridge District Local Plan 2001 reaffirmed the Green Belt boundaries around Hurst Green but it is noticeable that Hurst Green is no longer delineated as being a separate area to Oxted. As can be seen in Figure A.19.5, the Green Belt closely followed the urban edge of Hurst Green with only the area of Red Lane, allocated for development by the South of the Downs Plan 1986 and reaffirmed in 1994, mapped as being a substantial area of undeveloped land on the border with the Green Belt.



**Figure A.19.5 – Hurst Green from the Tandridge District Local Plan 2001
The box shows the area of Red Lane**

Tandridge District Core Strategy 2008

The Core Strategy did not alter the Green Belt boundary around Hurst Green. Figure A.19.6 below does show that the Red Lane area was developed, hitherto the last remaining large undeveloped area outside of the Green Belt around Hurst Green.



**Figure A.19.6 – Hurst Green from the Tandridge District Core Strategy 2008
The box shows the area of Red Lane**

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

There seems to have been little development within what is now considered to be Hurst Green before World War Two. By 1958 it is understood the area developed considerably and therefore Hurst Green was originally inset from the Green Belt. Unusually, most of the surrounding rural area was also not included in the Green Belt. This allowed Hurst Green to continue its post-war growth.

Whilst in 1959 it was proposed to designate the rural area surrounding Hurst Green as Green Belt, it was not actually until 1986 that the Green Belt boundaries came up to all of the built up area of Hurst Green. It is known however that the intention to designate the surrounding rural area was a material consideration and it appears to have limited outward expansion from 1959 onwards. As such, development has not exceeded much beyond the boundaries of the built up area defined in the 1965 Oxted and Limpsfield Town Map. Without maps and photos between 1974 and 2001 it is not possible to know the true extent of outward growth during this time but it does not appear that much expansion occurred, with most development being contained within the built up area.

The 1986 allocation of Red Lane was the major post Green Belt designation development in Hurst Green, eventually built out in the middle of the 2000s.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The Oxted Railway Line first entered operation in 1884 and continues to this day. The line splits at Hurst Green with one branch heading south to East Grinstead and the other heading south east towards Uckfield.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The area outside of the built up area and now within the Green Belt does not appear to have changed much in character since the designation in 1986. In truth the rural area post the drawing of the 1965 Oxted and Limpsfield Town Map seems to have remained unaltered, with the intention to designate this area as Green Belt having an impact on outward expansion.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.20. Limpsfield

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

This assessment should be read in conjunction with the Historic Change Assessments for Oxted, Old Oxted and Hurst Green.

Surrey County Development Plan 1958

Limpsfield, Oxted and Old Oxted were inset from the Green Belt in the Surrey County Development Plan 1958. Limpsfield in Figure A.20.1 below is covered by a circle with TML, which was an area for which town maps were to be submitted later. It can be seen that the boundary for the Green Belt completely surrounded the village of Limpsfield to the south and east, although the north western area between Oxted and Limpsfield was not designated as Green Belt. The neighbouring settlement of Oxted was also inset from the Green Belt.



**Figure A.20.1 – Limpsfield from Surrey County Development Plan 1958
The Annotation TML is covering Limpsfield**

N.B. The hashed area within the circle showing 'TML' was drawn at a later date over the original map. This map is the only version that the Council has and therefore the hashes in the TML circle should be ignored.

Surrey County Development Plan Oxted and Limpsfield Town Map 1965

The Oxted and Limpsfield Town Map was prepared in 1965 and provided further detail about Limpsfield Village. Limpsfield Village was inset from the Green Belt, with the rest of the parish being in the Green Belt designation. Figure A.20.2 identifies Hurst Green as the settlement marked as 6.



**Figure A.20.2 – Limpsfield from Oxted and Limpsfield Town Map 1965
Limpsfield identified as the area with the annotation 6**

The accompanying written statement recognised in paragraph 41 that although Limpsfield was one of the five distinct communities in the area, the communities had almost completely coalesced. Whilst recognising in paragraph 58 that relatively recent development had helped the coalescence between Oxted and Limpsfield, it was felt that it had still retained its own character partly due to the gap between Detillens Lane and Granville Road and the effect of the A25 creating a barrier between the two settlements.

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 set out that the town map was to be prepared later for the area of Old Oxted / Oxted / Limpsfield and Hurst Green as it had been done in the Surrey County Development Plan 1958. The 1965 Town Map would have been used in the interim. It would appear that a revised town map was never prepared.



Figure A.20.3 – Limpsfield from Surrey County Development Plan 1974
The line around Old Oxted / Oxted / Limpsfield / Hurst Green shows there was to be a town map for this area

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 in paragraph 3.8 states that:

“the Green Belt around the built up area of Oxted, Limpsfield and Hurst Green has been drawn to follow the boundaries as shown on the Oxted and Limpsfield Town Map, but allowing for future development requirements where appropriate.”

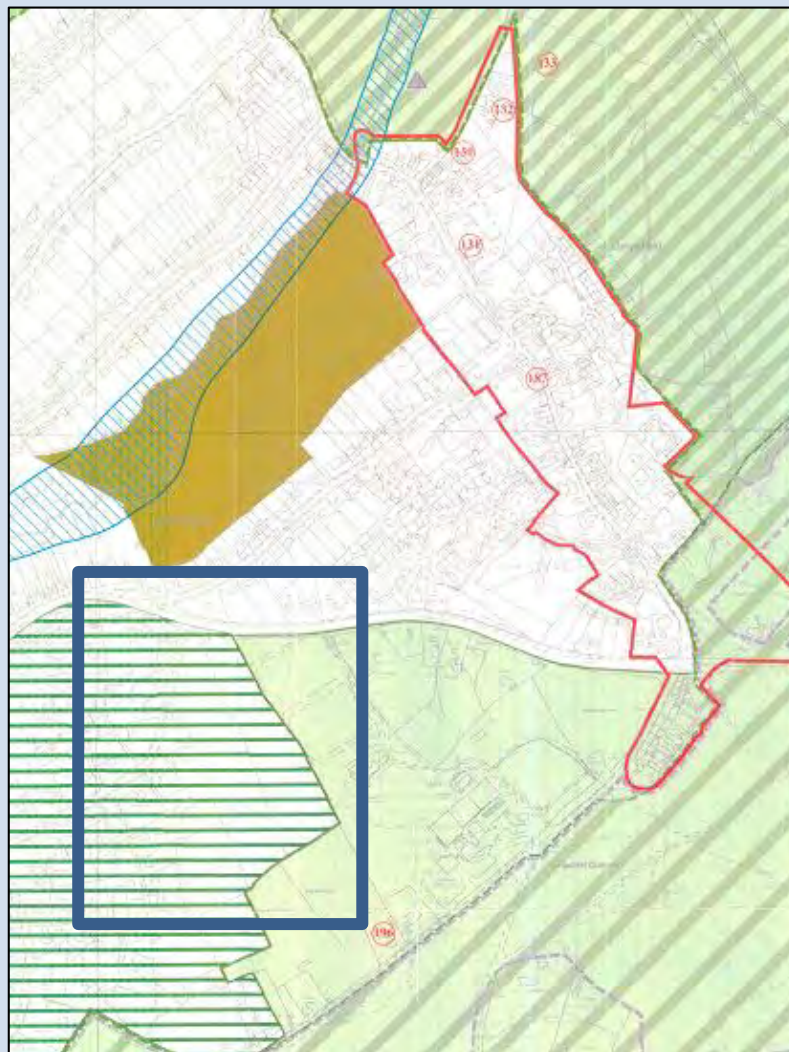
Unfortunately, the Council no longer has a copy of the proposals map around Oxted and thus is unable to confirm the precise boundaries of the Green Belt around Limpsfield Village at this time.

South of the Downs Local Plan First Review 1994

The South of the Downs Local Plan First Review 1994 did not review the Green Belt boundaries set in 1986 and thus had little impact on Limpsfield. However, it did allocate 50 units at Brassey Road for development between 1996 and 2001. Without the proposals map it is not known whether the allocation was on land defined as Green Belt.

Tandridge District Local Plan 2001

The Tandridge District Local Plan 2001 did not appear to alter the Green Belt boundary around Limpsfield. Although it is noticeable that Limpsfield Village is no longer delineated from Oxted, as had been the case in the 1965 Oxted and Limpsfield Town Map. Figure A.20.4 shows the Green Belt boundary surrounding the built up area of Limpsfield, with the exception being the Brassey Road area, which had at this point been given planning permission to develop in accordance with the allocation.



**Figure A.20.4 – Limpsfield from 2001 Tandridge District Local Plan
Area washed over in green is the Green Belt. The box shows the Brassey
Road area**

Tandridge District Core Strategy 2008

The Core Strategy did not alter the Green Belt boundary around Limpsfield, with the boundary staying as defined in 2001. What is evident on the proposals map is that the Brassey Road area was developed, becoming known as Brassey Hill.

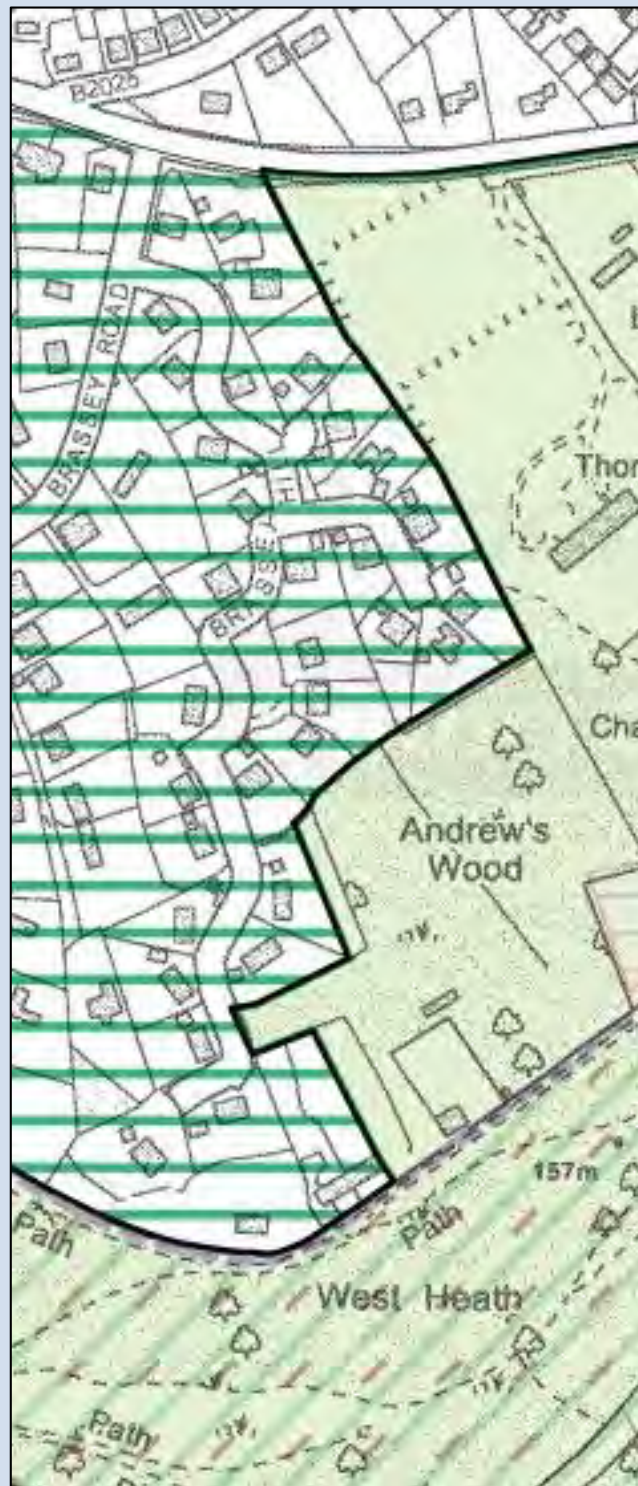


Figure A.20.5 – Brassey Hill, Limpsfield from 2008 Tandridge District Core Strategy

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Limpsfield Village has been inset from the Green Belt. Over time, the village has become subsumed by growth of Oxted, but Limpsfield itself has stayed largely within its borders as defined in the 1965 Oxted and Limpsfield Town Map. The only large change has been the development of the Brassey Road/Hill area to the south of the main part of Limpsfield Village.

The wider area of Limpsfield Parish has remained largely untouched, with the Green Belt largely restricting outward easterly expansion elsewhere in the parish with the exception of Limpsfield Chart.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The A25 runs immediately south of Limpsfield Village which has helped to prevent, along with the Green Belt designation, southern expansion and thus allowing Limpsfield to have a measure of separation from other parts of Oxted/Hurst Green.

The M25 runs to the north of Limpsfield Village, lying broadly parallel to the A25. This motorway was constructed between 1975 and 1986

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The Green Belt in the immediate area of Limpsfield is quite heavily wooded – something which has not changed much over time. The surrounding Green Belt includes a number of schools and large houses in large plots but such development is not recent.

Further eastwards lies a collection of large detached houses on Ballards Lane, just beyond a long-established golf course, that maps indicate was in existence pre-1920. As shown in Figure A.20.6 below, development in the Ballards Lane area appears to have been intensified by 1965 with continued intensification occurring since the Green Belt designation in 1986.



Figure A.20.6 – Ballards Lane from 1965 Oxted and Limpsfield Town Map

Further eastwards and to the border with Kent lies the Moorhouse Sandpits and Tileworks, identified in the 1965 Town Map as being a mineral extraction site and was similarly identified in subsequent plan. Aerial photographs (see Figure A.20.7 below) show that the area has grown substantially between the 1940s and the present day.



Figure A.20.7 – Aerial photos showing the growth of Moorhouse Sandpits and Tile Works between the 1940s and the present day

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.21. Lingfield

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 did not include Lingfield or its surroundings in the Green Belt. Figure A.21.1 shows that the settlement is located primarily to the north of Plaistow Street. As can be seen in Figure A.21.1, the Plan did identify the settlement as an important settlement, with the double-ringed 'EEEE' annotation highlighting the existence of primary and secondary schools, health services, community centres and a sewerage system. The Gr/I annotation shows that there is a Training Institute to the east of the village with Lingfield Racecourse a notable feature to the south east of the settlement.



Figure A.21.1 – Lingfield from 1958 Surrey County Development Plan

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 extended the Green Belt southwards, washing the Green Belt over Lingfield. As shown in A.21.2, the settlement had not extended much beyond its 1958 footprint. The Racecourse was still a prominent feature, with the Training Colony now being classified as the Lingfield Hospital School.



Figure A.21.2 – Lingfield from 1974 Surrey County Development Plan

South of the Downs Local Plan 1986

The South of the Downs Local Plan 1986 took Lingfield out of the Green Belt, with paragraph 15.9 of the Plan explaining that the:

“Removal of Lingfield from the Green Belt recognises its function as a village serving the needs of its residents and the surrounding rural areas.”

Figure A.21.3 shows that there had been growth in Lingfield that had extended the settlement’s footprint further into the Green Belt.

Figure A.21.3 also shows, the plan allocated land in Lingfield for the following.

- New Place and Green Lane (Policy 1) - “Development will normally be permitted only for the essential requirements of agriculture, forestry or other open land use.”
- Policy 45 - “It is a proposal by Surrey County Council that Lingfield County middle and Baldwins Hill County Primary schools will be redeveloped on sites shown on the proposal map in accordance with the detailed requirements of the councils”
- Policy 46 - Proposals for surplus school land and buildings will be considered against the need for community buildings, open space and development requirements.”



Figure A.21.3 – Lingfield from 1986 South of the Downs Local Plan

Surrey Structure Plan 1989

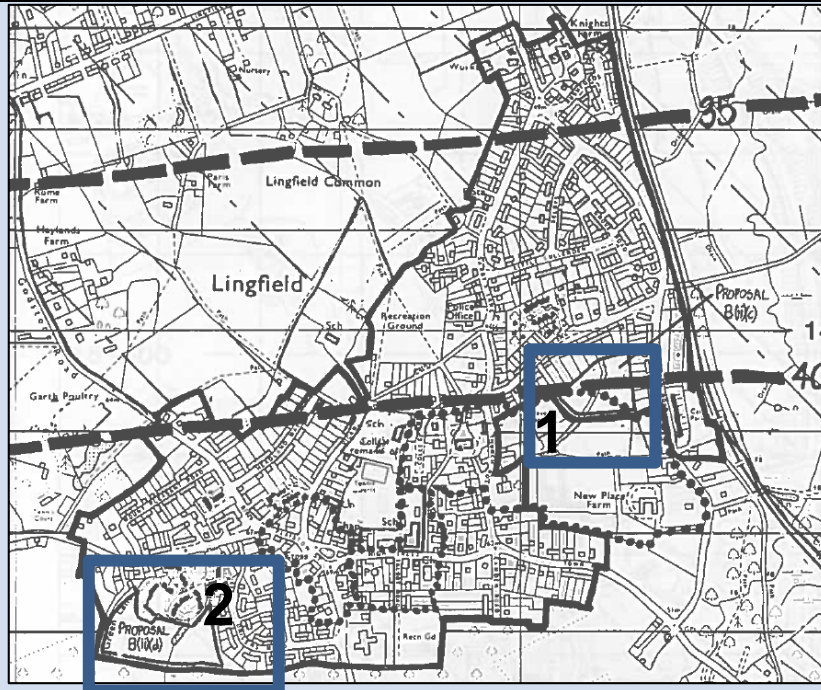
The Surrey Structure Plan 1989 specifically mentioned Lingfield as an area where “...new development will normally be limited to proposals made in local plans...”. Such a policy was consistent with the South of the Downs Local Plan and would appear to have been successful in preventing further growth of Lingfield into the Green Belt.

South of the Downs Local Plan First Review 1994

The 1994 South of the Downs Local Plan First Review did not alter the Green Belt boundaries but did allocate land for new development on the edge of the village that was previously protected by Policy 1 of the 1986 Plan.

Figure A.21.4 shows that Proposal B(ii) (c) and (d) were allocations for housing at New Place (55 units) and Green Lane (50 units). These developments were subsequently built out for 24 homes and 46 homes, respectively, and are shown as being complete by the end of the century (albeit this was not recorded on the 2001 Tandridge District Council Local Plan).

Figure A.21.4 also shows the school allocated by Policy 45 in the 1986 as having been built out. This is disputed, with there being no planning application record for the site and there being no school at the site in an aerial photograph from 1999.



**Figure A.21.4 – Lingfield from 1994 South of the Downs Local Plan
Box 1 showing allocation at New Place and Box 2 showing allocation at Green Lane**

Tandridge District Local Plan 2001

The 2001 Local Plan did not alter the Green Belt boundary around Lingfield and did not allocate land for development. The supposed school, allocated in the 1986 Plan, is now identified as being a Local Nature Reserve on Figure A.21.5 below.

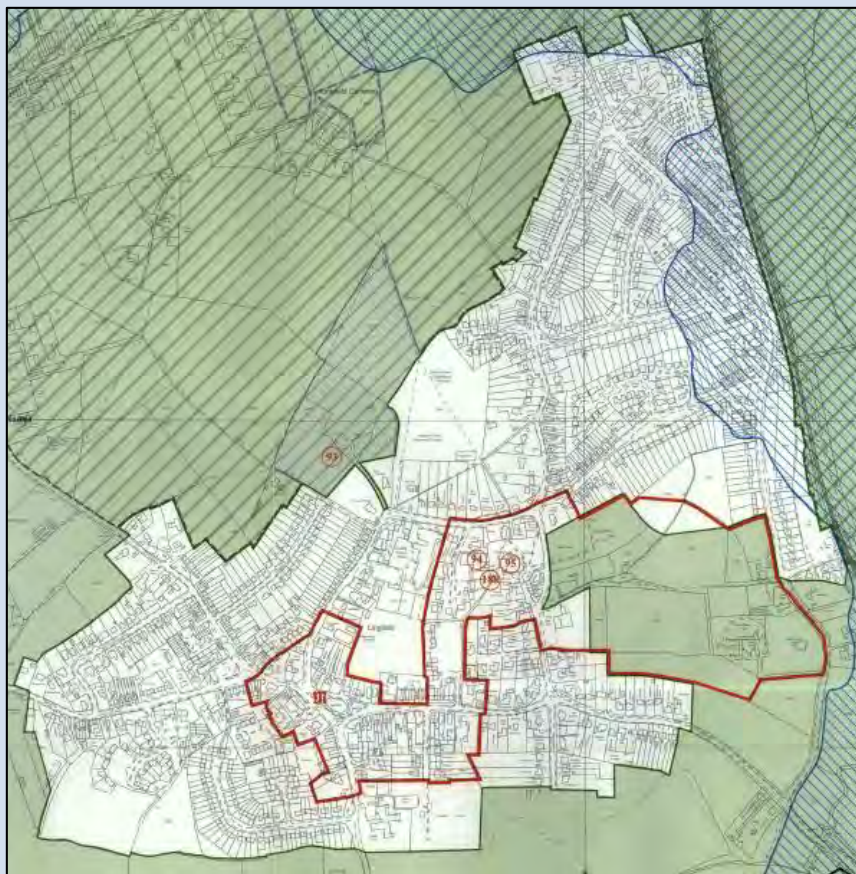
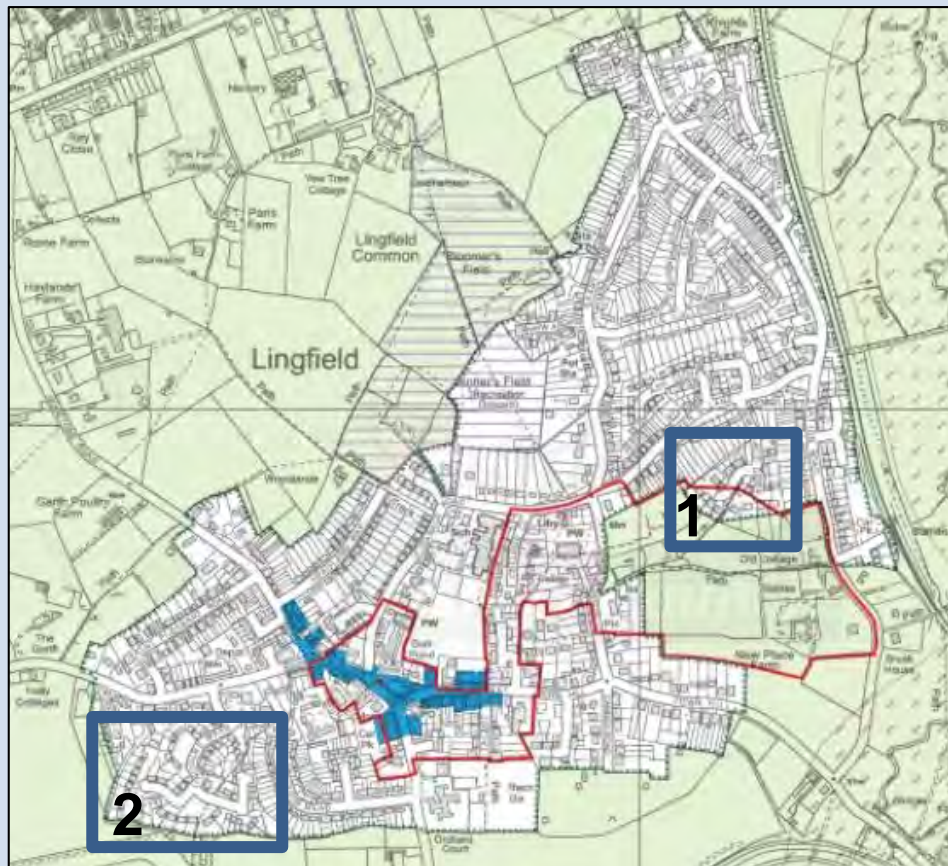


Figure A.21.5 – Lingfield from Tandridge District Local Plan 2001

Tandridge District Core Strategy 2008

The Core Strategy did not alter the Green Belt boundary nor allocate land for development. The boxes in Figure A.21.6 below show that the allocations in the 1994 Plan at New Place and Green Lane had been delivered.



**Figure A.21.6 – Lingfield from Tandridge District Core Strategy 2008
Box 1 showing development at New Place and Box 2 showing development at
Green Lane**

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

The Green Belt did not initially come as far south as Lingfield when it was first drawn in the 1958 Surrey County Development Plan. Though an extension was proposed in 1959, it was not until 1974 that the Surrey County Development Plan included the southern part of the District in the Green Belt, washing Lingfield over.

By 1986, due to growth of Lingfield and in recognition of its function as a larger rural settlement, Lingfield was inset from the Green Belt. The Green Belt boundaries have not been altered since then.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The London to East Grinstead Railway Line acts as the eastern boundary of Lingfield and would appear to have prevented easterly expansion of the settlement. The line and Lingfield Station opened in 1884, well before the Green Belt designation.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

Most of the surrounding area of Lingfield is typical Green Belt with open/agricultural fields being found in all directions with limited rural development. There are two exceptions to this.

Lingfield Racecourse

As can be seen in Figure A.21.7, Lingfield Racecourse is a significant site to the immediate south east of the settlement. It was established in 1880 and unlike Lingfield itself has remained in the Green Belt since the 1974 Green Belt designation.



Figure A.21.7 – Lingfield Racecourse from recent aerial photograph

Though it has been in the Green Belt, the designation has not prevented redevelopment and intensification of the site. As an example, permission was granted in 2007 for the demolition of 22 existing buildings and the erection of replacement viewing terraces and boxes, as well as the erection of an integrated leisure building that included a 120-bed hotel, a golf clubhouse and a leisure club.

National Centre for Young People with Epilepsy (NCYPE – now named Young Epilepsy)

The NCYPE (now named Young Epilepsy) is to the east of the settlement, as shown in Figure A.21.8. The site itself has been established for over 100 years, well before the Green Belt designation, with different maps and documents referring to the site separately as a Training Colony, Epileptic Colony, Hospital School or Training Institute. Despite it being designated within the Green Belt since 1974, extensions and intensification of the site has been allowed. An example of this was in 1996, when a further education unit, including classrooms, offices and parking spaces gained planning permission.



Figure A.21.8 – National Centre for Young People with Epilepsy (now named Young Epilepsy) from recent aerial photograph

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.22. Smallfield

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

As shown in Figure A.22.1 below, there was very little development in the Smallfield area pre-1958 with what little residential development being ribbon development along Weatherhill and Redehall Road. To the west of the residential area, lay a military hospital for the Canadian Army during World War Two.



Figure A.22.1 – Smallfield from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 did not define Smallfield as an existing built up area and the Green Belt did not extend as far south as Smallfield, either. Figure A.22.2 below shows that the footprint of Smallfield was very small, though the 'EEE' annotation identifies Smallfield as having a Primary School, Health Services and a water borne sewage system. The Health services are that found in the area annotated Gr/H – the former military hospital that became the civilian Smallfield Hospital.



Figure A.22.2 – Smallfield from Surrey County Development Plan 1958

Surrey County Development Plan 1959 (proposed)

A revision of the 1958 Surrey County Development Plan was published in 1959, which included an extension to the Green Belt. This extension was to include Smallfield and consequently became a material consideration in decision making. However, as the 1959 Plan never went through the entire statutory process to become an adopted Development Plan and gain full weight, Smallfield was not designated as Green Belt until the 1974 Surrey Development Plan.

Surrey County Development Plan 1974

Whilst the southern extension of the Green Belt boundary was first proposed in 1959, it was not until 1974 that the extension was formally adopted. This had the effect of washing over Smallfield with Green Belt, as seen in Figure A.22.3.



Figure A.22.3 – Smallfield from Surrey County Development Plan 1974

A close examination of the map (albeit not possible to see on Figure A.22.3) shows the result of significant growth in Smallfield with new residential development being evident along New Road, Orchard Road, Woodside Crescent and Carey's Wood, among others.

South of the Downs Local Plan 1986

By 1986, Smallfield had grown significantly, with the Plan describing Smallfield as a "larger rural settlement". The plan inset Smallfield from the Green Belt with paragraph 15.11 stating that:

"Considerable development pressures are expected in this area due to the proximity of Gatwick Airport. Because of this, and because of the availability of land for development, Smallfield has been excluded from the Green Belt."

The Green Belt boundary can be clearly seen on Figure A.22.4 below. The Plan also sought to allocate the following 4 sites for housing:

- B(e) Plough Road (Glessons) – 100 units;
- B(f) Hospital – 84 units;
- B(g) Churchill Road – 47 units; and
- B(h) Woodlands – 25 units.

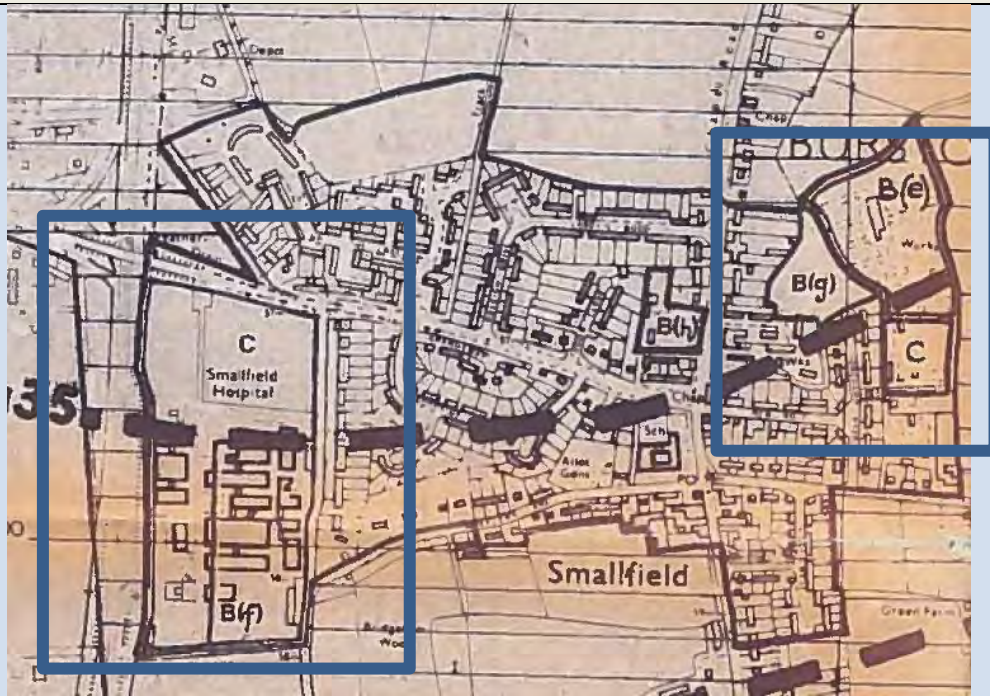


Figure A.22.4 – Smallfield from 1986 South of Downs Local Plan. Boxes with annotations B(e) – B(h) show housing allocations

Included within the Plan was a specific proposals map for the Smallfield Hospital site, which closed in 1983. This is shown in Figure A.22.5, below. The proposed housing was brought forward on a slightly larger area than had previously been imagined. The industrial allocation has never been delivered.

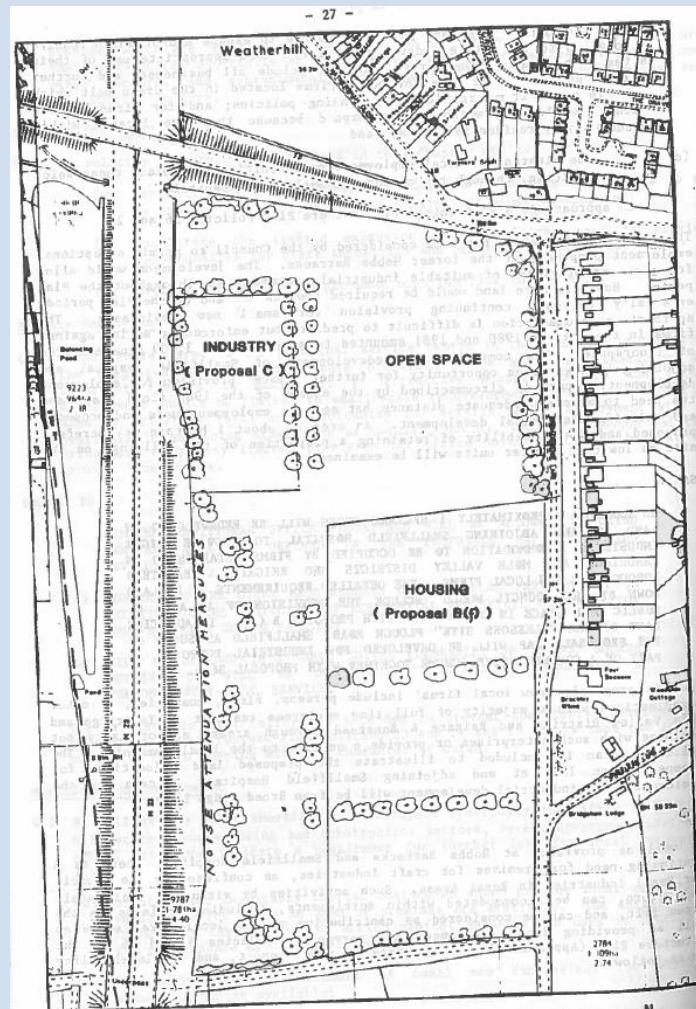


Figure A.22.6 – Smallfield Hospital proposal from 1986 South of Downs Local Plan

Surrey Structure Plan 1989

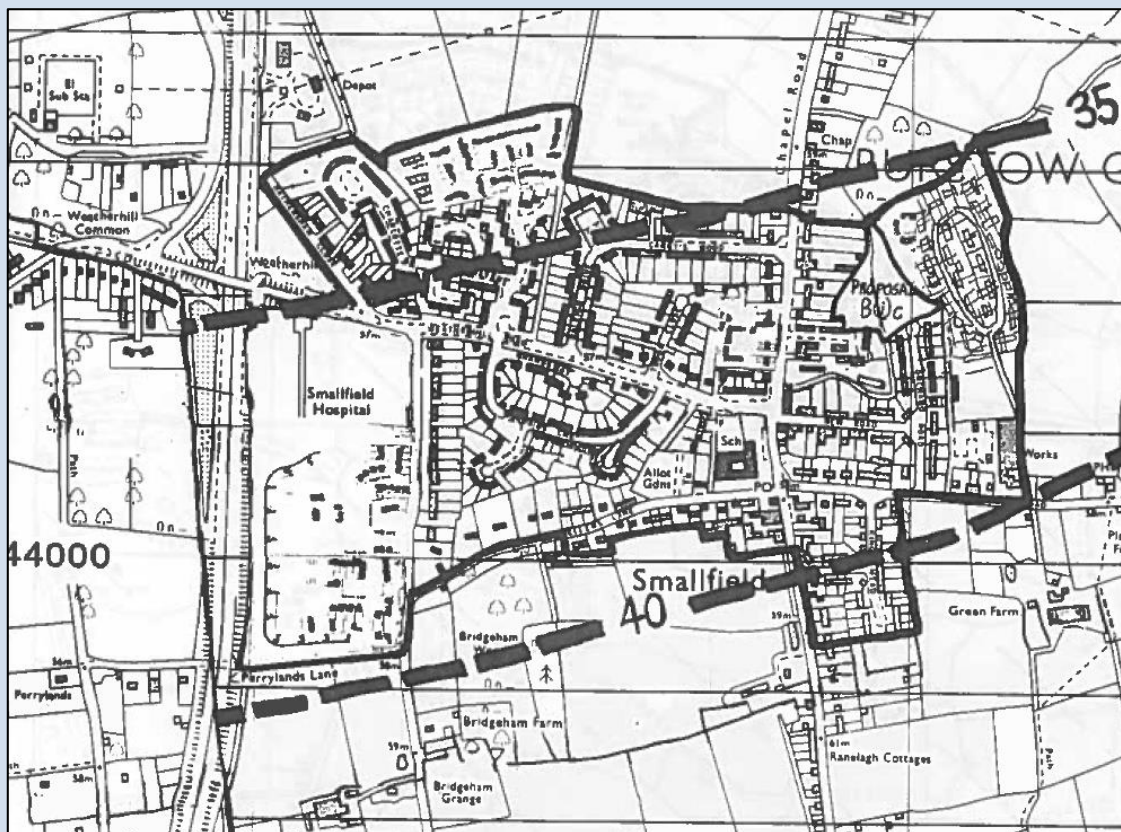
Policy C7 of the Surrey Structure Plan 1989 specifically mentioned Smallfield as an area where;

“...new development will normally be limited to proposals made in local plans...”

Such a policy was consistent with the South of the Downs Local Plan and would appear to have been successful in preventing further growth of Smallfield into the Green Belt.

South of the Downs Local Plan 1994

By 1994, most of the 1986 Plan's allocations had been built out or at least started, as Figure A.22.7 below shows. The only extant allocation being the remainder of the Churchill Road site for 35 dwellings. By this point, Smallfield had effectively grown out to its Green Belt boundary.



**Figure A.22.8 – Smallfield from 1994 South of Downs Local Plan.
Proposal B(i)c is the allocation at Churchill Road**

Tandridge District Local Plan 2001

The 2001 Tandridge District Local Plan did not allocate additional residential development or alter the Green Belt boundary, with only an employment allocation at the Former Smallfield Hospital site being present. This is shown on Figure A.22.9 below although the allocation was never built out.

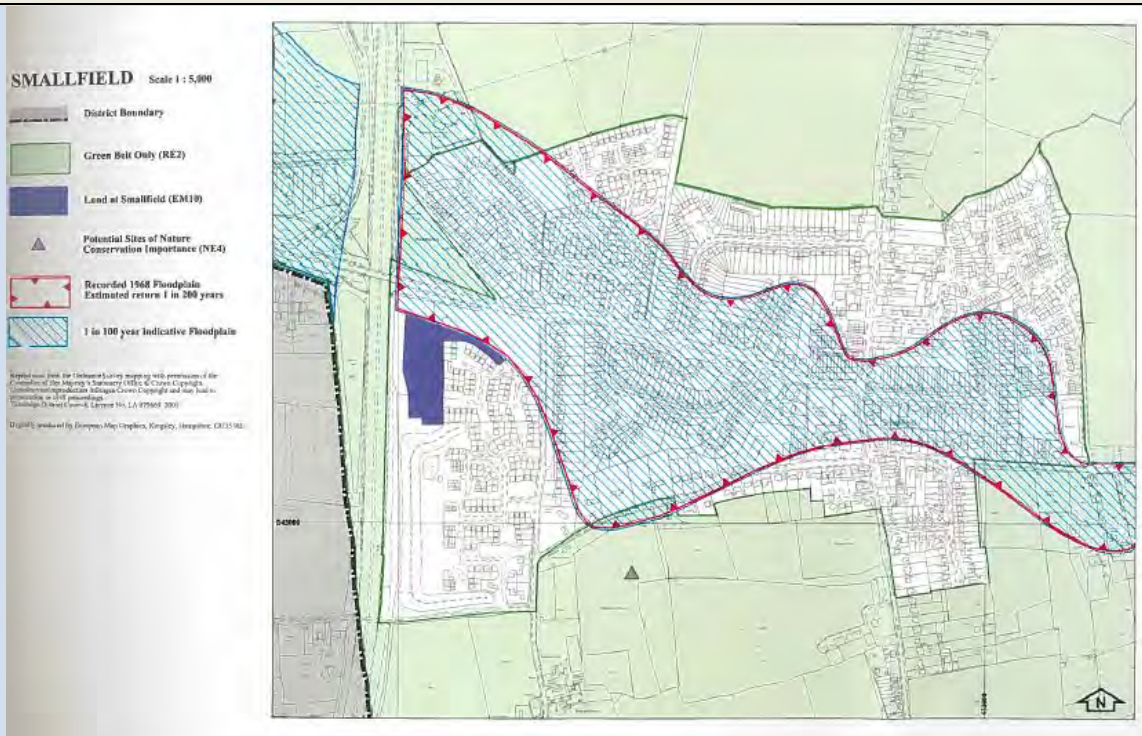


Figure A.22.9 – Smallfield from 2001 Tandridge District Local Plan

Tandridge District Core Strategy 2008

The Core Strategy did not allocate additional housing or change the Green Belt boundary and the allocation for employment at Smallfield Hospital was withdrawn, having never been built out. This is shown in Figure A.22.10, below.



Figure A.22.10 – Smallfield from 2008 Tandridge District Core Strategy

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Smallfield was originally washed over when the Green Belt was extended in 1974. However, at the next review in 1986 significant growth in Smallfield had meant that it was inset in the South of the Downs Local Plan.

Whilst development has occurred within Smallfield since 1986 it has done so within the built up area boundary and thus has not extended into the Green Belt.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The M23 lies to the immediate west of Smallfield, providing the major link between London and Brighton & Hove. It was completed in 1974.

Gatwick Airport lies to the south west of Smallfield and exerts a significant impact on Smallfield, through the effect of noise from low flying aircraft.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The majority of the land surrounding Smallfield was agricultural land and this remains as the predominant use.

Roughly 400 metres to the north is the Smallfield Banger Racing Track that appears to have established following the Green Belt designation.



Figure A.22.11 - Aerial Photography from 1940s showing Fields to the north of Smallfield



Figure A.22.12 – Aerial Photography from 2013 showing Banger racing track, north of Smallfield

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.23. Caterham (Caterham Valley, Caterham-on-the-Hill)

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

This area should be read in conjunction with the assessment on the historic change within the Green Belt around Whyteleafe.

Surrey County Development Plan 1958

The 1958 Surrey Development Plan sets out that the area of Caterham on the Hill was 534 acres and population was 8,800 in 1949; the time the plan was being surveyed. It was proposed to increase to 573 acres and the population to 10,150 by the end of the plan period of 1971. Caterham Valley was cited as being an area of 493 acres and the population was 5,850 at the time of being surveyed. It was proposed to increase to 519 acres and to a population of 6,800 at the end of the plan period of 1971.

Boxes 1 and 2 on Figure A.23.1 show where there has been a change in Green Belt boundaries, as explained through the years. Box 1 shows that the area behind Markfield Road where St Johns C of E junior school is in the Green Belt in 1958 and Box 2 shows that the area behind Ninehams Gardens is not in the Green Belt in 1958.



Figure A.23.1 –Caterham from Surrey Development Plan 1958. Boxes showing land behind Markfield Road and Nineham Gardens

Surrey Development Plan 1974

The Surrey Development Plan 1974 reinforced the idea that the Green Belt had been defined around Caterham in 1958. This is shown in Figure A.23.2.

It can be seen on Figure A.23.2 that the area behind Markfield Road was put into the Green Belt and was allocated for a primary school (PS) and a Secondary School (SS), which at the time was appropriate development in the Green Belt.

Box 2 on Figure A.23.2 shows the area where the Green Belt boundary behind Ninehams Gardens was amended, as two small parcels were put into the Green Belt. This allocation was also to provide for a primary school and a secondary school, shown as PS and SS on the map.

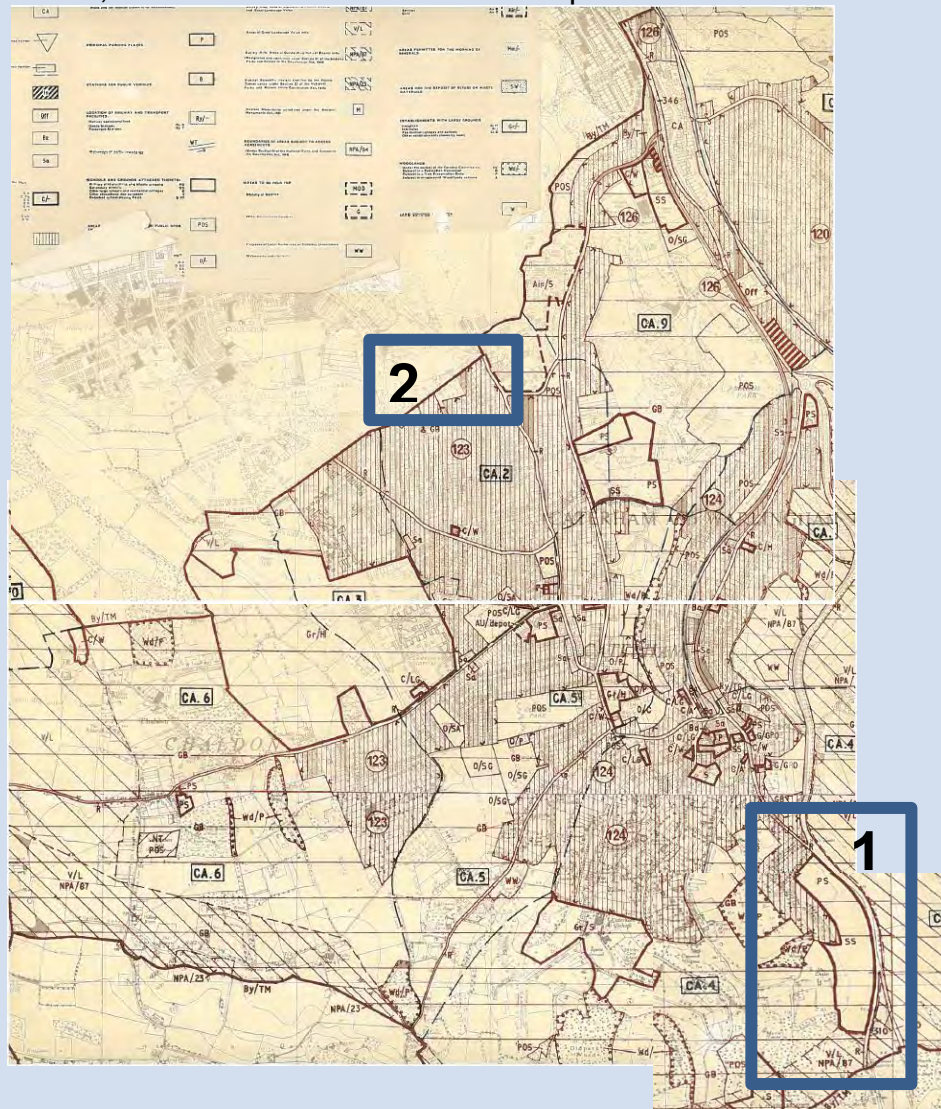


Figure A.23.2 –Caterham from Surrey Development Plan 1974. Boxes showing land behind Markfield Road and Nineham Gardens

Surrey Structure Plan 1980

The 1980 Structure Plan sets out policies on the Green Belt. It states that

“Restraint policies have been a feature of planning in Surrey from the 1950s when the Green Belt surrounding London came into being.”

The 1980 NUPA goes on further to explain the role and the extent of the Green Belt:

“Since its inception the Green Belt has a primary strategic role, acting as a physical constraint on the outward spread of the Metropolitan area and encouraging diversion of growth to other areas. It also serves to prevent the coalescence of settlements and to protect the countryside from development. In Surrey it has retained the character of a largely open area, mainly farmland, woodland and commons, forming a highly attractive landscape of enormous recreational value.

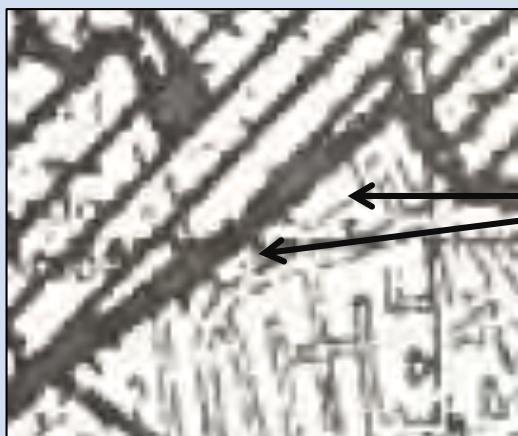
The increasing pressures to which the County has been subjected have been recognised over the years by not only extending the permanent Green Belt to cover the major part of the County, but also by applying Green Belt policy to the remainder of the area outside towns... Thus in practice, the whole of Surrey outside the urban areas lies within the Green Belt.”

Draft Whyteleafe Local Plan 1987

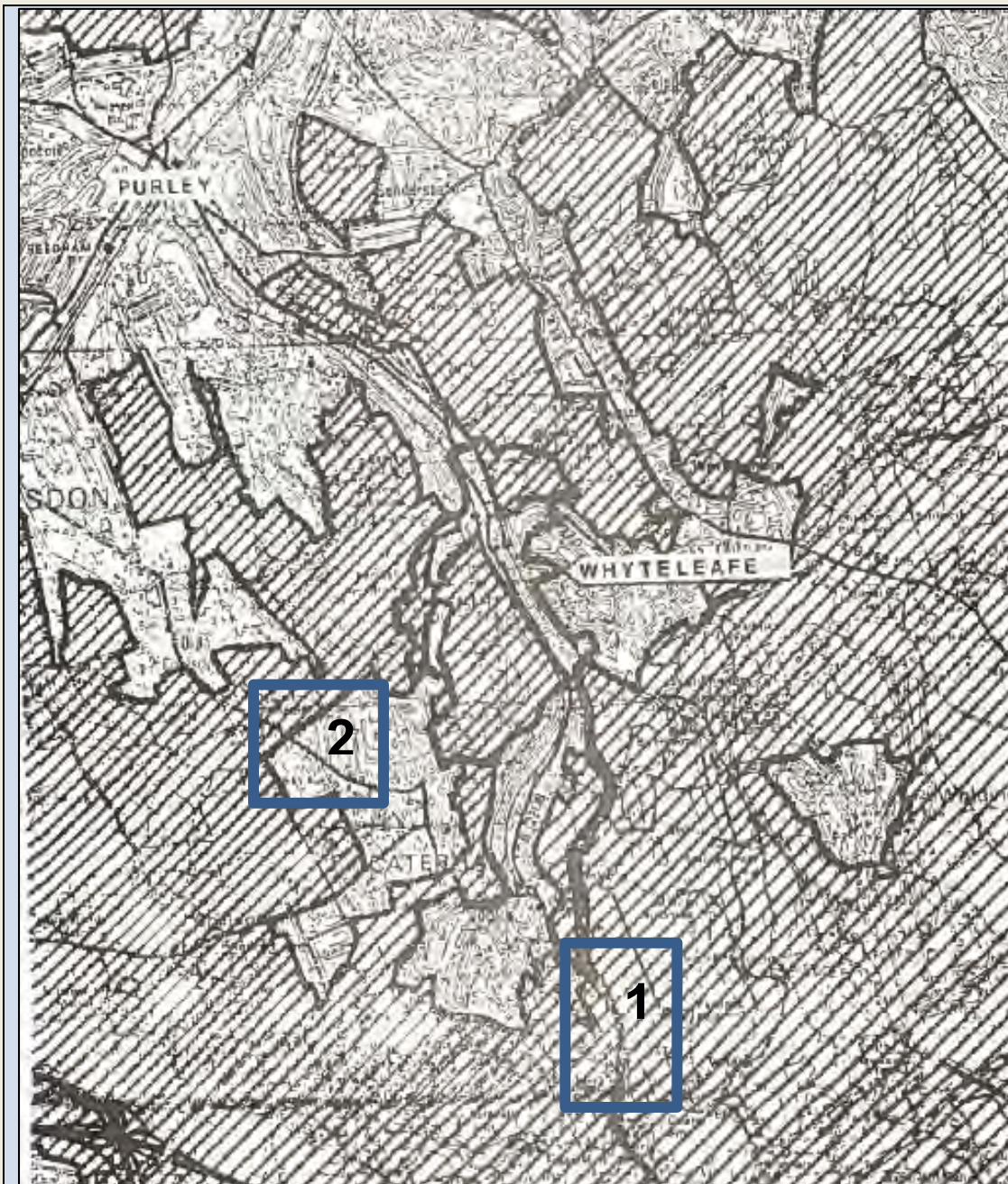
The 1987 Whyteleafe Plan in line with the 1980 Structure Plan replaced the 1974 Surrey Development Plan and with this; the extent of the Green Belt and the policies within it. There was no Proposals Map in the 1980 Structure Plan, it was the Local Plan that set out in the detail and the map below shows the additional change made to the Green Belt boundary. Whilst the Whyteleafe Local Plan created policies for the Whyteleafe area it includes a map that shows the Green Belt around Caterham. The Green Belt area remains unchanged from the 1974 Surrey Development Plan as shown by the box on the map on the next page. However, what is of interest is what looks like a mapping error where the Green Belt (the hashed lines) goes across Markfield Road. Although this plan was only a draft and ended up being incorporated in the 1992 North of the Downs Local Plan.



A zoomed in view of the box 1 from the map in Figure A.23.3. It shows the mapping error as Markfield Road was clearly an urban area and not considered in the Green Belt



A zoomed in view of the box 2 from the map in Figure A.23.3. It shows that the two areas behind Ninehams Garden in the urban area and are not part of the Green Belt. It is not clear from the plan why this change occurred.



**Figure A.23.3 – Caterham in Draft Whyteleafe Local Plan 1987
Boxes showing land behind Markfield Road and Nineham Gardens**

Surrey Structure Plan 1989

The Structure Plan 1989 sets out that:

“The boundary around an urban area is generally referred to as the inner Green Belt boundary and applies both to the Greater London borders and to urban settlements surrounded by Green Belt elsewhere in the county. Local plans prepared under the Structure Plan (1980) have confirmed the definition of both inner and outer boundaries of the Green Belt. The County Council do not envisage the need for any significant alterations to the inner boundaries of the Green Belt prior to 2001.”

North of the Downs Local Plan 1992

The North of the Downs Local Plan 1992 sets out at paragraph 15.5 that:

“The proposed closure of St Lawrence’s Hospital provides a basis for the main amendment to the Green Belt boundary affecting this settlement [Caterham]”

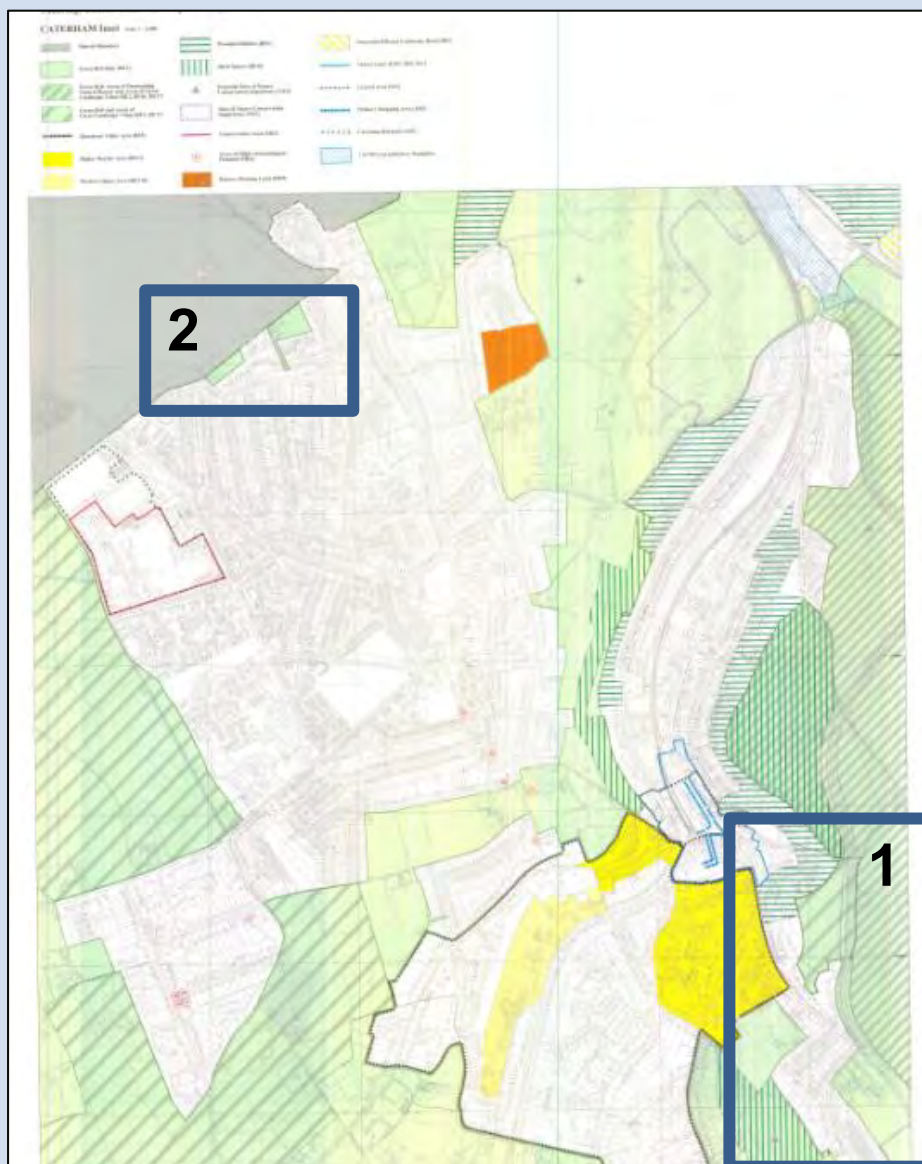
The detail of this change is explained under question 2 that looks at major development within the Green Belt. The 1992 North of the Downs Local Plan also states...

“...with Caterham Valley no amendments are proposed to the Green Belt boundary, where it services the purposes of maintaining separation between the two settlements.”

The Plan sets out at paragraph 2.7 the reason why this change occurred.

“...Green Belt boundaries have to be drawn on a longer term basis, and in this case to ensure well into the next century. Although previously statutorily approved Green Belt boundaries should not normally be altered, it is considered that there are exceptional circumstances pertaining in this case. In particular, that allocations contained in the First Alteration to the Surrey Structure Plan and the need to provide a degree of longer term flexibility in the light of more recent population and householder projections are considered to justify relatively minor amendments to the Green Belt...and for any future provide long term needs post-2001 at...Caterham...”

Tandridge District Council Local Plan 2001



**Figure A.23.4 – Caterham in Tandridge District Council Local Plan 2001
Boxes showing land behind Markfield Road and Nineham Gardens**

The area in the box 1 is still in the Green Belt as it has been since the 1974 Surrey Development Plan. The area in the box 2 shows the two areas behind Nineham Gardens as Green Belt. The Plan does not set out any justification for this change. The two small spaces between Nineham Gardens are no longer allocated for open space provision and instead there is an access road into the area on the east and the area on the west is not used as public open space.

2008 Core Strategy

No changes to the Green Belt boundaries were made in the 2008 Core Strategy.

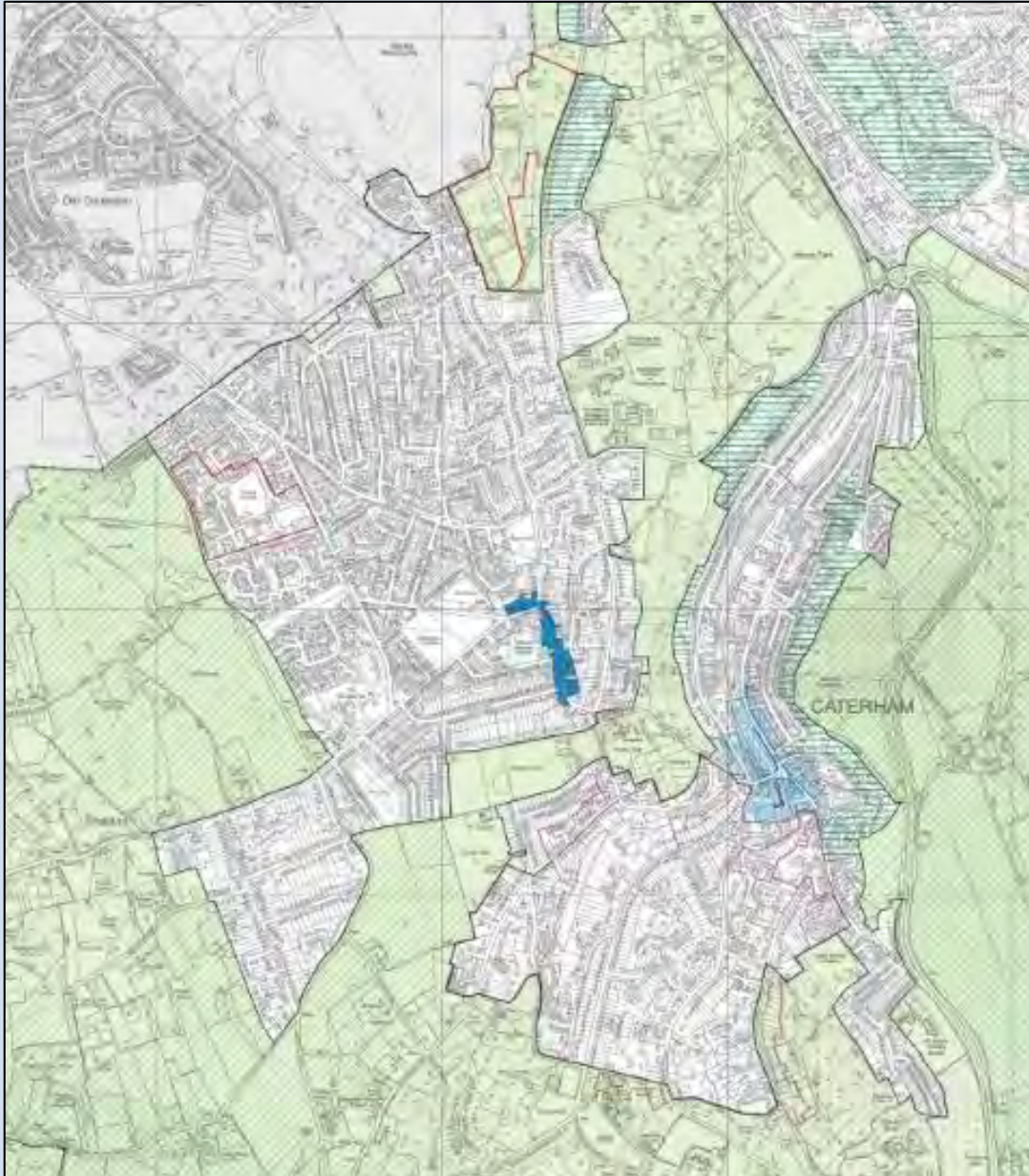


Figure A.23.5 – Caterham in Tandridge District Council Core Strategy 2008

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Development within the Green Belt near Caterham has been taking place on four major sites since the designation of the Green Belt:

- St Lawrence's hospital
- Caterham School
- De Stafford school
- Kenley Aerodrome

Whilst it is noted that development such as St Johns primary school has been built, focus has been placed on sites where the most change has occurred.

St Lawrence's hospital (previously Imbeciles Asylum)

The Imbeciles Asylum at Caterham was one of the first institutions erected by the Metropolitan Asylums Board which had been set up in 1867 to administer care for certain categories of the sick poor in metropolitan London.

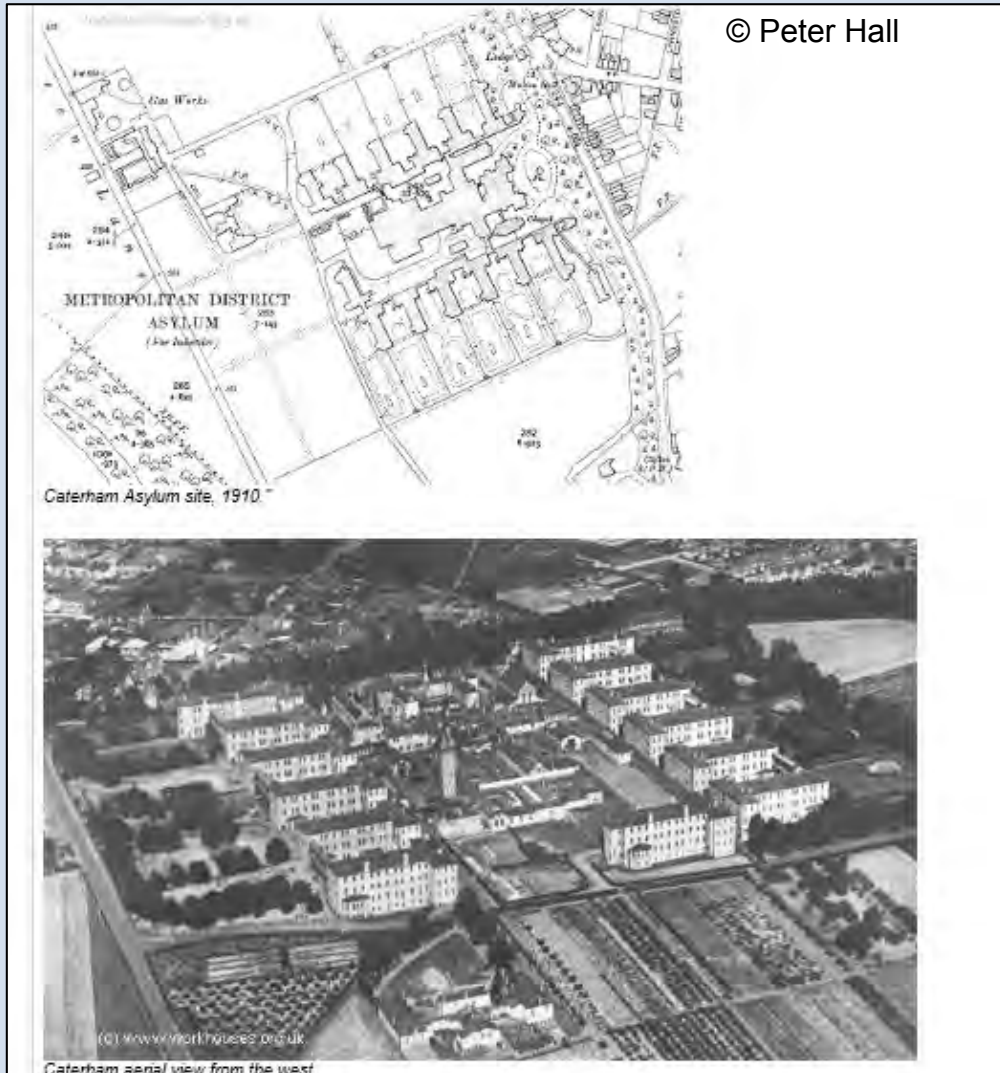


Figure A.23.6 –The layout of the asylum in 1910

From 1920 to 1941, the asylum was known as Caterham Mental Hospital. In 1941, it became St Lawrence's Hospital and continued to provide care for the mentally handicapped. The site has now been redeveloped for housing and all the asylum buildings demolished.



Figure A.23.7 –St Lawrence’s Hospital in 2014

This change occurred in the North of the Downs Local Plan 1992, which states at paragraph 15.5 that

“Land surplus to hospital requirements will provide opportunities for major housing development as well as potential for recreation provision. When considering proposals for redevelopment, the visual effects on adjoining Green Belt areas are and will be considered and reduced densities are and will be sought on the periphery of the site. Some areas of this Hospital land are included for housing development during the period of this Plan (i.e. up to 1996) (250 units). The remainder of this Hospital site is expected to accommodate longer term housing development in the period 1996-2001 (250 units)...As with Caterham Valley no amendments are proposed to the Green Belt boundary, where it services the purposes of maintain separation between the two settlements”.

Tandridge District Council Local Plan 2001

The Tandridge District Local Plan 2001 shows the change to the Green Belt boundary to accommodate the housing development on the St. Lawrence’s hospital within the urban area of Caterham.

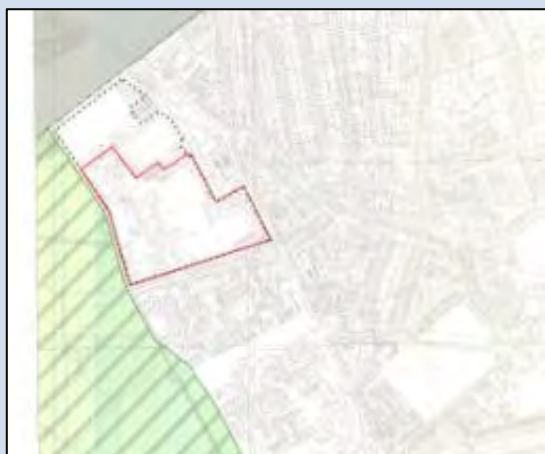


Figure A.23.8 –St Lawrence’s Hospital in the Tandridge District Council Local Plan 2001

Caterham School

The school opened in 1811 and moved to Caterham in 1884. The picture below shows the scale of the school from the 1971 Inner Surrey Town Map (on the left) and from the 2008 Core Strategy (on the right).



Figure A.23.9 – Caterham School in Inner Surrey Town Map 1971



Figure A.23.10 – Caterham School in Tandridge District Core Strategy 2008

School expansion was an appropriate development in the Green Belt and as such there have been multiple applications that have changed the size and amount of buildings related to the school.

De Stafford School and Kenley Aerodrome

The development that has occurred at Kenley Aerodrome and De Stafford School are set out in the Whyteleafe assessment.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

Road

The A22 on the border of Caterham and Whyteleafe opened on May 1st 1939 with no formal opening ceremony. Known as 'Britain's first elevated traffic island' the roads that converge on it are the same level. Surrounded by a concrete 'crash barrier' wall, ramparts mark entrances to pedestrian subways which lead to a hollow central space within the middle.

Six roads lead from the roundabout which has not undergone any significant change since its construction. The A22 by-pass, built at the same time as the roundabout, opened on April 7th 1939.

In September 1939 local residents were concerned that the roundabout and by-pass would be visible to the German air force as a guiding landmark. After the RAF expressed concern the War Office ordered camouflage which included trees from Ashdown Forest.

During the war the subways under the roundabout became air raid shelters for the public. A building named Wapses Lodge, between Godstone Road and Succombs Hill, was a lodge for a private driveway gave it its name. Water once welled from the ground near Wapses Lodge and joined the nearby Bourne, and the area was subject to flooding over the centuries.

Rail

Whyteleafe village grew after the railway came on its way to Caterham in 1856. A second line, the Oxted Line following a slightly higher contour opened in 1884 to different destinations but also to the north runs to London Bridge or Victoria.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

There have also been a number of schools where the playing fields have been protected. The exception to this is Sunnydown School, which was previously Portley House School, De Stafford and St Francis where development has taken place and the schools have significantly grown in size.

5) Is there anything else you have discovered that may not fall into the above categories?

The M25 is to the south of Caterham and within the Green Belt, it was opened in 1989. As it was a strategic road network, the development was allowed to occur. However, particular attention was played to the landscape and how the M25 could be built into it, to limit the visual appearance of the road network.

Chaldon is a village within the Green Belt to the west of Caterham.

Surrey County Development Plan 1958

Chaldon was washed over by Green Belt in the Surrey County Development Plan 1958.



Figure A.23.11 – Chaldon from map titled ‘Surrey Development Plan 1958 First Review’. It is believed that the Green Belt boundaries remain the same as that drawn in 1958

North of the Downs Local Plan 1992

The North of the Downs Local Plan 1992 set out at paragraph 4.7 that

“Chaldon is a village with considerable character and identity and some community facilities such as school, church and village hall. Nevertheless, its physical form is loose knit and because of this it would inappropriate to define it as a settlement within the Green Belt...Given that provisions for adequate development are made elsewhere in the Plan Area, the Council is considered justified in applying strict Green Belt infilling policies to that part of Chaldon within the Green Belt. Nevertheless, Policy 7 on extensions does not apply in parts of this area. Other isolated or loose-knit groups of houses will be covered by the same strict Green Belt policies”

Tandridge District Council Local Plan 2001

The Tandridge District Local Plan 2001 kept Chaldon in the Green Belt. It also allocated the area to the north west as a Conservation Area.

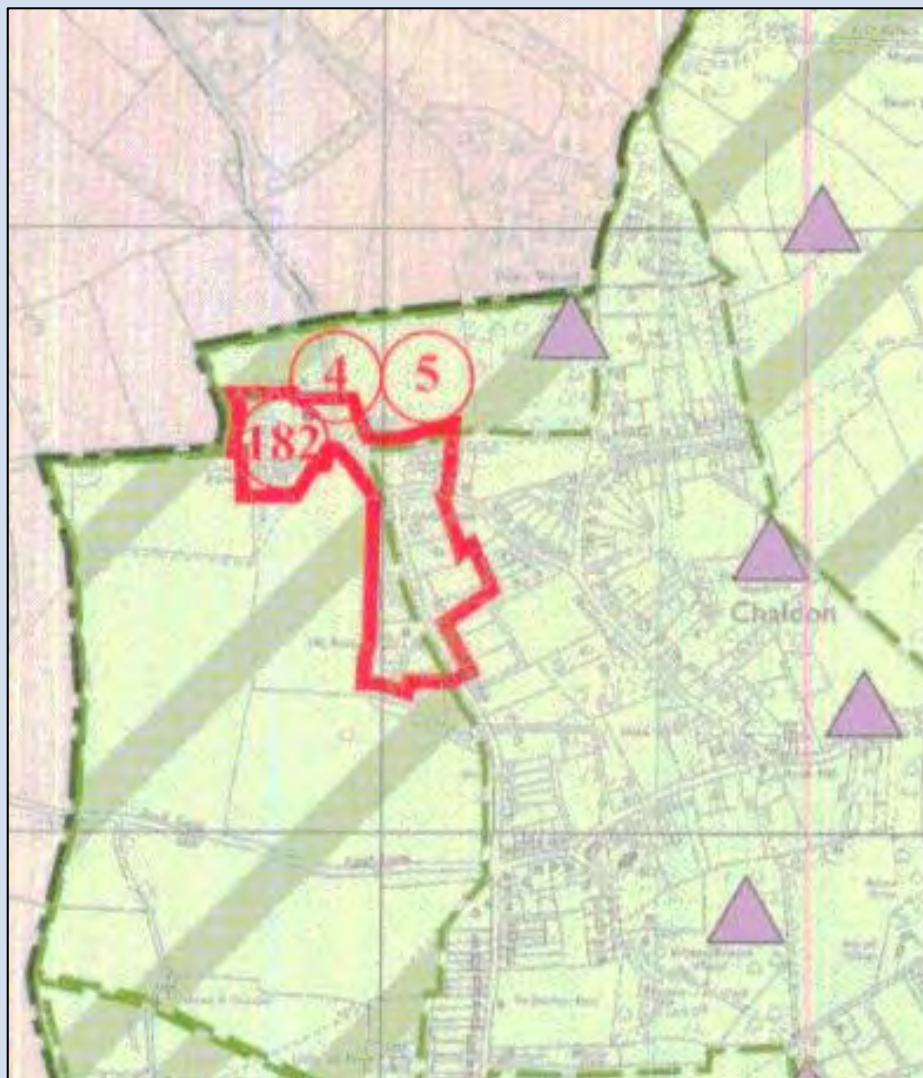


Figure A.23.12 – Chaldon in the Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Chaldon remains washed over by Green Belt in the Core Strategy and Detailed Policies 2014, with the Conservation Area boundaries remaining the same too. There has been some infilling between 1992 and 2014 in Chaldon.

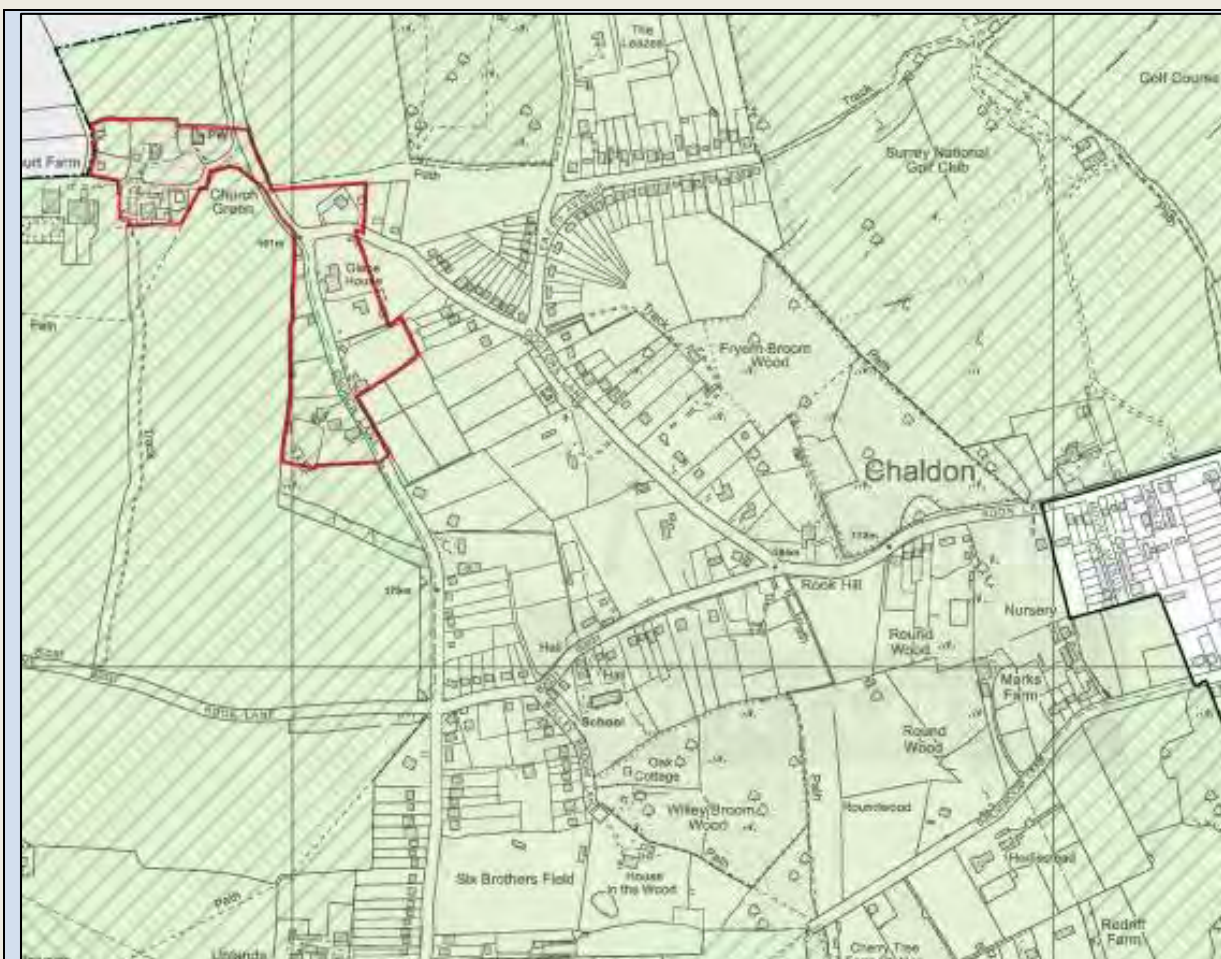


Figure A.23.13 – Chaldon in the Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

A.24. Whyteleafe

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Surrey County Development Plan 1958

There are also some Ancient Monuments scheduled from the Ancient Monuments Act 1931 around Whyteleafe. The Development Plan sets out that the area of Whyteleafe in 98 acres and population 1,950 at the time of writing the plan in 1949 and that it was proposed to increase to 105 acres and a population of 2,050 by the end of the plan period, which was 1971.

Figures A.24.1 shows an area for which comprehensive proposals were to be submitted later in the plan period, highlighted by the CA in a triangle on Figure A.24.1 below. Further, the box on Figure A.24.1 below highlights where there has been a change in Green Belt boundaries. This is explained through the years:

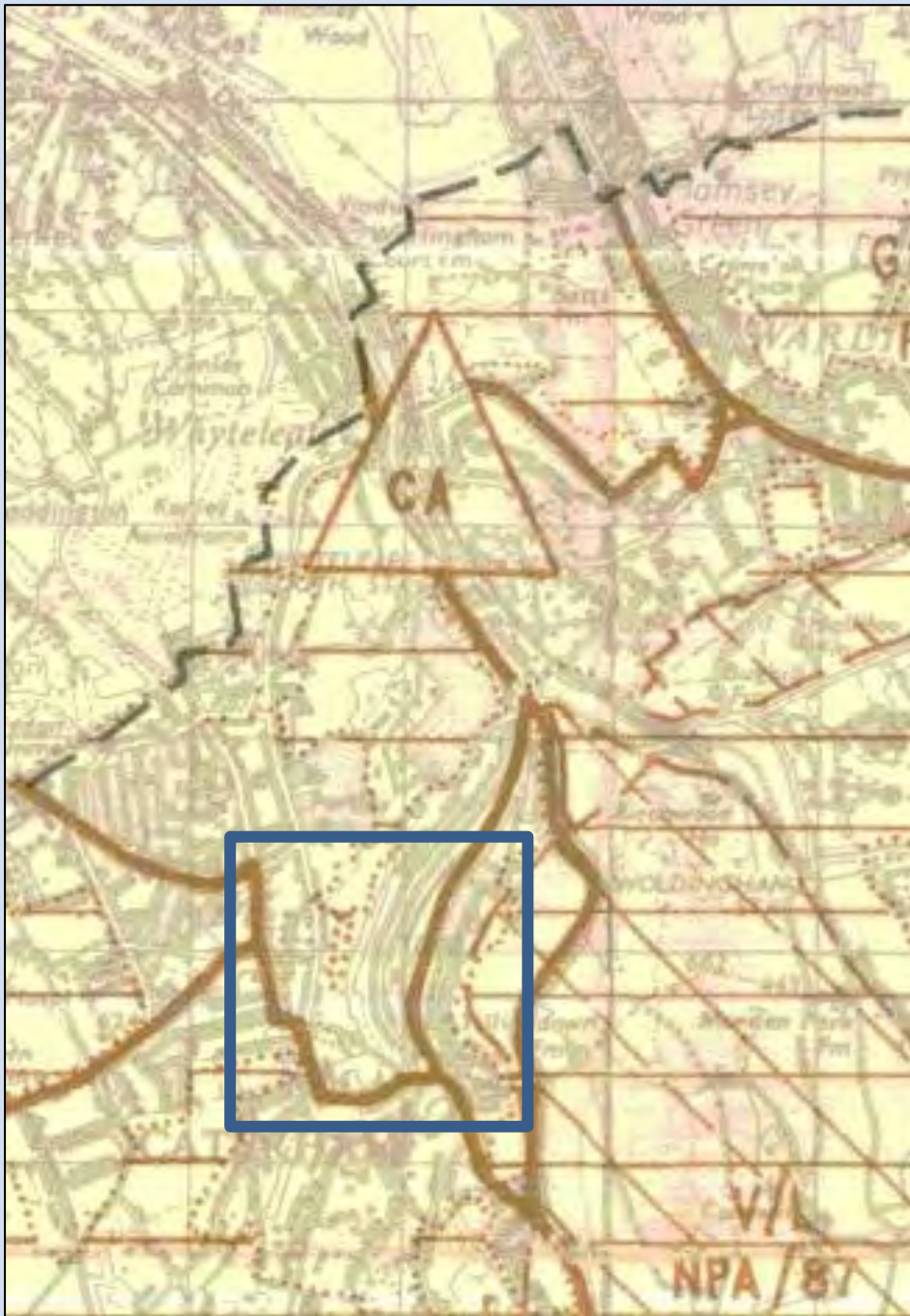


Figure A.24.1 –Whyteleafe and Caterham Surrey Development Plan 1958. Box showing original Green Belt boundaries

Surrey Development Plan 1974

The Surrey Development Plan 1974 reinforced the idea that the Green Belt had been defined around Whyteleafe in 1958. It can be seen that changes to the Green Belt boundaries were made with the area between Burnt Wood Lane and Church Road including the hospital was put into the Green Belt. The hospital was identified as an area with large grounds and there was also a policy recognising the woodland (in the small strip behind Stafford Road).

Whilst the Green Belt boundary around Whyteleafe settlement did not change the extent to the Green Belt with Caterham, the box on Figure A.24.2 below shows the area where the Green Belt boundary was amended.

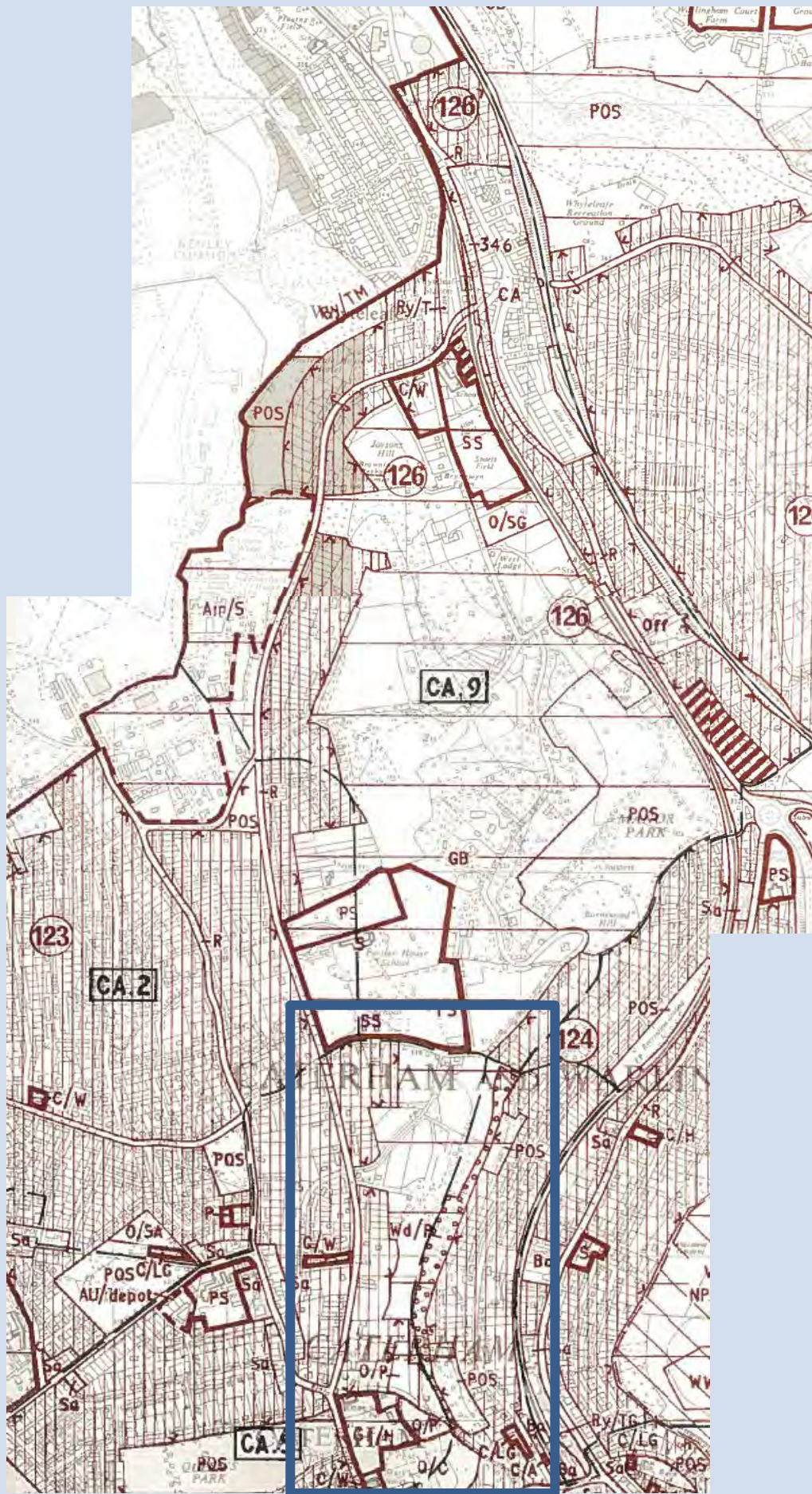


Figure A.24.2 – Whyteleafe and Caterham from Surrey Development Plan 1974. Box showing change to the Green Belt boundaries

The map in Figure A.24.2 above shows that the two areas of Caterham were to be nearly joined with residential development allocated up to the southern end of the woodland behind Stafford Road. This allocation was to provide space for parking and cultural uses for the whole town (the areas shown as O/P- and O/C-). The extent of the Green Belt from Whyteleafe to Caterham was extended from 1958 to meet the allocated area for residential development to the east.

1980 Surrey Structure Plan

The 1980 Structure Plan sets out policies on the Green Belt. It states that

“Restraint policies have been a feature of planning in Surrey from the 1950s when the Green Belt surrounding London came into being.”

The 1980 Structure Plan goes on further to explain the role and the extent of the Green Belt:

“Since its inception the Green Belt has a primary strategic role, acting as a physical constraint on the outward spread of the Metropolitan area and encouraging diversion of growth to other areas. It also serves to prevent the coalescence of settlements and to protect the countryside from development. In Surrey it has retained the character of a largely open area, mainly farmland, woodland and commons, forming a highly attractive landscape of enormous recreational value.

The increasing pressures to which the County has been subjected have been recognised over the years by not only extending the permanent Green Belt to cover the major part of the County, but also by applying Green Belt policy to the remainder of the area outside towns... Thus in practice, the whole of Surrey outside the urban areas lies within the Green Belt.”

Draft Whyteleafe Local Plan 1987

The draft Whyteleafe Plan 1987 in line with the 1980 Structure Plan were intended to replace the 1974 Surrey Development Plan and with this; the extent of the Green Belt and the policies within it. There was no Proposals Map in the 1980 Structure Plan, it was the Local Plan that set out in the detail and the map below shows the additional change made to the Green Belt boundary.

It can be seen in the box on Figure A.24.3 below that a small part of the area between Caterham and Whyteleafe that had been allocated for residential development, parking and community use was put into the Green Belt. Further, the hospital was put into the Green Belt. It is not clear whether this was changed intentionally or was due to how the area was mapped. There were also some amendments made to the Green Belt boundary as set out in Appendix 3 of the 1987 Whyteleafe Plan. These were the exclusion of St Luke’s Church, Vicarage and Churchyard; exclusion of Whyteleafe Middle School; exclusion of 8A Whyteleafe Hill and inclusion of parts of the railway line. There was also development in the Green Belt including the Caterham Secondary School and the associated buildings to the Kenley Aerodrome.

The exclusion of St Luke’s Church was because the buildings were visually part of Whyteleafe Hill frontage and were considered an integral part of the built up area. The exclusion of Whyteleafe middle school was because the school buildings were separate from the playing fields and appeared as an integral part of the built up area adjoining the centre of Whyteleafe and the buildings inclusion in the Green Belt was seen as anomalous. 8A Whyteleafe Hill was permitted in 1953 and was an integral

part of the adjoining residential area and its inclusion was also seen as anomalous. The railway was included within the Green Belt was because the operational railway land within the 1974 Development Plan were separately identified, although this had not taken place on the 1980 Structure Plan. As this was not required for Local Plans under the Town and Country Planning Act 1974 the two stretches of railway line form a visual part of the Green Belt and their exclusion was regarded as anomalous.

However, it should be noted that the draft Whyteleafe Local Plan 1987 was never formally adopted, and as such the proposals were incorporated into the North of the Downs Local Plan 1992.



Figure A.24.3 –Whyteleafe and Caterham in the Draft Whyteleafe Local Plan 1987
Box showing proposed Green Belt boundaries

made to the Green Belt boundary, the 2008 Core Strategy map shows the area in more detail. A box has been put around this area on Figure A.24.5 below.

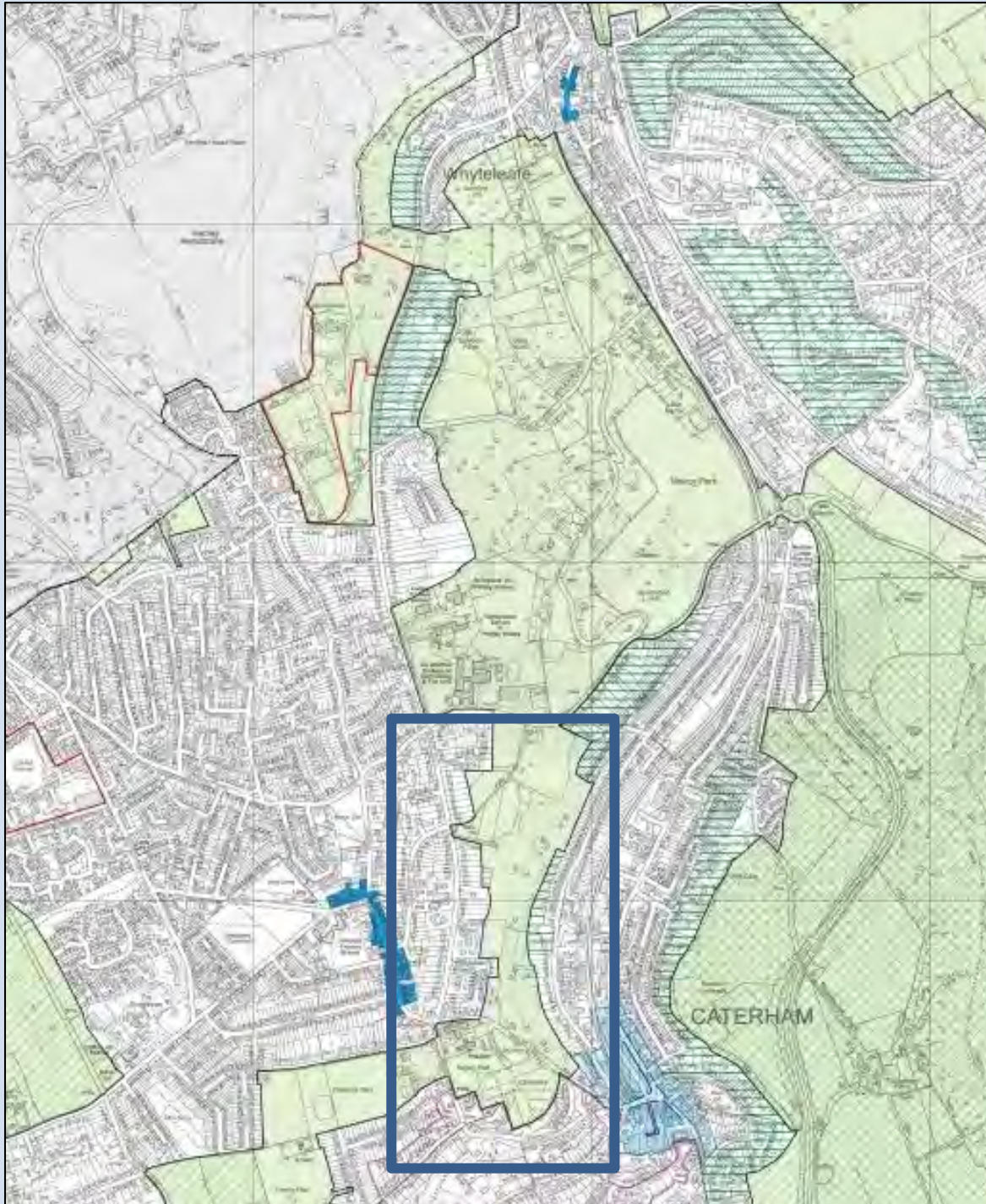


Figure A.24.5 – Whyteleafe and Caterham in the Tandridge District Council Core Strategy 2008
Box showing Green Belt boundaries

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

The Green Belt around Whyteleafe has not changed from when it was set in 1958. However, the character of the area has changed. In 1958 there was a large amount of mineral extraction for gravel, which has since been restored to recreational

spaces. This was all within the Green Belt. The area of Whyteleafe itself has changed slightly as there has been some infill and several large proposals for sites of 50-100 units such as the development of Whytebeam view.

Kenley Aerodrome

There was also some change in the development around the Kenley Aerodrome at Flintfield House in the Green Belt. Several units from other bases were amalgamated to become 615 Gliding School, but by 1959 the station had closed as an RAF Flying Unit.

Apart from the lack of powered aircraft the normal camp services continued to operate, as the role changed to that of administration and quarters for MOD staff. The army had temporary use of the old barrack blocks and In the long term the Officers' mess would be used as a 'Radio laboratory' for some years and together with the Airmans' institute would be 'listed'. Parts of the camp were then scheduled for future housing development but the airfield being kept available for gliding.

On the 23 October 1978, the hanger caught fire. A temporary canvas hangar of WW1 design was eventually erected on site followed by replacement gliders and associated kit. However, one winter a heavy snowfall caused this hangar to collapse onto the new glass aircraft underneath, which lead the Army having no further need for the camp area , and consequently the west side was permitted for housing development. The Airmans' mess/institute was not used, but the barrack blocks went, as did all the quarters near Hayes Lane. Steel fences eventually appeared around the 615 glider and the MOD still requiring the land for gliding and Corporation Of London has protected the land.



Figure A.24.6 – Kenley Aerodrome in Surrey Development Plan 1974

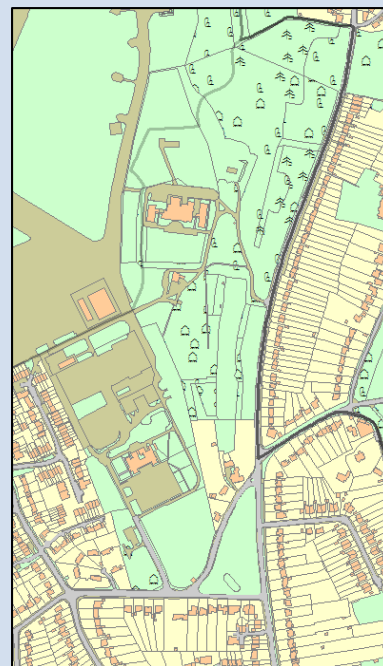


Figure A.24.7 – Kenley Aerodrome in Tandridge District Core Strategy 2008

Portley House School

Development has also occurred at Caterham Secondary School which was formally known as Portley House School. The area of this has increased as can be seen below.



Figure A.24.8 – Portley House School in Surrey Development Plan 1974

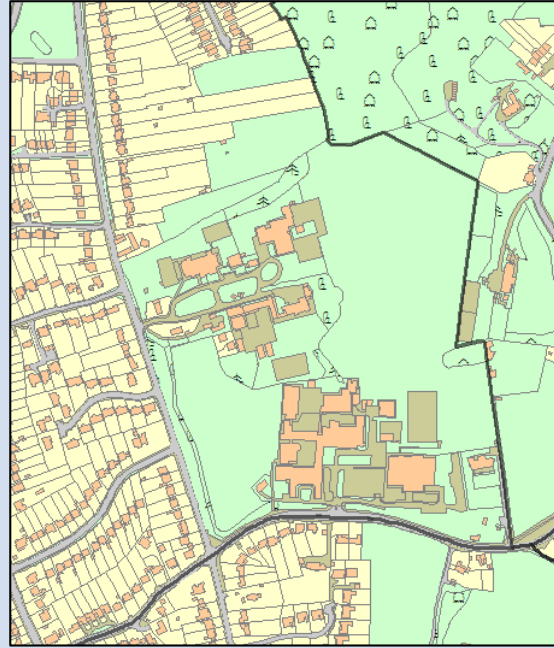


Figure A.24.9 – Portley School House in Tandridge District Core Strategy 2008

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

Road

The A22 on the border of Caterham and Whyteleafe opened on May 1st 1939 with no formal opening ceremony. Known as 'Britain's first elevated traffic island' the roads that converge on it are the same level. Surrounded by a concrete 'crash barrier' wall, ramparts mark entrances to pedestrian subways which lead to a hollow central space within the middle.

Six roads lead from the roundabout which has not undergone any significant change since its construction. The A22 by-pass, built at the same time as the roundabout, opened on April 7th 1939.

In September 1939 local residents were concerned that the roundabout and by-pass would be visible to the German air force as a guiding landmark. After the RAF expressed concern the War Office ordered camouflage which included trees from Ashdown Forest.

During the war the subways under the roundabout became air raid shelters for the public. A building named Wasps Lodge, between Godstone Road and Succombs Hill, was a lodge for a private driveway gave it its name. Water once welled from the ground near Wasps Lodge and joined the nearby Bourne, and the area was subject to flooding over the centuries.

Rail

Whyteleafe village grew after the railway came on its way to Caterham in 1856. A second line, the Oxted Line following a slightly higher contour opened in 1884 to different destinations but also to the north runs to London Bridge or Victoria.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

There has been a lot of protected open space around Whyteleafe that was identified since Caterham and Warlingham Urban District Council Planning Schemes November 1938. This has included Whyteleafe recreation ground and manor park golf course. There have also been a number of schools where the playing fields have been protected. The exception to this is Caterham Secondary School, which was previously Portley House School where development has taken place and the school has significantly grown in size.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.25. Tatsfield

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Tatsfield grew from a small hamlet in 1869 to a village of moderate size by 1939. The outward growth of Biggin Hill has also had big impact on the character of the area, with substantial development visible from 1940's.



Figure A.25.1 –Tatsfield from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 washed Green Belt over the settlement

of Tatsfield. Tatsfield is adjacent to the London Borough of Bromley and the District boundary surrounds Tatsfield, as can be seen in Figure A.25.2 below.



Figure A.25.2 –Tatsfield in Surrey County Development Plan 1958

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 continued to wash over Tatsfield with Green Belt. In comparison to the County Development Plan 1958, the shape and size of Tatsfield has not changed dramatically.



Figure A.25.3 –Tatsfield in Surrey County Development Plan 1974

Surrey Structure Plan 1980

The Surrey Structure Plan 1980 recognises that the Green Belt in Surrey controls the spread of urban development and prevented the deterioration of the landscape and therefore set out Policy 1 that:

Outside the urban areas and larger rural settlements a Green Belt will be maintained from the County boundary with Greater London to a general line extending southwards...”

This is applicable to the settlement of Tatsfield, which coalescences with the London Borough of Bromley.

Surrey Structure Plan 1989

The same Green Belt policy as set out above from the Surrey Structure Plan 1980 was rolled forward to the 1989 Structure Plan.

North of the Downs Local Plan 1992

The North of the Downs Local Plan 1992 sets out that Tatsfield is to be retained within the Green Belt and proposals for this area were limited. The Plan identified a housing proposal for 12 units (post 2001) to round off Lusted Lane. Policy 1 is very clear that

“In the case of land at Lusted Hall Lane, Tatsfield, this site remains within the Green Belt and subject to policies until required for proven housing need.”

The Plan also allowed infilling within the built up area of the village and where Green Belt extensions policy were relaxed. It also states that a Thames Water Authority is on land near Tatsfield.

Tandridge District Local Plan 2001

The Tandridge District Local Plan 2001 retained Tatsfield in the Green Belt and identified a boundary for the built up area of the settlement. Policy H05 reserved the land at Lusted Hall Lane to meet possible long term development requirements. The policy made it clear that the site should not be released before 2006 unless provision for development requirements was justified. The settlement was also suitable for infilling vacant plots in a substantially developed frontage.

In 2005, Tandridge District Council permitted the land at Lusted Hall Lane for 10 affordable units. In 2011, the Parish Council worked with Tandridge District Council and a specialist Housing Association to provide an additional 10 units on an adjacent ‘rural exception site’ just inside the Green Belt.

Surrey County Council proposed to build a new school in Tatsfield as it was unable to expand the existing school and found a site next to the village hall in the centre of the village, which opened in 2010.



Figure A.25.4 –Tatsfield in the Tandridge District Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Tatsfield remains in the Green Belt within the Core Strategy 2008 and Detailed Policies 2014. The settlement is defined as a village in the Green Belt in the Detailed Policies 2014. The boundaries of the settlement were amended to remove Westmore Green, as shown in the box on Figure A.25.5 below.



**Figure A.25.5 –Tatsfield in the Tandridge District Council Core Strategy 2008
Box showing removing of Westmore Green from settlement**

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Tatsfield has always been washed over by Green Belt since its designation in 1958. A key reason for this as highlighted in the Surrey County Development Plan 1958 is that the Green Belt was important to prevent urban development, for Tatsfield this is prudent between the settlements with Biggin Hill.

The settlement boundary was only defined in the North of the Downs Local Plan 1992, and was slightly amended to remove Westmore Green in the Detailed Policies 2014.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

There is no major transport infrastructure applicable.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The land to the north of the settlement is Biggin Hill within the London Borough of Bromley. This built up area still remains and has been subject to additional development over the years. There has been some infilling around the settlement on vacant plots within the Green Belt across the years around the settlement.

There are some golf courses to the south of the settlement that have been around the settlement for some time.

5) Is there anything else you have discovered that may not fall into the above categories?

The settlement of Biggin Hill is to the north of Tatsfield but is located within the London Borough of Bromley. The outward growth of Biggin Hill over the years has resulted in a larger built up area in very close proximity to Tatsfield. The Surrey County Development Plan 1958 makes it clear that the Green Belt was introduced in places, such as Tatsfield to prevent the spread of urban development.

A.26. Warlingham

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Warlingham is a large village in the north of the District bordering the London Borough of Croydon.

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 first designated the Green Belt Warlingham as can be seen in Figure A.26.1. It is important to note that the detached area around Farleigh Road was inset from the Green Belt, and an area at Mayes Place was within the Green Belt.



Figure A.26.1 – Warlingham from Surrey Development Plan 1958. Box showing area around Farleigh Road

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 did not alter the Green Belt boundary at Warlingham, with the Green Belt remaining tight around the built up area boundary.



Figure A.26.2 – Warlingham from Surrey Development Plan 1974

Surrey Structure Plan 1980 & 1989

The Surrey Structure Plan 1980 recognised that the Green Belt in Surrey controls the spread of urban development and prevented the deterioration of the landscape and therefore set out Policy 1 that:

“Outside the urban areas and larger rural settlements a Green Belt will be maintained from the County boundary with Greater London to a general line extending southwards...”

Similar policies were included in the 1989 Structure Plan. These policies were particularly applicable to Warlingham, which partly coalescences with the London Borough of Croydon, a feature that the Structure Plans did not wish to exacerbate.

North of the Downs Local Plan 1992

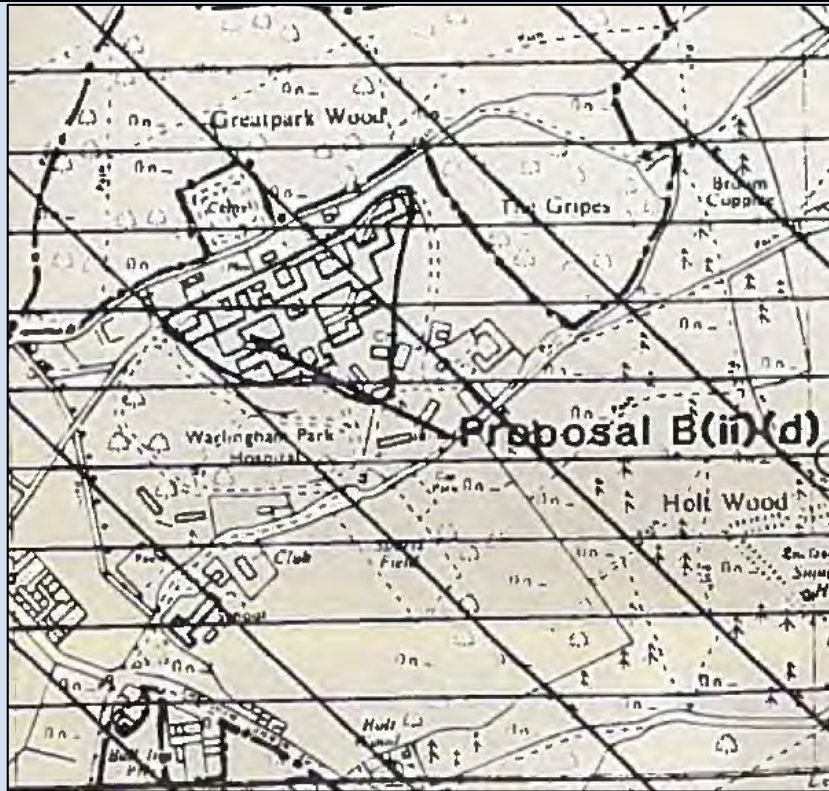
The North of the Downs Local Plan 1992 allocated two areas in and around Warlingham for strategic housing sites that were identified in previous plans as being in the Green Belt. Both sites were subsequently developed.

Figure A.26.3 below shows the allocation of 30 homes on land known in the plan as Proposal B(i)(a) Mayes Place. This allocation removed the site from the Green Belt and required the development to be built out before 1996.



**Figure A.26.3 – Warlingham from North of the Downs Local Plan 1992
Map showing allocation of Mayes Place for minimum of 30 units**

Figure A.26.4 below shows the allocation of 100 homes on land known in the plan as Proposal B(ii)(d), to the north east of Warlingham (within Chelsham and Farleigh Parish) and required the area to be developed between 1996 and 2001. This allocation did not remove the Green Belt designation from this area with the plan noting that the area was already developed and that the existing structures were incapable of conversion. It was accepted that therefore the redevelopment of the site was the best approach.



**Figure A.26.4 –Warlingham from North of the Downs Local Plan 1992
Map showing allocation of Worlingham Park Hospital for minimum of 100 units
Tandridge Local Plan 2001**

The Local Plan 2001 made no changes to the Green Belt boundary around Warlingham, as shown in Figure A.26.5 below.



**Figure A.26.5 – Warlingham from 2001 Tandridge Local Plan
Map showing area of Green Belt (hashed green)**

Tandridge Core Strategy 2008

The Tandridge Core Strategy 2008 made no changes to the Green Belt in and around Warlingham. This is shown in Figure A.26.6 below.



Figure A.26.6 – Warlingham from 2008 Tandridge Local Plan Map showing area of Green Belt (in green)

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Warlingham has always been inset from the Green Belt, as has the detached area along Farleigh Road. In 1971, following the publication of the Inner Surrey Town Map, the Green Belt boundary came to border the built up area of Warlingham, with only a minor change being seen to this boundary since then.

Since 1971 there has been little in outward expansion within the Green Belt apart from on the previously mentioned allocated sites.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

There is no major transport infrastructure in Warlingham. Whilst there is a railway station called Upper Warlingham, it is in fact in Whyteleafe.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

The surrounding Green Belt of Warlingham has multiple uses. Alongside the more typical open and agricultural nature of the area, there lies multiple sports pitches and recreation grounds, particularly on the western side of Limpsfield Road.

To the immediate south lies what was once Halliloo Farm but is now Woldingham Golf Club. This change occurred since the Green Belt was developed, with approval being given in 1990 to the change of use of this land (89/253).

To the north west of Warlingham lies a Park Home Estate at Court Farm. Although the site was established on a temporary basis before the Green Belt designation, it was given permanent planning permission by the Secretary of State who called in the application (76/339). In concluding, it was explained that “he [the Secretary of State] is of the opinion that no great weight should be given to the Council’s Green Belt... nor to their argument that the development is an unacceptable use of the land”

Hamsey Green School to the north west of Warlingham has also been developed over the years. In the 1945, the school did not appear to exist, yet in 2013 it has been developed and takes up quite a large amount of land form.



Figure A.26.7 – Hamsey Green School does not exist in 1945-1950 Aerial Photography



Figure A.26.8 – Hamsey Green School from 2013 Aerial Photography

5) Is there anything else you have discovered that may not fall into the above categories?

Chelsham is a small village that is situated to the east of Warlingham.

Surrey County Development Plan 1958

The area of Chelsham was washed over by the Green Belt in the Surrey County Development Plan 1958. A number of scheduled monuments are located within the area, along with woodlands which are under the control of the Forestry Commission as well as woodland subject to a Tree Preservation Order. As seen in Figure A.26.9, there is relatively little development in the area.



Figure A.26.9 – Chelsham in the Surrey County Development Plan 1958

Surrey Development Plan 1974

The map that Figure A.26.10 was extracted from was designed to show extensions to and extractions from the Metropolitan Green Belt only. As shown in Figure A.26.10, there is no symbolic evidence that the area of Chelsham was removed from the Green Belt. In the Surrey Development Plan 1974, therefore, Chelsham remained to be washed over by Green Belt.



Figure A.26.10 – Chelsham in the Surrey Development Plan 1974

Tandridge District Council Local Plan 2001

Chelsham is not defined as a settlement in the Local Plan 2001, but the area is washed over by the Green Belt. It is identified within an Area of Great Landscape Value, and to the south a Potential Site of Nature Conservation Importance and a County Site of Archaeological Importance are recognised, and to the north lies a Major Developed Site (see Figure A.26.11).



Figure A.26.11 – Chelsham in the Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Chelsham was not identified as a settlement in the 2008 Core Strategy or the 2014 Detailed Policies. The area remained washed over by Green Belt, as well as an Area of Great Landscape Value. Small developments (1-2 houses or infilling) have occurred, but the area remains sparsely developed.



Figure A.26.12 – Chelsham in Tandridge District Council Local Plan 2008 and Detailed Policies 2014

Farleigh is a further small area of development to the north-east of Warringham, branching out past Farleigh Road.

Surrey County Development Plan 1958

In Figure A.26.13 below, the area of Farleigh is shown to fall under another Town Map, for which the Council does not have access to. However, it is possible to see that there is relatively little development in or around Farleigh.



Figure A.26.13 – Farleigh in the Surrey County Development Plan 1958

Surrey Development Plan 1974

The map that Figure A.26.14 was extracted from was designed to show extensions to and extractions from the Metropolitan Green Belt. As shown in A.26.14, there is no symbolic evidence that the area of Farleigh was removed from the Green Belt. In the Surrey Development Plan 1974, therefore, Farleigh remained to be washed over by Green Belt.



Figure A.26.14 – Farleigh in the Surrey Development Plan 1974

Tandridge District Council Local Plan 2001

Farleigh was not identified as a settlement in the Local Plan 2001, but remained washed over by Green Belt and was identified as an Area of Great Landscape Value. The area was also designated as a Conservation Area under Policy HE3 (shown by the bold red outline). The southern reaches of Farleigh were recognised as Sites of Nature Conservation Importance (shown by the striped purple lines), and in addition a small number of Potential Sites of Nature Conservation Importance (purple triangles) – see Figure A.26.15 below.



Figure A.26.15 – Farleigh in the Tandridge District Council Local Plan 2001

The Conservation Area and Sites of Nature Conservation Importance continue into the area (on Figure A.26.15 above) which has been 'whited out', with a separate map produced to show Warlingham. Below, in Figure A.26.16, the extent of these areas is shown, along with the boundary Warlingham development which is inset from the Green Belt.



Figure A.26.16 – South of Farleigh in the Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Farleigh was not named as a settlement in the Core Strategy 2008 or Detailed Policies 2014. The area remained washed over by Green Belt, and the boundaries of the Conservation Area (red border) and Sites of Nature Conservation Importance (striped purple border) remained very much the same.



Figure A.26.17 – Farleigh in Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Fickleshole is a small hamlet that lies on the very eastern border of the District of Tandridge.

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 washed over the area of Fickleshole with Green Belt policy, see Figure A.26.18.



Figure A.26.18 – Fickleshole in the Surrey County Development Plan 1958

Surrey Development Plan 1974

The map that Figure A.26.19 was extracted from was designed to show extensions to and extractions from the Metropolitan Green Belt. As shown in Figure A.26.19, there is no symbolic evidence that the area of Fickleshole was removed from the Green Belt. In the Surrey Development Plan 1974, therefore, Fickleshole remained to be washed over by Green Belt.



Figure A.26.19 – Fickleshole in the Surrey Development Plan 1974

Tandridge District Council Local Plan 2001

Fickleshole was not identified as a settlement in the Local Plan 2001, however the area remained washed over by Green Belt, and was further designated as an Area of Great Landscape Value. A Conservation Area (shown by the red outline) was identified encompassing the farm buildings and The White Bear pub (see Figure A.26.20).



Figure A.26.20 – Fickleshole in the Tandridge District Council Local Plan 2001

Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

Fickleshole remained unidentified as a settlement in the 2008 Core Strategy and 2014 Detailed Policies produced by Tandridge District Council. The Conservation Area (red outline) remained identical, and the area continued to be washed over by Green Belt and an Area of Great Landscape Value.

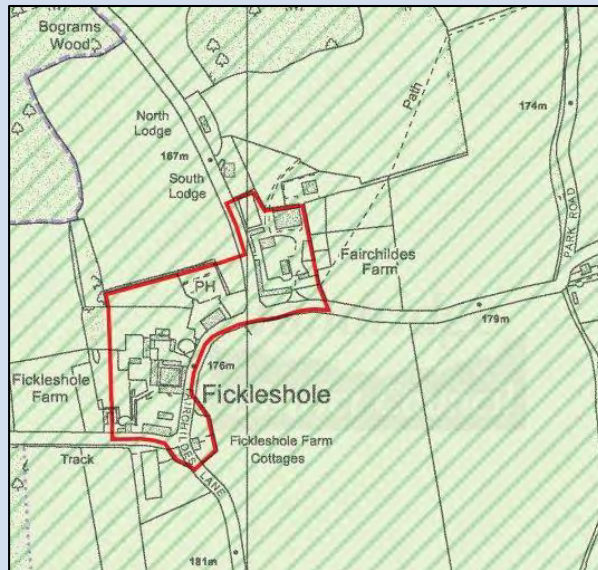


Figure A.26.21 – Fickleshole in the Tandridge District Council Core Strategy 2008 and Detailed Policies 2014

A.27. Woldingham

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Woldingham is a village situated in wooded hillsides.



Figure A.27.1 – Woldingham from 1945-1950 Aerial Photography

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 describes Woldingham in 1949, as an area of 213 acres with a population of 700. The Council does not have in its possession the town map that covered Woldingham. However, it is assumed that the Green Belt was drawn to surround the built up area of Woldingham, with a non-statutory map identifying the presence of the Green Belt, see Figure A.27.2 below. It is noted that some residential dwellings along Butlers Dene Road and Slines Oak Road were excluded from the defined residential area and thus were located within the Green Belt.



Figure A.27.2 – Woldingham Surrey Development Plan 1958

Surrey Development Plan 1974

The Surrey Development Plan 1974 reinforced the idea that the Green Belt had been defined around Woldingham in 1958. It appears that the Green Belt boundary was amended to include an area of development around Clare Court. This is shown in the box in Figure A.27.3.

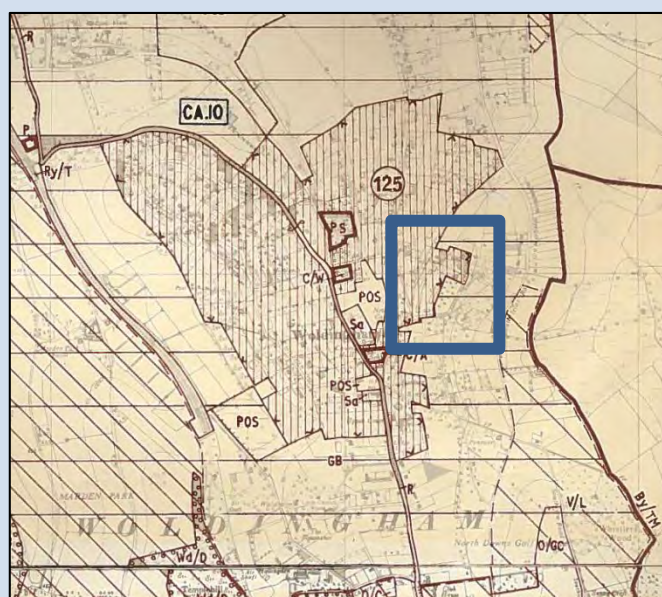


Figure A.27.3 – Woldingham from Surrey Development Plan 1974
Box shows area amended Green Belt boundary around Clare Court

North of the Downs Local Plan 1992

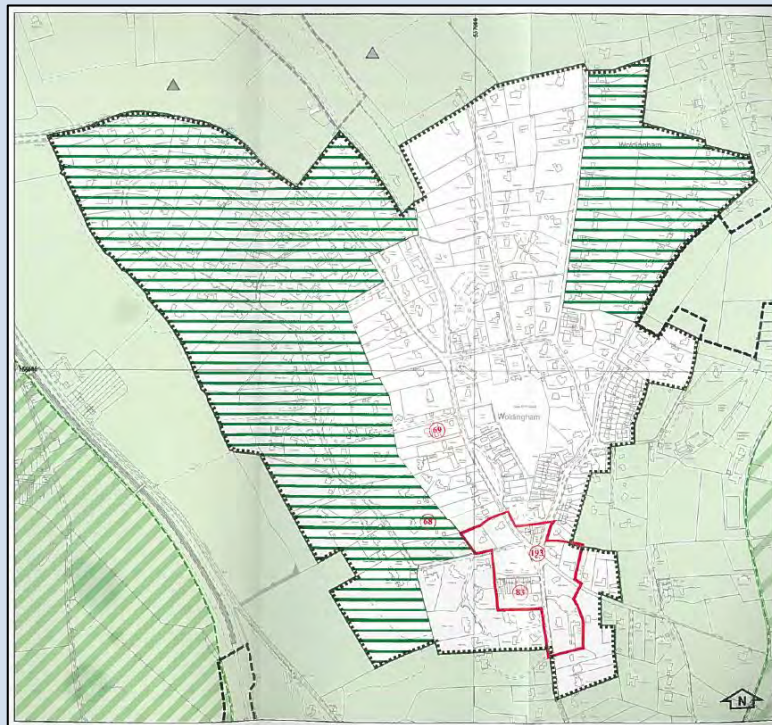
The North of the Downs Local Plan 1992 recognised Woldingham as an area inappropriate for future development due to the lack of mains drainage, with emphasis on conserving the spacious residential character of the area should infill development come forward. Policies on the Green Belt reinforced the view that outward development was not desired by the Council.



Figure A.27.4 – Woldingham from 1992 North of the Downs Local Plan

Tandridge Local Plan 2001

The Local Plan did not alter the Green Belt boundary or allocate land in or on the edge of Woldingham for new development, as Figure A.27.5 shows.



**Figure A.27.5 – Woldingham from 2001 Tandridge District Local Plan
Tandridge District Core Strategy 2008**

As shown in Figure A.27.6, the 2008 Core Strategy did not alter the Green Belt boundary around Woldingham nor did it seek to allocate land within or on the edge of the settlement for development. The purple bounded area shows that the Woldingham Special Residential Character Area Design Guidance applied to the settlement but also to the adjacent residential areas within the Green Belt, including the areas along Butlers Dene Road and Slines Oak Road.

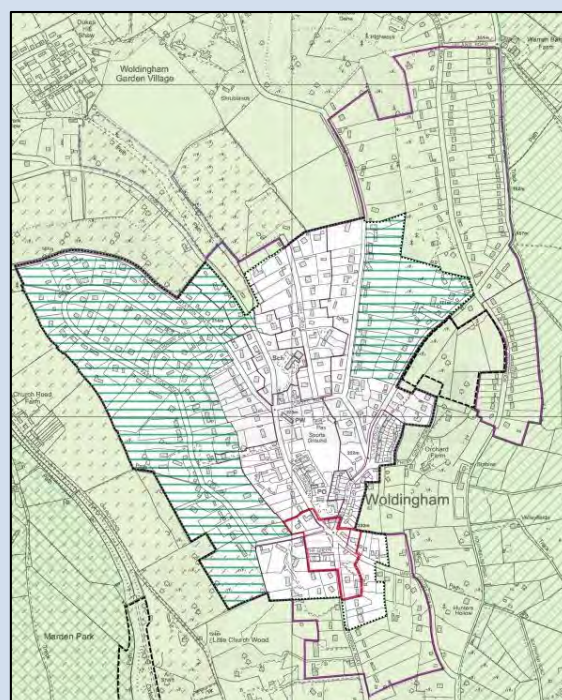


Figure A.27.6 – Woldingham from 2008 Tandridge District Core Strategy

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

The settlement was inset from the Green Belt since it was first drawn with the Green Belt boundary only being altered in a minor manner since then.

The Green Belt boundary has constrained outward growth to a large extent, helped by the topography of the surrounding area, albeit development has intensified within the Butlers Dene Road/ Slines Oak Road area since the Green Belt designation.

Woldingham Garden Village lies to the north of Woldingham. It was developed post World War Two on a former army camp. The establishment of the Garden Village predates the Green Belt designation.

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The Oxted Railway Line station stations between London and East Grinstead/Uckfield runs to the west of the settlement and was completed in 1884. Woldingham Station is located on this line, again to the west of the settlement.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

Between Woldingham Garden Village and Warlingham lies what was once Halliloo Farm but is now Woldingham Golf Club. This change occurred since the Green Belt was developed, with approval being given in 1990 to the change of use of this land (89/253).

Nore Hill Gravel Pits lies to the north east of Woldingham but has been in existence since the Green Belt designation and has been designated as a mineral extraction site in all plans by the County Council.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A

A.28. Burstow

1) What development is present in the area? When was this built – pre Green Belt (GB) / post GB? Rural exception schemes? GB release? Boundary adjustments?

Burstow is a very small settlement, with very little built form, located in the south west of the District. As Figure A.28.1 shows, it has grown beyond its footprint since World War Two.



Figure A.28.1 – Burstow in 1940s (left) and present day (right) from aerial photos

Surrey County Development Plan 1958

The Surrey County Development Plan 1958 introduced the Green Belt to the District but did not extend it as far south as Burstow. Figure A.28.2 shows that Burstow was considered as a settlement in the countryside without existing or planned services.

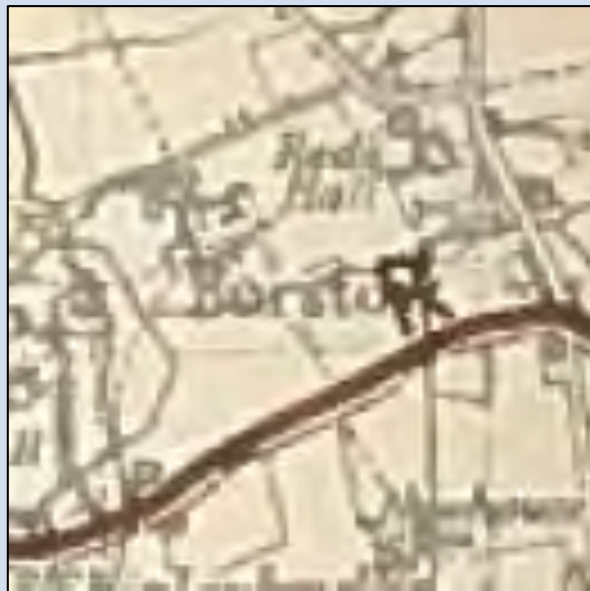


Figure A.28.2 – Burstow in Surrey County Development Plan 1958

Surrey County Development Plan 1974

The Surrey County Development Plan 1974 extended the Green Belt southwards, washing over Burstow as shown in Figure A.28.3 below.

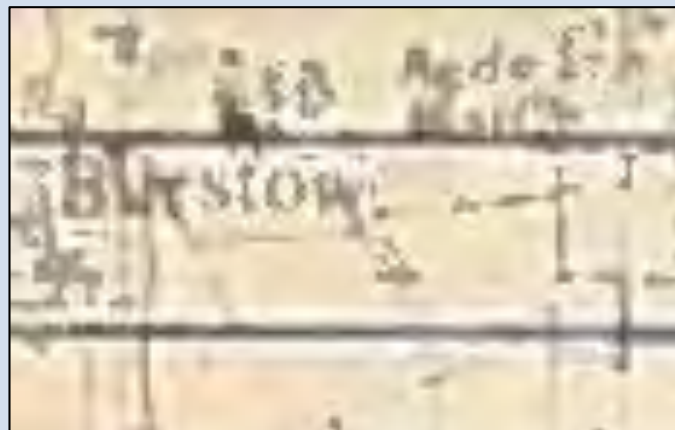


Figure A.28.3 – Burstow in Surrey County Development Plan 1974

South of the Downs Local Plan 1986

Burstow was not recognised as a settlement in the South of the Downs Local Plan 1986. Although the document altered Green Belt boundaries within the southern part of the District this did not affect Burstow, with the Green Belt continuing to wash over it.

South of the Downs Local Plan First Review 1994

Burstow was not recognised as a settlement in the South of the Downs Local Plan 1994. Although the document altered Green Belt boundaries within the southern part of the District it again did not affect Burstow, with the Green Belt continuing to wash over it.

Tandridge District Local Plan 2001

Burstow remained in the Green Belt in the 2001 Local Plan as is shown by Figure A.28.4. Evident on the proposals map is the Conservation Area (red outline), Areas of High Archaeological Potential (numbered circles) and Gatwick Airport Public Safety Zone (pink area).



Figure A.28.4 – Burstow from Tandridge District Local Plan 2001

Tandridge District Core Strategy 2008

Burstow remained in the Green Belt in the 2001 Core Strategy as is shown by Figure A.28.5. Evident on the proposals map is the Conservation Area (red outline) and the Area of High Archaeological Potential (pink horizontal lines)



Figure A.28.5 – Burstow from Tandridge District Core Strategy 2008

2) Is there an inset or washed over settlement in the area? Was it always inset? Has the existing boundary with the urban area changed? Has its status changed, and if so, what were the circumstances surrounding this and how did this occur? Has the settlement expanded over the years?

Burstow has been washed over by the Green Belt since the Green Belt was extended southwards in 1974. As Section 1 shows, there has been no change of any significance to the settlement.

There has been change in the surrounding area, however. This is most evident to the west of Burstow with the development of the Mushroom Farm (first approved in 1959) and, more recently, Gatwick Airport car parking (from the 1980s onwards) has had an effect on the Green Belt, as shown in Figure A.28.6.

To the east, Flightpath Farm has expanded its built form over time. However, much of the development predated the designation of the Green Belt in this area.



Figure A.28.6 – Aerial photo showing presence of Mushroom Farm and Airport Parking

3) Is there any major transport infrastructure in the area? For example, Motorways, Railways, main roads. When did this occur?

The M23 lies to the west of Burstow and was built in the mid-1970s. Gatwick Airport is further west, although the flightpath goes over Burstow.

4) What is the land use in the Green Belt, and has this changed over time? For example, agriculture to leisure, like Golf Courses. Has there been any mineral extraction or waste disposal in the area? Are there any Industrial Estates, and what is their origin?

Much of the surrounding land is open or agricultural fields. Indeed, from Figure A.28.5 in section 1 of this assessment it can be seen that not even the field boundaries have been subject to any significant change since World War Two.

5) Is there anything else you have discovered that may not fall into the above categories?

N/A