

Background

Changes in the village and the accompanying increases in population have impacted on the demand for and development of the Infrastructure of the village. As the process was gradual and rather haphazard the necessary infrastructure to support this development was also rather piecemeal.

The Parish and village sits on top of the North Downs and the Parish runs down the escarpment face as far as the A25 in the south. In 1086 according to the Domesday Book there were 14 dwellings and the residents were in mainly rural occupations supporting local landowner estates. Very slow development took place over the next hundred years. By the first quarter 1900s the population was more than 800. There were significant increases between two World Wars. Over the next few decades development was mainly individual houses until around 1960s when small scale multi-dwelling projects were completed. Currently there are around 1800 residents. This pattern of piecemeal development on both hard surface and unmade roads obviously complied with all planning and highways regulations but has in some cases caused significant concerns of over-stretching drainage and parking provision.

With limited transport to local towns like Westerham, the village was quite self-contained and needed to provide services within the community. The numerous proposals to link Tatsfield by rail to London and other nearby towns that were launched between the 1860s and 1920s never came to fruition. Green Line coaches linked the village to London from as early as 1932 and after the war various buses have served Tatsfield but the limited routes have been frequently started, altered and withdrawn. Transport links still remain an issue for the local economy.

Tandridge Settlement Hierarchy (2015) and Update (2018)

The Tandridge District Settlement Hierarchy reviews the role and function of the district's settlements, assessing how well they are served by services and facilities and reviews their general sustainability. Tatsfield is defined in the settlement hierarchy as a 'Rural Settlement' and recognises that the village only has a basic level of services, local shops and education provision and that the majority of services, facilities (including employment) are accessed outside of the settlement.

Policy Framework

Tandridge district core Strategy - Infrastructure and Services

9.1 "Infrastructure and services covers a whole range of items that can include utility services such as highways, public transport, water supply, gas, electricity, sewerage disposal;.."

9.2 "The provision of adequate infrastructure and services to meet the needs of the existing community and to meet the needs of new development is essential and has been identified by the community as one of its biggest concerns. The Council will work with service, infrastructure providers and community stakeholders to monitor the provision of services and infrastructure in relation to the growth of development and to meet any identified needs."

9.3 "The Council will work with infrastructure and service providers to identify existing deficiencies and also where new provision is required. The difficulty at present is that much of the development that takes place is small scale and therefore incremental. Whilst specific needs can be met, it is not possible to meet the overall needs of the area which can arise through the cumulative impact of development. the Council may need to phase the delivery of new housing if it will outstrip infrastructure provision."

Policy CSP 11 - Infrastructure and Services

Appropriate levels of infrastructure and services will be sought through both public and private funds. In assessing infrastructure and service requirements the Council will have regard to the cumulative impact of development. Developers will be required to contribute to improved

infrastructure and services (including community needs) necessary to support the proposed development; the Council will generally require such provision to be made before the development is occupied.

Planning permission will only be granted for developments which increase the demand for off-site services and infrastructure where sufficient capacity exists or where extra capacity can be provided, if necessary through developer funded contributions.

Planning applications which in the Council's opinion will require the provision of infrastructure or a financial contribution to services will be expected to be accompanied by unilateral obligations, as described in ODPM Circular 5/2005.

The Council will seek to introduce a Community Infrastructure Levy to ensure a more equitable contribution is made to infrastructure and service provision from all residential and commercial development. Where appropriate the Council will use a Community Infrastructure Levy to supplement any negotiated Section 106 agreement. Negotiated agreements will still be necessary to secure affordable housing and to address costs related to specific development sites.

Managing Travel Demand

10.1 "Sustainable travel, access and mobility are key objectives of the Community Strategy which recognises that congestion and road safety are major concerns of the community. Congestion has an impact on the economy and on lifestyles. There needs to be a holistic approach to dealing with these issues and managing travel demand is an essential and key part of this strategy. In particular reducing the need to travel by car will have the benefits of reducing greenhouse gas emissions, reducing pollution and reducing congestion.... The likely decline in the number of people of working age over the next 20 years will result in a decline in the number of employment related trips.

10.2 **The Local Transport Plan**, produced by the County Council will be one of the principal means of delivering the objective of managing travel demand within the District. The other means will be through ensuring that development is generally located in areas where there is relatively good access to public transport and services."

Some issues covered by this plan include:

- new parking standards that will have regard to the need to encourage alternative modes of transport to the car, the efficient use of land and expected car ownership in particular locations, existing parking problems and the need to ensure that on-plot and on-street parking does not detract from the design of the development or the wider area or adversely affect highway safety.
- Transport Assessments (TA) will be required to accompany major applications
- The Council also supports the use of the Surrey Car Share scheme.
- Increased home working will be encouraged to reduce the need to travel.
- suitable provision for cycling and walking is made. This may involve ensuring that cycle storage facilities are provided in new housing schemes. Where feasible, provision of cycle lanes will be sought as part of suitable planning applications
- initiatives such as "walking buses" to help reduce traffic associated with schools.
- **The East Surrey Rural Transport Partnership (ESRTP)**, set up in 2001 to tackle unmet transport needs in east Surrey. Specific projects that help to deliver these objectives include: Buses4U, Wheels 2 Work and Wheels 2 Learn – moped loan scheme for young people, Taxi Vouchers – for individuals with mobility difficulties, or live in isolated rural locations and for young people to travel to activities in Tandridge..."

10.10 "Within rural areas the Council accepts that car use will remain an important and essential means of travel for many people. However in order to reduce the distances that the rural population need to travel, it is important that villages retain existing services."

Policy CSP 12 - Managing Travel Demand

The Council will require new development to:

- Make improvements, where appropriate, to the existing infrastructure network, including road and rail, facilities for bus users, pedestrians and cyclists and those with reduced mobility.
- Have regard to adopted highway design standards and vehicle and other parking standards

National Policy - National Planning Policy Framework (2018)

The NPPF recognises the position of Neighbourhood Plans

Paragraph 29 -Neighbourhood planning gives communities the power to develop a shared vision for their area. Neighbourhood plans can shape, direct and help to deliver sustainable development, by influencing local planning decisions as part of the statutory development plan. Neighbourhood plans should not promote less development than set out in the strategic policies for the area, or undermine those strategic policies.

Paragraph 30. Once a neighbourhood plan has been brought into force, the policies it contains take precedence over existing non-strategic policies in a local plan covering the neighbourhood area, where they are in conflict; unless they are superseded by strategic or non-strategic policies that are adopted subsequently.

Paragraph 31. The preparation and review of all policies should be underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals.

9. Promoting sustainable transport

Paragraph 105. of the NPPF outlines the setting local parking standards for residential and non-residential development , taking into account:

- a) the accessibility of the development;
- b) the type, mix and use of development;
- c) the availability of and opportunities for public transport;
- d) local car ownership levels; and
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

Paragraph 107 (bearing in mind the proposals for the Redland site on the A25). Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance.

Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Paragraph 109. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Paragraph 110. States that applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and ... facilitate access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Paragraph 111. Recommends that developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by

a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

10. Supporting high quality communications

Paragraph 112. Advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being. Planning policies and decisions should support the expansion of electronic communications networks, including next generation mobile technology (such as 5G) and full fibre broadband connections.

Paragraph 113. The number of radio and electronic communications masts, and the sites for such installations, should be kept to a minimum consistent with the needs of consumers. Use of existing masts, buildings and other structures for new electronic communications capability should be encouraged. Where new sites are required, equipment should be sympathetically designed and camouflaged where appropriate.

Local evidence

A SWOT analysis was undertaken by the Transport and Infrastructure Topic Group to determine the strengths and weaknesses of the parish in this topic as well as identifying ideas on how to overcome these issues. The SWOT analysis was presented to residents at the community workshop in 2018. The feedback from the event fed into the final SWOT and into this report.

Issues raised at 2018 consultation.

A number of themes have emerged throughout the neighbourhood plan process – the SWOT Analysis, community consultation and review of the local evidence base:

TRANSPORT - Improved bus service to Oxted/ Chelsham

ROADS - Unmade roads – services/ deliveries unwilling to use v keep them! Maintenance issue.

STREET LIGHTING - should be on all night v keep minimal and use a torch!

SNOW CLEARANCE - to be extended further to all made up roads?

PARKING – no parking on unmade roads/ compulsory permeable drives for off-street parking/ obstruction of pavements/

PAVEMENTS – obstruction by cars/ overgrown hedges/

ROAD LAYOUT – mini roundabout at junction Westmore/ Paynesfield (to aid crossing?). One-way systems for White Lane / Westmore, Crossways, Paynesfield.

BROADBAND - Needs significant improvement to aid personal and business use in rural situation.

RETAIL – Every effort to retain retail/ services esp. Post Office. Proactively encourage further provision serving the community.

Responses from **Utilities** organisations and **TDC** thus far suggest there are no significant concerns regarding the capacity of the Infrastructure to cope with any new developments providing they do not involve more than 50 dwellings

Issues to be addressed

Feedback highlighted 5 main areas which caused concern for the residents:

- 1. Poor mobile phone coverage and broadband speed and reliability - Action including looking favourably at applications for Phone ‘masts’ and further broadband infrastructure. A policy such as the one below could be included in the Neighbourhood Plan.**

(Proposals for the development of broadband and mobile communications infrastructure will be supported, provided that:

- *the design, siting and appearance of the proposed apparatus and associated structures seeks to minimise impact on the visual amenity, character or appearance of the surrounding area, being sympathetic to their immediate surroundings in respect of scale, form and colour, and respects the amenity of neighbouring properties;*
 - *consultation with the local community on the placement of proposed apparatus is encouraged; 3) if on a building, apparatus and associated structures are sited and designed so as to minimise impact on the external appearance of the host building;*
 - *installation methods minimise disturbance to road surfaces and include provision for any remedial work to comply with approved standards;*
 - *if a new mast is proposed, it is demonstrated that the applicant has explored the possibility of erecting apparatus on existing buildings, masts or other structures. Such evidence should accompany any application made to the local planning authority*;*
 - *if development is proposed in a sensitive area, it will not have an unacceptable effect on areas of ecological interest, areas of landscape importance, archaeological sites, conservation areas or buildings of architectural or historic interest. *When considering applications for telecommunications development, the local planning authority will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.)*
2. The impact of new development on existing services, run-off drainage and on street parking – the Neighbourhood Plan could include a policy to ensure that due regard is given to these matters through any future planning applications
 3. Improvements to transport links to areas outside the village should be actively promoted. One option would be for the Neighbourhood Plan to include a policy as follows: *(Proposals and projects to improve the operation of local transport services and encourage ‘community transport’ schemes will be researched in partnership with Surrey County Council, Tandridge District Council and transport service operators.)*
 4. The impact of new development on adjacent road networks – The Neighbourhood Plan can look at options to ensure that appropriate mitigation is provided through the planning process (such as S106 agreements)
 5. Street lighting – One option is that new developments should have sufficient but not intrusive street lighting provision.