

Mr RJ Marsh
7 Mount Avenue
Chaldon
CR35BB

Tel [REDACTED]

Email [REDACTED]

27 May 2026

Dear Sir/Madam,

Town and Country Planning Act 1990

Appeal reference 60066497



I wish to attend the Planning Inquiry for the above Appeal. I wish to apply for Rule 6 status as I made a formal objection to the plan submitted by Sigma Homes Ltd to develop housing on land at Mount Avenue in Chaldon CR35BB. The Tandridge District Council Planning Reference is 2025/771.

I attach a copy of the objection I made to Tandridge District Council.

Yours Sincerely

[REDACTED]

Richard J Marsh

For the attention of Tandridge District Council Planning Department

Dear Mr James Kidger,

Planning application reference 2025/771

I object to the planning application that has been made for 30 dwellings by way of an extension to mount Ave

Greenbelt

The site is located within the Green Belt. The proposals would comprise inappropriate development in the Green Belt and therefore be harmful to the Green Belt. No special circumstances have been demonstrated to clearly outweigh the harm caused by the inappropriateness of this development.

There is no justification to release this site from the Greenbelt.

The Green Belt remains relevant at this site, as it is still important and meets the key Green Belt purposes as outlined in the National Planning Policy framework including:-

- a) to check the unrestricted sprawl of large built-up areas
- b) to prevent neighbouring towns or villages merging into one another
- c) to assist in safeguarding the countryside from encroachment
- d) to preserve the setting and special character of historic towns or villages
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

It should be noted that the application fails to meet the "Golden Rules" for development within the Green Belt, which have been introduced for major development on newly released Green Belt land. There is limited provision for necessary improvements in local infrastructure and new or (improvements to existing) green spaces that are accessible to the public.

The applicant's conclusion that the site is a non-functioning part of the Green Belt is incorrect.

Sustainability

Chaldon is not a sustainable location for the development of the scale being proposed.

Harmful to the character of the site

It is also considered that the proposed development, by reason of the increase in built form and the intensification of the use of the site would cause harm to the open rural character of the site and surrounding area.

The design of the scheme, especially its density is against the Caterham, Chaldon and Whyteleafe Neighbourhood Plan 2018 to 2033 (adopted 2021).

Ecological Considerations

I note that the site probably contains a number of fox hearths that the applicant recommends destroying and this suggests that the applicant has not considered the character of Chaldon while creating this application.

The site is also used by bats for foraging or commuting and several trees have roost potential, as identified by the applicant. The proposed development would have an adverse impact on the local bat population.

Birds of prey are frequently seen circling and hovering over the area of the site, the removal of the current habitat would be likely to be detrimental to their population. The site contains a number of priority habitats (lowland mixed deciduous woodland and species rich hedgerows). The application includes no plans to control cat predation or night pollution, which would denude these habitats of their fauna diversity within a short time.

Unsuitable location for development

The site is also located in an unsustainable location, without suitable access to public transport, services or local amenities, with limited active travel opportunities and where the only realistic means of transport would be the private car due to the very limited public transport services, (the bus service only has a 2 hour frequency). This is contrary to the aims of the NPPF 2021, the Surrey Local Transport Plan for 2022 and policy C SP1 of the Tandridge District Core Strategy.

The gradient of Church Hill leading to Caterham, the nearest station, at 16% means that cycling option, with the narrowness of the roads, frequent potholes, parked vehicles and limited safe overtaking being possible, is uncomfortable and, at times, dangerous for cyclists. Therefore, it is infrequently used as a cycling route in a region that is popular with fit recreational cyclists who enjoys the challenge of the hills. There are pavements on Church Hill but the steepness of the gradient means that walking can still be a challenge to most pedestrians.

The application does not adequately address the distance from the site to amenities such as local state or private schools and the ages catered for by them. The application just identifies the number of schools in the area and makes no real attempt to deal with the problems along the routes that would lead to the schools.

Flooding

Development on the site is unsuitable as it will lead to an increase in flooding in the surrounding areas. All new built areas have an adverse impact on local ground water retention, and the proposed scheme would have a very serious impact. Insufficient work has been undertaken to assess whether proper mitigation is possible on the site. The small pond provided in the application would very soon be full and overflowing.

It is unlikely that the existing sewer system in Mount Avenue would be able to cope with the increased sewage and rainwater drainage that would be generated by the development

Traffic generation and highway safety issues

The carriageway of Mount Avenue is only 5.4 metres wide and the kerb radii at the junction with Rook Lane is tight. If a vehicle is waiting to turn out of Mount Avenue, then a vehicle from Rook Lane cannot turn in and has to stop while the vehicle in Mount Lane reverses. Following traffic

using Rook Lane are not expecting this and a number of "near misses" have occurred. Sight lines along Mount Avenue into Rook Lane are poor and great care has to be taken by vehicle users when exiting Mount Avenue. Currently there are only 16 houses in Mount Avenue, the proposal to build another 30 properties with sole access from Mount Avenue would triple the amount of vehicles using Mount Avenue and would have an adverse effect on road safety at this junction.

At the moment the occasional large vehicle, including refuse vehicles, have to stop on Rook Lane whilst the "driver's mate" stops the Rook Lane traffic so that the vehicle can reverse into Mount Avenue. This would happen frequently during stages of construction of the proposed development

Damage to the highway is likely to be caused by heavy vehicles during the construction phase of 30 additional properties. Mount Avenue was not built to withstand the impact of large numbers of heavy vehicles using the carriageway and structural damage is almost certain to occur. Will the developer be liable to pay for any resulting damage or will this be a cost to Tandridge Council and therefore to the residents?

For all of the above reasons I object to Planning Application Reference 2025/771



Richard Marsh

7 Mount Avenue

Chaldon

29 MAY 2026

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