

Our Local Plan



Tandridge
District Council

Tandridge District
Settlement Hierarchy

November 2015

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1. Introduction

- 1.1. In 2008, the Council adopted a Core Strategy which set out the overarching strategy and vision for the district up to 2026, and identified the key strategic policies to deliver that vision. Since then, the Government has introduced new planning policies and guidance which govern the plan making process of Local Authorities across the Country. This includes the National Planning Policy Framework (NPPF), which came into force in 2012.
- 1.2. In response to revisions to the planning system and to reflect up to date circumstances and needs of Tandridge District, the Council has embarked upon the preparation of a new Local Plan which, once adopted, will replace the Core Strategy (2008). The purpose of the Local Plan will be to set out a new strategy for the district which will guide the development of homes, provide employment and enhance the natural and historic environment.
- 1.3. To ensure that the Local Plan balances the needs and aspirations of our communities and the district in an up to date context, the Council is preparing and reviewing its evidence base. The evidence base will include a variety of studies and research that will inform the emerging Local Plan and include documents which consider housing need, flood risk, infrastructure and transport provision, landscape and environmental assessments and a variety of other topic specific information.
- 1.4. One piece of evidence that is key to preparing the Local Plan and understanding the district is a settlement hierarchy. The importance of a settlement hierarchy or review of settlements¹ and their function is essential for Local Authorities to demonstrate that the role played by settlements in an area has been thoroughly considered
- 1.5. The NPPF identifies that Local Plans should “*take account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it*”². This settlement hierarchy, along with the wider evidence base for the emerging Local Plan, will be used to help the Council achieve this.
- 1.6. The success and sustainability of a settlement is a ‘two-way’ process and whilst the primary understanding of a settlement is its need to provide access to and offer services and facilities to communities and businesses; there must be enough people and users of services to ensure that they are retained. For example, shops and services need to be regularly used for them to remain

¹ For clarity and consistency, prior to reaching any conclusions of a hierarchy, this document will refer to all areas as settlements.

² National Planning Policy Framework (2012) Paragraph 17 – Core Planning Principles

prosperous and viable and where this does not happen, the facilities may be lost.

- 1.7. As such, this settlement hierarchy has been prepared and looks at what settlements exist, how well they are served by facilities and services and their general sustainability. This document will enable a settlement hierarchy to be created which distinguishes between larger settlements, which generally provide the best range of facilities and accessibility, from those less serviced settlements.

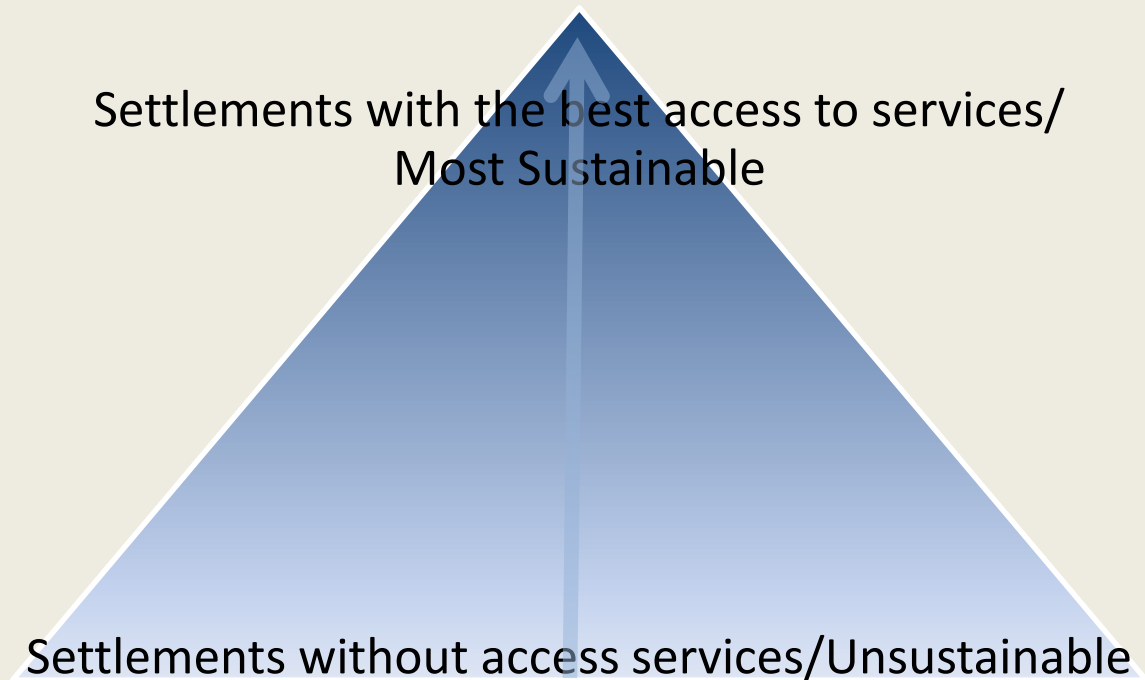


Figure 1: Example of a settlement hierarchy

- 1.8. In order to consider where the settlements in the district sit in the hierarchy, a methodology has been determined and the structure of this document is in accordance with it:
- Stage 1 – Determination of Sustainability Indicators
 - Stage 2 – Settlement Survey
 - Stage 3 – Analysis of information and scoring
 - Stage 4 – Additional considerations and discussion
 - Stage 5 – Conclusion: The Settlement Hierarchy
- 1.9. As per the diagram below, each of these five stages have contributed to the final conclusions and provided a layering of the information and the Council's understanding of the settlements in the district.

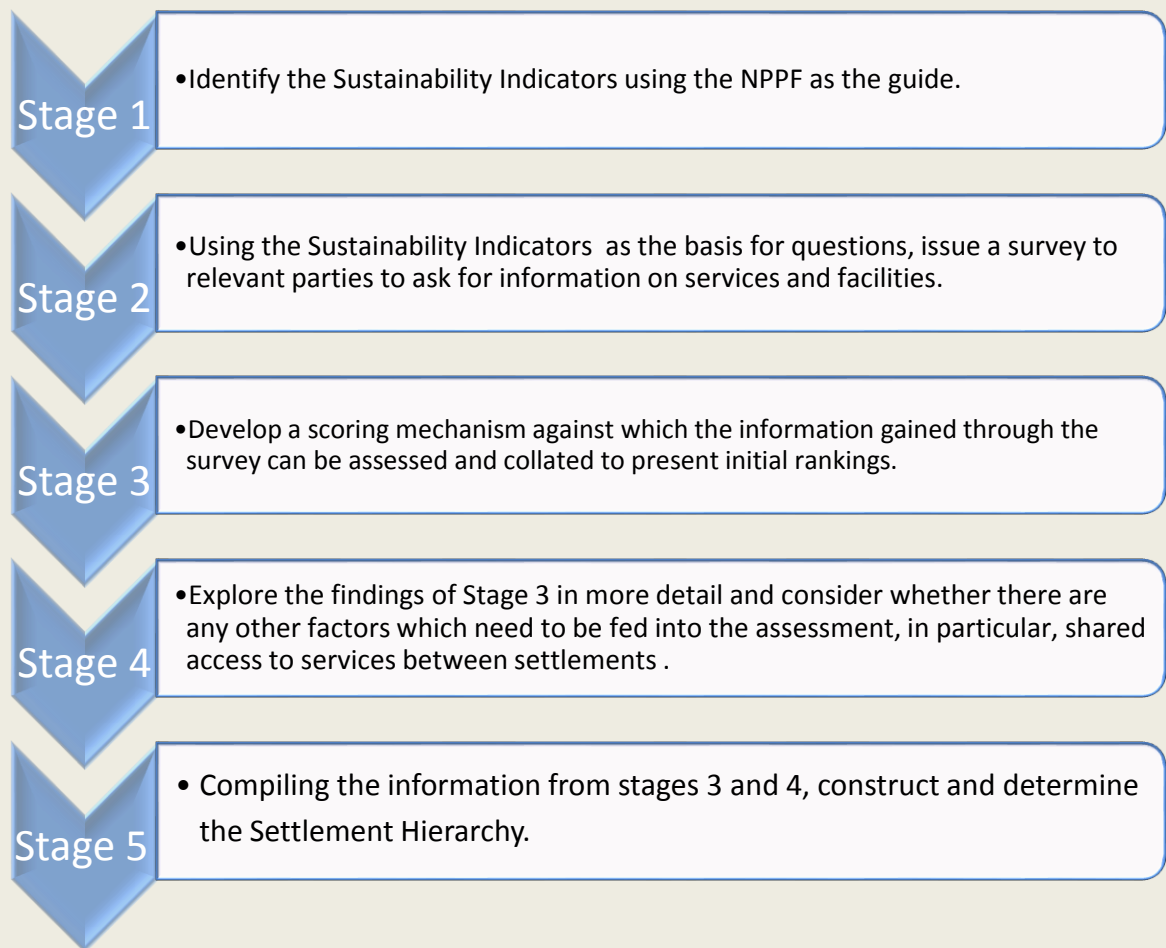


Figure 2 – Assessment process

1.10. The role of this document in informing the wider Local Plan process and how it will be used is important to understand. The following table sets out some key factors which clarify how the settlement hierarchy should be used and its planning context.

1.11. Most fundamentally however, this document **should not be considered in isolation** of the wider evidence base for the Local Plan and represents just one piece of an extensive suite of evidence and technical studies.

What this document <i>is</i>	What this document <i>is not</i>
<p>Is supportive of the objectives which guide the Local Plan as set out in, Topic Paper 01 - Issues and Objectives (September 2015).</p>	<p>Does not make any decisions regarding whether a settlement should accommodate growth in terms of houses or other development, or recommend whether it should be inset from the Green Belt or not. Such decisions can only be made through the plan-making process and the Local Plan itself.</p>
<p>Identifies which settlements are best equipped, in sustainability terms, to</p>	<p>Given the presence of Green Belt in the District, the allocation of any additional growth would most likely require a</p>

accommodate additional development.

revision to the Green Belt boundary and this can only be done where exceptional circumstances are demonstrated. **It is not within the remit of this document to demonstrate where exceptional circumstances exist.**

May identify obvious gaps or opportunities for service and facility improvement to settlements which would be of benefit to the sustainability of an area and its communities and businesses.

Does not consider whether a settlement has the capacity for development in terms of available sites etc. This, once again, is not within the remit of this document and would need to be considered, where necessary, through the preparation of the Local Plan.

Will set out a clear settlement hierarchy for settlements in the district, both large and small, and categorise them in a way that can be used to inform the plan-making process with the relevance of the NPPF and the Government's commitment to sustainability in mind.

2. Policy Context

“Local Plans must be prepared with the objective of contributing to the achievement of sustainable development. To this end, they should be consistent with the principles and policies set out in this Framework, including the presumption in favour of sustainable development.”

National Planning Policy Framework, Paragraph 151

National Policy

2.1 A clear framework is given by the National Planning Policy Framework (NPPF) (2012) to developing plans and strategies for delivering housing and other growth and establishes that the purpose of planning is to help achieve sustainable development. It identifies the three dimensions of sustainable development as economic, social and environmental which in turn gives rise to the need for planning to perform the following roles:

- **An economic role** - contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **A social role** - supporting, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being;
- **An environmental role** - contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

2.2 The NPPF identifies that to achieve sustainable development these three gains should be sought cooperatively through the planning system and further consideration of the policies set out suggest that sustainability relates to the importance of:

- supporting, enhancing and utilising local service and facilities provision (Paragraph 70)
- being proactive in delivering economic benefits to businesses, the community and the Country (Paragraph 17)
- the avoidance of relying on non-motorised transport and better use of walking and cycling (Paragraphs 17, 30 and 34)
- supporting and sustaining rural communities (Paragraph 55)

- responding to the threat of climate change through design and reuse of existing buildings etc. flood mitigation (Paragraph 17)
- avoiding exacerbating the use of private transport and to increase the opportunities for the use of public transport such as buses and trains (Paragraphs 17, 30 and 34), and
- utilising land in such a way that provides for communities and/or the economy , whether that be through the growing of food or the delivery of homes, and balance this with respecting quality natural environment, recognised landscapes, wildlife and biodiversity. As such, the re-use of previously developed land should be considered the more sustainable land use option, where appropriate (Paragraph 17, 89 and 111).

Local Policy

- 2.3** The Council has a settlement hierarchy, which has been adopted through the Core Strategy 2006-2026 (2008) and reaffirmed and elaborated on through the adopted Detailed Policies Document 2014-2029 (2014). Both of these documents recognise the location of many of our settlements within the Green Belt and were informed by earlier plan-making processes and the appropriate government legislation at the time.

Core Strategy (2008)

- 2.4** Core Strategy policy CSP1 ‘Location of Development’ identified where development would take place. The development requirements of the district at the time did not necessitate a release of any Green Belt land and the Core Strategy was supportive of sustainable patterns of travel and making the best use of previously developed land to meet the identified needs. Further, due to the limited levels of identified need, all development was focussed within existing built up areas (Category 1³ settlements) and towards the Larger Rural Settlements (Category 2⁴ settlements). Both Category 1 and 2 settlements represented those areas which had no Green Belt policy designation and were inset from the wider Green Belt.

Detailed Policies DPD (2014)

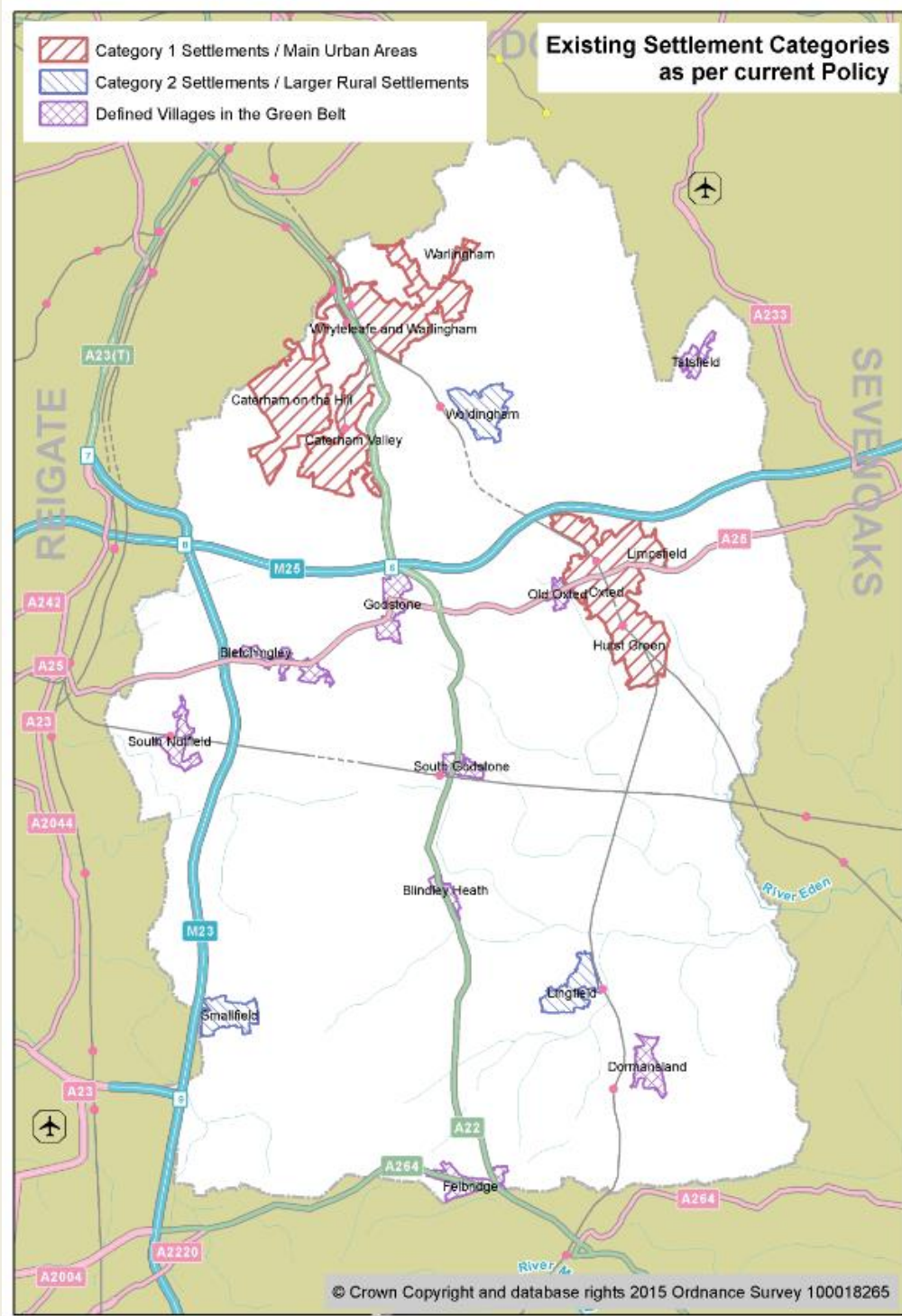
- 2.5** CSP1 also identified the potential to allow for limited infilling and redevelopment within Green Belt Settlements which had a defined boundary, but that remained ‘washed over’ by the policy designation. The policy relating to these specific settlements was elaborated on further, and the ‘categorised’ settlement hierarchy became more extensive, through the Detailed Policies DPD, adopted in 2014 and policies DP11 ‘Development in Larger Rural Settlements’ and

³ Caterham (including Whyteleafe and Warlingham) and Oxted (including Limpsfield and Hurst Green).

⁴ Woldingham, Lingfield and Smallfield.

DP12 'Development in Defined Villages in the Green Belt'⁵. Settlements known as 'Defined Villages in the Green Belt' were identified⁶ for their sustainable nature in terms of service provision, facilities and location etc. and have contributed to enabling the Council to consistently meet its housing need over past years.

Current Settlement Categories Map



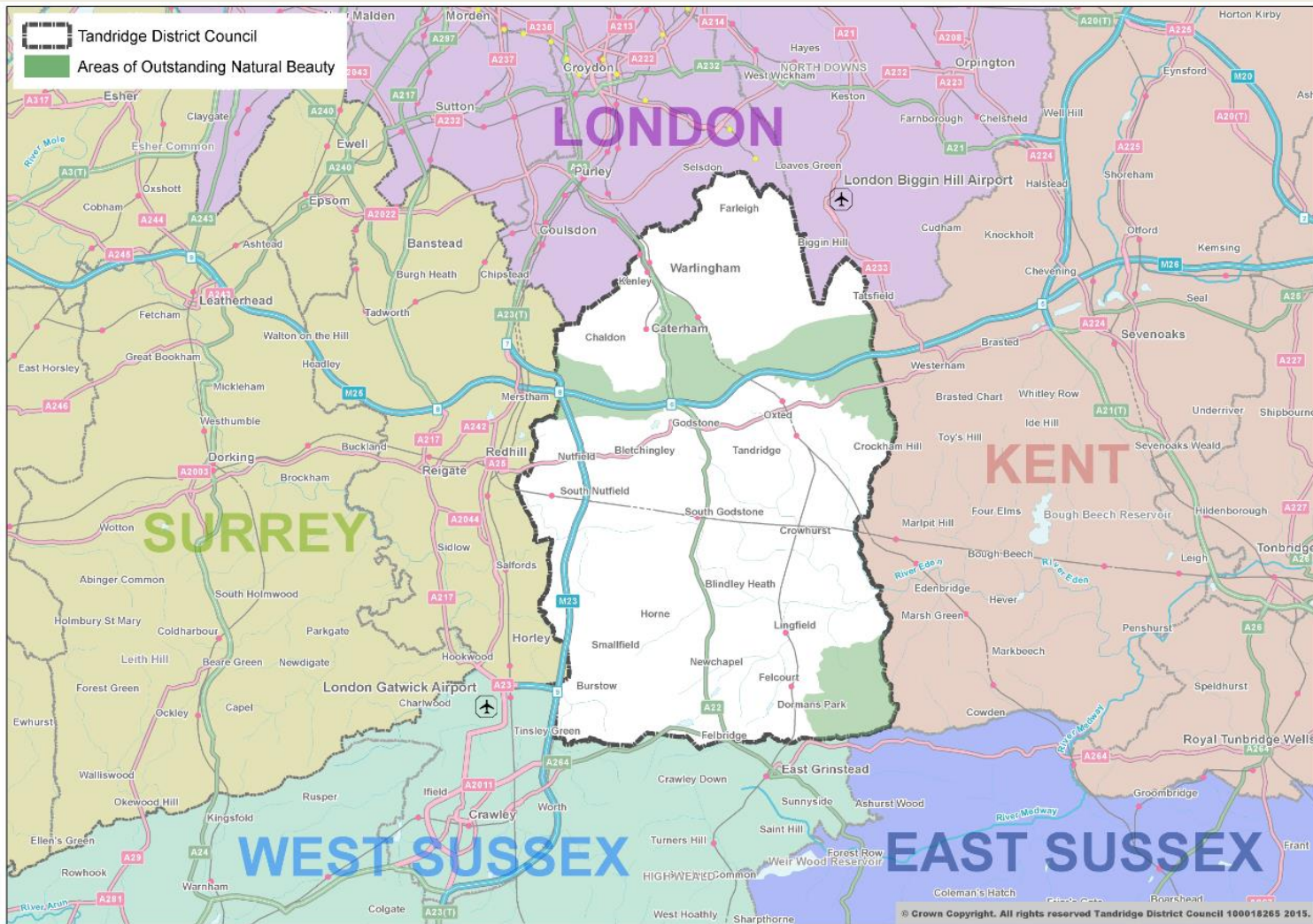
⁵ Bletchingley, Old Oxted, Godstone, Dormansland, Blindley Heath, South Godstone, Felbridge, South Nutfield and Tatsfield.

⁶ As determined by the Defined Villages in the Green Belt, paper (January 2013).

3 Profile

- 3.1** Tandridge is a predominantly rural district with approximately 94% of the land designated as Green Belt. There are two main built up areas in the district: the Caterham cluster in the north, which includes Warlingham and Whyteleafe and the Oxted cluster just south of the M25, which includes Hurst Green and Limpsfield. In addition, there are two larger rural settlements; Lingfield in the south-east and Smallfield in the south-west which continue to provide services for bigger communities. Along with Woldingham, north of the M25, all of these settlements are excluded from the Green Belt designation.
- 3.2** Predicated by its rural nature, the district also includes a number of villages and some other smaller settlements and areas of sporadic development in the Green Belt. These areas range in size and service provision and provide homes and places for business.
- 3.3** Settlements across the district provide a range of facilities which support the daily needs of residents; some have a greater range than others. However, due to the rural nature of Tandridge and indeed the wider surrounding areas of Surrey, London, West Sussex and Kent, there are many smaller settlements which have limited or no facilities and residents will rely upon neighbouring areas or will travel to the larger towns such as Redhill, Crawley, Croydon, East Grinstead and Sevenoaks. The decline in rural facilities has been taking place for some time with changes in lifestyles and availability of services via the internet having a significant impact.
- 3.4** There are two Areas of Outstanding Natural Beauty (AONB), the Surrey Hills AONB in the north and the High Weald AONB in the south-east. AONBs are landscapes of national importance.
- 3.5** There are 11 railway stations in the district from both the larger built up settlements at Oxted and Caterham, as well as in a number of the settlements throughout the area including South Godstone and Dormansland. Services into London traverse the north to south line, with the Reading to Tonbridge line, via Redhill, flowing east to west.
- 3.6** The district is crossed by the M25 and M23 motorways and also the A22 and A25, all of which serve a central function for both the community and businesses. Godstone is arguably the most significant settlement in terms of road infrastructure with the meeting of the A22 and A25 located there, as well as Junction 6 of the M25, just north of it. Gatwick Airport lies just over the district boundary to the south-west near Crawley.

Tandridge Strategic Context Map



- 3.7** The population of the district is approximately 85,400 (2014 ONS mid-year estimates)⁷. Since 2001, the number of households has grown by 5.4% whereas the population growth has been lower at 4.7%. Over the next twenty years or so (2014-2037), it is projected that there will be a steady decline in the number of children (aged 0-15) from 18.9% to 17.8% and a much sharper decline in the number of economically active adults (aged 16-64) from 61.1% to 54.2%. Conversely, there will be an increase of the population at or over retirement age (65+) from 20% to 27.9%⁸.
- 3.8** 73.5% of the Tandridge population is economically active, with 68.4% either in employment or self-employed⁹. The proportion of the workforce who is self-employed (14.2%) is higher than the Surrey or Countrywide average¹⁰.
- 3.9** 8,969 people live and work in Tandridge, with this representing 28.4% of all employed residents in the district. Evidently, this implies that a high proportion of residents commute out of Tandridge to work (71.6%), with a flow of around 3,500 commuters to Reigate and Banstead. There is also an important relationship with Greater London, with a total of 12,478 residents commuting to work in the capital¹¹.
- 3.10** Tandridge is ranked 284¹² out of 354 districts in the UK in terms of deprivation (where 354 is the least deprived). Tandridge's position on the Indices of Multiple Deprivation has notably altered since 2005 when the area was ranked at 323. However, these statistics are relative and do not necessarily mean that Tandridge has become more deprived, but could mean that other areas have become wealthier.
- 3.11** The health of the population is generally good or fairly good. Tandridge is a safe place to live, as Surrey is one of the safest counties in England with a crime rate 29%¹³ lower than the national average, and Tandridge had the joint fourth lowest crime rate in the County in 2013/2014.

⁷ Population Estimates for UK, England and Wales, Scotland and Northern Ireland, Mid-2014 - ONS

⁸ Surrey Database 2015 – Census 2011.

⁹ <http://www.surreyi.gov.uk/DrillDownProfile.aspx?rt=8&rid=715&pid=36>

¹⁰ <http://www.surreyi.gov.uk/DrillDownProfile.aspx?rt=8&rid=715&pid=36>

¹¹ Defining the Housing Market Area technical Paper – Turley Associates (2015)/Census 2011. This figure is based on all London Boroughs.

¹² <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2015>

¹³ Surrey Database 2015 – Census 2011.

4 Stage 1 – Determination of the sustainability indicators

- 4.1** In order to understand the extent to which the settlements in the district can be considered sustainable, a variety of indicators must be identified. These fundamentally relate to service provision, facilities and accessibility (i.e. public transport and connection to the wider transport network).
- 4.2** A sustainability indicator is essentially a service and/or facility which is valued for its contribution to the day-to-day functioning and needs of residents and businesses for the area. For example, a shop, or school or a bus service etc. For the settlement hierarchy process, the sustainability indicators are primarily directed by the policies and core planning principles set out in the NPPF. The NPPF is always the starting point for the plan making process and compliance with national planning document is essential to ensure a sound Local Plan. To support the NPPF, the Planning Practice Guidance (PPG) provides further detail to it and should also be considered when plan making.
- 4.3** The NPPF and PPG are not explicit in setting out a specific list of facilities and services which define sustainability and the process is somewhat subjective in that what one person considers as sustainable will be different to another, and what is considered to be an essential service will also vary from one view to another. However, there is sufficient information within the NPPF to enable the Council to gain a general understanding of the national policy approach and to take a pragmatic view and this is set out in Table 1. Given the importance of securing compliance with the NPPF, this approach is also considered to be an example of best practice.

Table 1 – Sustainability Indicators

National Planning Policy Framework		Sustainability Indicator
Paragraph 17 (Core Planning Principles)	Planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.	Railway Station Bus Service Cycle Route Walking provision
Paragraph 17 (Core Planning Principles)	Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.	Community facilities (meeting rooms, church halls etc.) Recreational Facilities Place of Worship GP facilities Chemist
Paragraph 22 (Ensuring the Vitality of Town Centres)	Planning policies should be positive, promote competitive town centre environments and set out policies for the management and growth of centres over the plan period.	Convenience shop (food shop) Comparison Shop (newsagent or other products)
Paragraph 28 (Supporting a Prosperous Rural Economy)	Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.	Employment premises
Paragraph 28 (Supporting a Prosperous Rural economy)	Promote the retention and development of local services and community facilities in villages, such as local shops, meeting	Convenience shop (food shop) Comparison Shop (newsagent or other products)

National Planning Policy Framework

Sustainability Indicator

places, sports venues, cultural buildings, public houses and places of worship.

Community facilities (meeting rooms, church halls etc.)
Recreational Facilities
Place of Worship
GP facilities
Chemist

**Paragraph 30
(Promoting Sustainable Transport)**

Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.

Railway Station
Bus Service
Cycle Route
Walking provision

**Paragraph 34
(Promoting Sustainable Transport)**

Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Railway Station
Bus Service
Cycle Route
Walking provision

**Paragraph 35
(Promoting Sustainable Transport)**

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Railway Station
Bus Service
Cycle Route
Access to Strategic Road Network (A22, A25 and M25 or M23)
Walking provision

Paragraph 37

Railway Station

National Planning Policy Framework

Sustainability Indicator

(Promoting Sustainable Transport)

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

- Bus Service
- Cycle Route
- Access to Strategic Road Network (A22, A25 and M25 or M23)
- Convenience shop (food shop)
- Comparison Shop (newsagent or other products)
- Community facilities (meeting rooms, church halls etc.)
- Recreational Facilities
- Primary school
- Secondary School

**Paragraph 42
(Supporting High Quality Communications Infrastructure)**

Advanced, high quality communications infrastructure is essential for sustainable economic growth. The development of high speed broadband technology and other communications networks also plays a vital role in enhancing the provision of local community facilities and services.

- Broadband access
- Telecommunications Network

**Paragraph 70
(Promoting Healthy Communities)**

To deliver the social, recreational and cultural facilities and services the community needs, planning policies and decisions should:

- plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to

- Convenience shop (food shop)
- Comparison Shop (newsagent or other products)
- Community facilities (meeting rooms, church halls etc.)
- Recreational Facilities
- Place of Worship
- GP facilities
- Chemist

National Planning Policy Framework

Sustainability Indicator

enhance the sustainability of communities and residential environments

- guard against the unnecessary loss of valued facilities and services, particularly where this would reduce the community’s ability to meet its day-to-day needs
- ensure that established shops, facilities and services are able to develop and modernise in a way that is sustainable, and retained for the benefit of the community

**Paragraph 72
(Promoting Healthy Communities)**

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities.

Primary School
Secondary School

**Paragraph 73
(Promoting Healthy Communities)**

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities.

Recreational facilities

**Paragraph 171
(Health and Wellbeing)**

Policies should understand and take account of the health status and needs of the local population (such as for sports, recreation and places of worship).

Recreational facilities
Place of worship
GP facilities
Chemist

4.4 Detailed consideration of the NPPF identified 18 sustainability indicators. On reflection of these the Council felt that the indicators for telecommunications, walking provision and places of worship should not be used further to inform the process and the reasons for this is set out below:

Sustainability Indicator	Justification for not carrying forward
Telecommunications Network	<p>There is widespread access to a mains telephone line throughout the district. Therefore, there would be little benefit in considering this further in the assessment as no distinction between settlements would be drawn.</p> <p>It is accepted that telecommunications also includes mobile technologies; however, data on mobile signal is not widely available and is also subjective to an area depending on the network provider. For example, Vodafone signal may be stronger in some areas, than O2 or EE, thus benefitting some more than others. Therefore, consideration of this indicator would not be consistent.</p>
Walking Provision	<p>Whether someone chooses to travel on foot, be that for leisure or necessity, is, for the most part, a personal decision. Further, not all of the members of the community are able to walk and is therefore less about choice and more about personal circumstances.</p> <p>In addition, pavements and footpaths etc. are predominantly included as standard wherever development exists and therefore there is likely to be very little distinction between settlements in terms of how well it is provided for. The Council would also suggest that no specific measures need to be present to enable walking to take place and the public right of way network is extensive in the district as is the road network.</p> <p>The Council do acknowledge that being able to walk to a school, the shops or to a bus stop is important in terms of determining sustainability, however the presence of such facilities are considered independently of walking provision at Stage 3. Therefore, walking provision is not considered further in this process in its own right.</p>

Place of Worship

In the context of the NPPF, access to places of worship are a consideration for sustainability in ensuring that communities are able to visit them without having to travel extensively. However, religious practices are subjective and a person's faith will dictate the type of place of worship which they will utilise. For example, Christians will utilise churches and those of Jewish Faith a synagogue etc.

With this in mind, it is not practical to assume that the presence of a place of worship in a settlement contributes to sustainability. Further, even if a place of worship is currently well utilised by a population, this could change over time as people move in and move out. Therefore, the Council have taken the pragmatic view that Places of worship should not be included as an indicator of sustainability for this process as to do so would make assumptions about the religious practices of communities.

It should be noted, however, that places of worship are venues which can offer indirect benefit for a community and in particular those with attached halls and rooms. Church halls etc. can be a venue for multifaceted events such as space for meetings, community fetes and exercise classes. In some cases these spaces may be the only facility of this type for some communities. Therefore church halls and the like will be taken into consideration when assessing community facilities and this is further detailed at Stage 3.

- 4.5 In addition to indicators it felt were not relevant the Council also considered whether there were any other services or facilities that should be included as an indicator for their role in enabling a settlement to provide for the community, be that in a larger or smaller area. The Council felt that the role of both a post office and a public house were important and have also been included as an indicator. The reasoning for this is set out below:

Sustainability Indicator	Reasoning
Post Office	Post Offices can serve a multi-functional purpose where they often replace access to banking facilities which are less frequent across the district. The district has a predominantly older demographic and so the Post Office continues to provide a service for those who are less mobile and also those who would

otherwise need to make specific journeys to make use of such facilities.

Due to the privatisation of the postal service and government cuts, many stand-alone post offices have either been closed or engulfed by another local shop such as newsagents and small supermarkets creating a 'one-stop-shop' effect and a key facility which supports sustainable practices.

Further detail on how Post Offices are considered in the assessment process is set out at Stage 3.

Public House

Often considered to be assets of community value, public houses can provide a key means for community cohesion where local people and others can gather and socialise and relax. As public houses have diversified, they can now provide eating establishments and are sometimes the only location where meetings of local groups such as residents groups can be held. Whilst it is not a fundamental facility for a settlement and the presence of a public house does not directly imply a settlement is more sustainable than another in the traditional sense, they arguably play a role in the social sustainability. They may also provide a community asset in the absence of other facilities.

Public houses will be recognised under the heading of a community facility for the assessment process. Further detail is set out at Stage 3.

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- 4.6** The chosen sustainability indicators remain at the core of the settlement hierarchy process and are used and referred to throughout the remaining assessment process. Stage 3 in particular sets out how these indicators are taken into consideration and used to determine the initial position of the settlement hierarchy.

5 Stage 2 – Settlement survey

- 5.1** On 18th May 2015, the Council issued a settlement survey(see Appendix 1), via email to Parish Councils, relevant community groups such as resident associations and Neighbourhood Planning groups. These particular parties were targeted to be involved as both representatives of the wider community and those likely to have good awareness of the facilities and services in an area.
- 5.2** The purpose of the survey was to gain an up to date understanding of services and facilities within all settlements across the district. The exercise also presented an opportunity to allow for appropriate parties to feed into the evidence gathering process for the Local Plan and utilise their local knowledge.
- 5.3** The survey was predominantly designed to explore the sustainability indicators identified at Stage 1 and ask for information relating to the number of specific facilities and services located in the settlements under the respondents remit. It should be noted that other related questions were asked to assist with context and to be utilised in other Local Plan preparation such as works relating to infrastructure provision and the Infrastructure Delivery Plan,¹⁴ in particular.
- 5.4** The survey was issued to those listed below and took place over the period of 18th May 2015 – 31st July 2015. For clarity, those invited to respond were requested to complete a separate survey form for each of the settlements they were submitting information for:
- Bletchingley Parish Council
 - Burstow Parish Council
 - Caterham on the Hill Parish Council
 - Caterham Valley Parish Council
 - Chaldon Village Council
 - Chelsham and Farleigh Parish Council
 - CR3 Neighbourhood Plan Group
 - Crowhurst Parish Council¹⁵
 - Dormansland Parish Council
 - Felbridge Parish Council
 - Godstone Parish Council
 - Godstone Village Association
 - Horne Parish Council
 - Limpsfield Parish Council

¹⁴ Engagement with infrastructure providers took place in parallel with the settlement survey.

¹⁵ Due to an administrative error, Crowhurst Parish Council was not contacted initially. The Council rectified this as soon as it became known and the period for responding extended to provide them with sufficient time in which to respond.

- Lingfield Parish Council
- Nutfield Parish Council
- Outwood Parish Council
- Oxted and Limpsfield Residents Group
- Oxted Parish Council
- Portley Ward Residents Group
- Tandridge Parish Council
- Tatsfield Parish Council
- Titsey Parish Council
- Warlingham Parish Council
- Whyteleafe Village Council
- Woldingham Association
- Woldingham Neighbourhood Plan Group
- Woldingham Parish Council

5.5 Responses were received from 22 of the 28 parties contacted, and 1 response was received from a member of the public who had been notified of the survey by a residents group.

5.6 The content of the responses were varied and in some cases demonstrated the breadth of local knowledge certain respondents had. However, in some cases, the Council did not receive a survey for some settlements and this required the Council to carry out their own investigation with desktop based research, the utilisation of local knowledge held in the wider council and online resources, where necessary. Verification of information was also necessary in instances where information from a Parish Council and residents groups for the same area conflicted, or where responses related to an entire parish area as opposed to a specific settlement.

5.7 The information gathered from the survey provides the basis for the formation of the settlement hierarchy and the relevant data is taken into account through the mechanisms set out at Stage 3.

6 Stage 3 Analysis of information and scoring

- 6.1** A key principle underpinning planning policy is the need to create, support and promote sustainable communities.
- 6.2** In order to make the information gathered from the settlement survey meaningful, the Council have applied a process of scoring to the data collected through Stage 2, the approach taken is set out below. Whilst scoring mechanisms are not always exact it is considered the most appropriate method of data analysis for the settlement hierarchy in relation to what the document is trying to achieve.

Scoring

- 6.3** Set out in Table 2 is the scoring mechanism which the Council have applied using the Sustainability Indicators as the guide. The table sets out any assumptions made and the score which is attributed. By using this approach the analysis of available information regarding service and facility provision in a settlement is consistently applied.
- 6.4** The settlement hierarchy considers service and facility provision as it is at the time of writing. It does not consider the capacity of the existing facilities and this will be considered as part of the wider plan making process. Future needs of settlements may also be a subject for discussion with adjacent districts and boroughs through the duty to cooperate as part of the plan making process. Liaison with infrastructure providers will also be of particular relevance to this and the Infrastructure Baseline Study and Delivery Plan which will also form part of the Local Plan evidence base¹⁶.
- 6.5** The application of the scoring mechanism represents the initial stage and starting point for analysis. Further assessment and sensitivity testing takes place through Stage 4.

¹⁶ The Settlement Survey process requested information regarding community concerns about capacity and this information is utilised to inform the Councils discussions and potentially the policies of the Local Plan, where appropriate.

Table 2 Scoring Mechanism

Sustainability Indicator	Assumption	Scoring mechanism
Access to Strategic Road Network (A22, A25, A264 and M25 or M23)	<p>Information regarding this indicator has been gained primarily from road maps.</p> <p>Whilst more sustainable modes of transport are encouraged, the use of the private car cannot be avoided and remains a preference for many which is often the case in more rural areas where public transport can be more limited or is impractical, particularly for businesses. With this in mind an element of pragmatism must be employed and those settlements with access to the key roads on the Strategic Road Network (SRN) will be considered more sustainable than those with non-strategic road access. Weighting has been attributed in recognition of this as an asset to sustainability.</p> <p>The Strategic Road Network is such that it is constructed to manage high levels of traffic, in all conditions. Whereas, non-strategic road networks include B-roads and rural roads which can flood more readily and result in closures during adverse weather conditions, and are better suited to low level domestic travel and can be narrow.</p> <p>Key strategic roads are A22, A25, A264, M25 and M23.</p>	<p>For each A class or M class road located within the settlement or on the periphery. 2 points</p> <p>Where no such road exists. 0 point.</p>
Broadband access	<p>Information relating to broadband access was gained from both settlement survey responses and also Ofcom's online resource¹⁷.</p> <p>Changing working practices, an increase in homeworking, online shopping and many other day-to-day matters have all contributed to an increase in online activity which, in many cases, negates the need for communities and businesses to travel as frequently. This is likely to continue to increase and access to broadband connections is a key element of ensuring a settlements' sustainability.</p>	<p>Where a settlement is connected to broadband. 1 point.</p> <p>Where no broadband Connection exists. 0 points.</p>

¹⁷

<http://maps.ofcom.org.uk/broadband/>

The Surrey Superfast Extension programme has been actively trying to increase broadband provision and speeds across the County and whilst the majority of these works have been completed, it is envisaged that some connectivity issues will continue on a smaller scale until the project is completed¹⁸.

Scoring is based simply upon whether a broadband connection exists or not. It is understood that there remains variability in speeds, however, this is highly subjective and can vary from property to property and for reasons other than connection such as the type of router/technical equipment owned etc. Therefore, it would not be possible to consider this as a factor or adjust weighting to reflect a good or poor signal.

Bus Service

Information regarding this indicator has been gathered using the settlement surveys and information compiled by the Council (see Appendix 2).

Hourly service
(Monday to
Saturday) 2 points

Settlements with bus services that operate hourly Monday to Saturday will accrue a higher score than those who receive less than hour's service or no service.

Daily but less than
hourly only. 1 points

Weighting has been attributed to the scoring to reflect the importance that bus services play in terms of determining sustainable access and that requirement of the NPPF to promote sustainable modes of transport. However, services which operate less than daily are not considered to contribute sufficiently to this and therefore no allowance has been given.

No service 0 points

¹⁸ <http://superfastsurrey.org.uk/>

		<p>Note: At the time of writing the number 540 bus route between Woldingham and Redhill was still active; however, it has been scheduled for cancellation and so will not be counted as an active service.</p>	
Community facilities	Community centres, church/village halls and libraries	<p>Information on this was primarily gathered from the settlement surveys and the Surrey County Council website.</p>	Where 4 or more of these facilities exist. 4 points.
		<p>Facilities such as community centres and village halls, can offer a multi-functional space which is of value to the community and libraries can enable access to books, information and IT facilities where available.</p> <p>Whilst they may not be viewed as something which contributes to sustainability in the conventional sense, social sustainability and providing a community with the facilities to access things like sport and exercise, to hold parish meetings and for the local scout troop to meet, should be recognised. Such things can assist cohesion and the quality of community life amongst residents and limit the need to travel.</p> <p>To score under this, the facility needs to be within the settlement, adjacent to it or in easy walking distance (under 1 mile measured as the crow flies). Scoring of this indicator is proportionately based upon the number of recognised community facilities which exist within the settlement.</p>	<p>Where 3 of these facilities exist. 3 points</p> <p>Where 2 of these facilities exist. 2 points</p> <p>Where 1 of these facilities exist. 1 point.</p> <p>Where none of these facilities exist. 0 points.</p>
	Public House	<p>Information on this was primarily gathered from the settlement surveys.</p> <p>Often considered to be assets of community value, public houses can provide a key means for community cohesion where local people and others can gather and socialise and relax. As public houses have diversified, they often now serve food and are sometimes the only</p>	Where a public house exists. 1 point.

	<p>location where meetings of local groups such as residents groups, can be held. Whilst it is not a fundamental facility for a settlement and the presence of a pub does not directly imply a settlement is more sustainable than another, they arguably play a role in the social sustainability and may mean that local people do not have to travel elsewhere for leisure as regularly. And may also provide a community asset in the absence of other facilities.</p> <p>The scoring of this indicator is simply based upon the recognition of a public house and no additional points are awarded for multiple premises.</p>	No public house in the settlement 0 points.
Comparison Shop	<p>Information regarding this indicator has been gathered using the settlement surveys.</p> <p>Shops selling non-food items including clothing, footwear, household goods, furniture and electrical goods are considered to be comparison shops. These shops provide variety in the local shopping experience and can limit the need to travel in some cases.</p> <p>Scoring of this indicator is proportionately based upon the number of recognised comparison shops within or on the periphery of the settlement. Included under this indicator are any retail units which are not food related.</p>	<p>Where 4 or more of these shops exist. 4 points</p> <p>Where 3 of these shops exist. 3 points.</p> <p>Where 2 of these shops exist. 2 points.</p> <p>Where 1 of these facilities shops exist. 1 point.</p> <p>Where none of these shops exist. 0 points.</p>
Convenience shop (food shops)	Information on this indicator was gathered from the settlement surveys and online data.	Where 4 or more of these shops exist. 4 points

	<p>Often considered to be an essential service for local communities these shops sell goods such as food and drinks. A convenience shop ranges in size from large superstores to small corner shops, butchers and green grocers and even petrol stations which have significantly diversified their retail offer in recent times.</p> <p>Even though online grocery shopping is continuing to rise in popularity, the unexpected need to buy a pint of milk or a loaf of bread will always exist and in the absence of somewhere to do this, travel will inevitably take place.</p> <p>Scoring of this indicator is proportionately based upon the number of convenience shops there are in the settlement or on its periphery. Petrol stations, corner shops, local supermarkets, larger superstores and stand-alone butchers, bakers and green grocers, will be included under this indicator.</p>	<p>Where 3 of these shops exist. 3 points.</p> <p>Where 2 of these shops exist. 2 points.</p> <p>Where 1 of these facilities shops exist. 1 point.</p> <p>Where none of these shops exist. 0 points.</p> <p>.</p>
<p>Cycle Route</p>	<p>Information regarding cycle routes was gathered primarily from the Surrey County Council interactive map¹⁹ which is a publically accessible map used to help communities across the County find facilities and transport routes.</p> <p>The use of bicycles as a sustainable mode of transport is improved where safe access clear routes and paths are provided. This also increases the connectivity of settlements and gives confidence to cyclists who use them.</p> <p>The Council recognise that the growing popularity of cycling for leisure has grown in recent years and Surrey, in particular, attracts a variety of</p>	<p>Where a cycle route(s) exist. 1 point</p> <p>No provision directly relating to the settlement 0 points.</p>

¹⁹ <http://www.surreycc.gov.uk/maps/surrey-interactive-map>,

cyclists of differing abilities who use both on and off-road routes irrespective of whether they are specifically demarcated for cyclists or not. As such, a distinction is drawn between non-official leisure routes, which arguably exist throughout the district, and those which have been identified and marked out for the specific use of cyclists and their safety. Points will only be attributed to the latter.

Scoring is based simply upon the existence of an official cycle route either within the settlement or on its periphery.

Employment premises

Information regarding this indicator has been gathered using the settlement surveys and online resources.

Where employment premises exist. 1 point

The NPPF²⁰ is clear that employment/business premises which are sustainably located and which do not exacerbate commuting, should be supported and encouraged.

No employment provision. 0 points.

Employment sites in Tandridge are located sporadically throughout the district with many in rural areas.

Scoring of this indicator is simply based upon whether employment premises exist in the locale. However, it should be noted that retail and agricultural farming related practices are not included here as they usually rely on either limited numbers or specialised types of employee. Therefore, such opportunities are unlikely to either make a recognised contribution to local employment or would need to recruit from a much wider area.

²⁰ Paragraphs 17 and 37

Health Provision	Chemist	<p>Information regarding this indicator has been gathered using the settlement surveys and www.nhs.uk</p> <p>Chemists and pharmacies can be an important provision for a community and the convenience of having a dispensary within the settlement can be invaluable to some, especially where they are accompanied by a GP facility.</p> <p>With the increase in prescription delivery services and the like, chemists are becoming less of necessity and scoring is attributed simply to recognise their existence in a settlement and how many of them there are.</p>	<p>For each chemist within the settlement. 1 point</p> <p>No chemist. 0 points.</p>
GP facilities		<p>Information regarding this indicator has been gathered using the settlement surveys and www.nhs.uk</p> <p>The importance of GP facilities²¹ to a community and residents of a settlement, large or small, cannot be underestimated. The level and provision of GP facilities are a repeated topic for discussion both in national and local arenas. Access to a GP, and the presence of one within a realistic catchment of people homes must be considered when determining how sustainable a settlement is and the score awarded for this is weighted in response to this.</p> <p>It should be noted that GP practices and how they function are currently in flux and it is likely that in the future there will be a change in how services are provided with more of a centralised provision for larger catchment areas. This document, however, looks at the current</p>	<p>For each GP facility in the settlement. 1 point.</p> <p>Where no provision for a GP is made. 0 points.</p>

²¹ Other medical/health facilities such as hospitals and the burns unit at Caterham are not included in this assessment due to their specialist nature and the irregular need to use them by the majority of the districts population

		<p>situation and does not attempt to make adjustments based on potential future changes. As mentioned at para 6.4, the settlement hierarchy does not consider capacity and such issues will be considered through the wider plan making process and in liaison with health care providers.</p> <p>Scoring of this indicator has been considered simply in terms of whether they exist within a settlement and proportionately to reflect how many GP practices there are.</p>	
Post Office		<p>This information was primarily gathered through the settlement surveys and online resources.</p> <p>Serve a multi-functional purpose where they often replace access to banking facilities which are less frequent across the district. With a predominantly older demographic the Post Office continues to provide a service in the district for those who are less mobile and also those who would otherwise need to make specific journeys to make use of facilities.</p> <p>In scoring, no distinction is made between stand-alone post offices and those which are within other premises and a simple scoring approach to reflect the existence of the facility is applied.</p>	<p>For each post office within the settlement either standalone or within another premises. 1 point.</p> <p>No post office. 0 points.</p>
School provision	Primary School	<p>This information was primarily gathered through the settlement surveys and Surrey County Council records.</p>	<p>For each primary school that exists. 1 point.</p>
	Secondary School	<p>There are 25 primary age schools in Tandridge, 7 of which have nursery provision. There are 3 secondary schools in the district, two with post-16 provision. There is no college provision in the district and no short stay schools. There are three Special Schools for children and</p>	<p>For each secondary school that exists. 2 points.</p>

		<p>young people with emotional and severe learning difficulties located in Caterham and Oxted.²²</p> <p>For this exercise, specialist schools are not included as a provision due to their specific nature which is not catchment specific and caters for students in a wider geographical remit.</p> <p>In addition, Tandridge District is home to numerous independent and private schools across the academic age range and nurseries for early years day-care. These schools will not be included or eligible for scoring as attendance at such institutions is determined by those that wish to do so at a personal cost and is not usually geographically restrictive.</p> <p>Weighting is attributed differently to primary schools than secondary schools which secondary scoring slightly higher. This approach has been taken to recognise that whilst secondary schools, by their nature, are larger with fewer of them²³; residents in the vicinity of one have education needs more immediately catered for in terms of travel and access.</p>	<p>Where no school exists. 0 points.</p>
Railway Station		<p>This information was gathered through the settlement surveys and using online resources.</p> <p>There are 11²⁴ railway stations in the district, 9 of which provide access into London for work and leisure. The remaining 2 are on the east to west line between Reading and Tonbridge and connections to other areas can be made at Redhill. All trains run at least every 30mins on</p>	<p>For each railway station in the settlement. 3 points</p> <p>No train station. 0 points.</p>

²² Surrey Schools Organisation Plan (April 2014) https://www.surreycc.gov.uk/data/assets/pdf_file/0006/26169/Full-SOP-2013-14.pdf

²³ Access to schools is considered further under Stage 4 of the assessment process.

²⁴ Caterham, Upper Warlingham, Whyteleafe, Whyteleafe South, Woldingham, Oxted, Hurst Green, Lingfield, Dormansland, South Godstone, and Nutfield

the Reading line during the week, and much more frequently on the London – East Grinstead line.

Around 12,500²⁵ of the district's population commute into London for work and are well served by the train lines. As a sustainable mode of transport and a service which depends on passengers for its survival, railway stations are undoubtedly a sign of sustainability for settlements in the district and are an asset.

However, there are certain settlements which are far removed from rail access and rely on other, less sustainable, means of travel for work and shopping etc.

The presence of a railway station is valuable in itself and no distinction is drawn over the size of the station or its range of destinations. However, a high weighting has been attributed to the scoring to reflect the significance of it as an asset to the community and sustainability.

Recreational Facilities

Much of the information gained on recreational facilities was supplied through the settlement survey and includes sports facilities, parks, gardens and formal and informal play spaces.

Where 4 or more of these facilities exist. 4 points.

Recreational facilities are a key contribution to community life and being able to enjoy where you live as a whole, rather than it being a place where your house is located.

Where 3 of these facilities exist. 3 points.

Recreational facilities enable communities to take their dogs for walk, their children to play and to assist in supporting health and wellbeing. As such, recreational facilities are important to the sustainability of a settlement and play an important health and social role.

Where 2 of these facilities exist. 2 points.

²⁵ Tandridge District SHMA – Defining the Housing Market Area Technical Paper 2015 (Turley Associates)

Scoring of this indicator is proportionately based upon the number of key recreational facilities which exist within the settlement. Facilities included under this category are: recreations grounds, sports pitches, courts and greens, skate parks, gardens, formal play spaces and informal green spaces and woodlands.

To score under this, the facility will need to be within the settlement, adjacent to it or in easy walking distance (under 1mile measured as the crow flies).

Where 1 of these facilities exist. 1 point.

Where none of these facilities exist. 0 points.

Analysis

- 6.6** Utilising the information gathered through the settlement survey and other necessary information such as online data and mapping systems settlements have been scored and table 3 sets out how each one has performed. The scores have been calculated and a 'rank' attributed based on the outcome.
- 6.7** At this point in the process, no conclusion is drawn on the final hierarchy of sites and this is only determined following further consideration of additional aspects which could affect the how sustainable a settlement is considered to be through Stage 4.

How have settlements been identified?

- 6.8** The formal definition of 'settlement' ranges in detail, however, the common understanding across definition is that it is a place where people live and which can vary in size from a few houses all the way up to a large city. Given the broad interpretation of what is considered to be a settlement, it is difficult to capture every one, however, the Council have taken the effort to try and recognise as many settlements in the district as possible for completeness in this exercise. The 34 settlements which are listed in table 3 have been identified on reflection of:
- Areas recognised by the respondents of the settlement survey
 - Established settlements which have been identified through past planning policies i.e. Core Strategy (2008) and Detailed Policies (2014), and
 - The analysis and research undertaken by the Council which assists this process that may have identified an area as a settlement due to its nature as a cluster of homes which are located in a specific geographic location.

Table 3: Scoring

Settlement	Access to Strategic road network	Broadband Access	Bus services	Community Facilities (Including Public House)	Comparison Shops	Convenience Shops	Cycle Routes	Education	Employment Premises	Health Provision (Including Chemist and GP facilities)	Post Office	Railway Station ²⁶	Recreational Facilities	Total score	Initial Ranking based on score
Oxted	2	1	2	5	4	4	1	4	1	5	1	3	4	37	1
Caterham Valley	2	1	2	4	4	4	1	2	1	4	1	3	4	33	2
Caterham on the Hill	2	1	2	4	4	4	1	5	1	4	1	0	4	33	2
Warlingham	2	1	2	3	4	4	1	4	1	3	1	3	4	33	2
Whyteleafe	2	1	2	2	4	4	1	1	1	2	1	6	4	31	3
Godstone	6	1	2	3	4	4	1	1	1	2	1	0	4	30	4
Lingfield	0	1	2	4	4	4	1	1	1	2	1	3	4	28	5
Hurst Green	2	1	2	3	2	3	1	2	1	0	1	3	4	25	6
Smallfield	0	1	2	3	4	4	1	1	1	2	1	0	4	24	7
Bletchingley	2	1	2	4	1	3	1	1	1	0	1	0	4	21	8
Felbridge	4	1	2	3	2	1	1	1	1	0	0	0	4	20	9
South Godstone	2	1	1	4	2	1	0	1	1	0	0	3	4	20	9
Dormansland	0	1	2	4	0	1	1	1	1	0	1	3	4	19	10
South Nutfield	0	1	1	4	1	1	1	1	1	0	1	3	4	19	10
Woldingham	0	1	0	2	4	1	1	1	1	0	1	3	4	19	10
Limpsfield	2	1	2	2	2	1	1	1	1	0	1	0	4	18	11
Old Oxted	2	1	2	1	3	1	1	0	1	0	0	0	4	16	12
Blindley Heath	2	1	2	2	2	1	0	0	1	0	0	0	4	15	13

²⁶ Railway stations have associated with settlements which may not reflect the name, i.e. Godstone train station is located in South Godstone

Settlement	Access to Strategic road network	Broadband Access	Bus services	Community Facilities (Including Public House)	Comparison Shops	Convenience Shops	Cycle Routes	Education	Employment Premises	Health Provision (including Chemist and GP facilities)	Post Office	Railway Station ²⁷	Recreational Facilities	Total score	Initial Ranking based on score
Nutfield	2	1	2	3	1	0	1	0	1	0	0	0	4	15	13
Tandridge	2	1	1	3	0	0	1	1	1	0	0	0	4	14	14
Tatsfield	0	1	2	3	0	1	0	1	1	0	1	0	4	14	14
Chaldon	0	1	2	2	0	0	1	1	1	0	0	0	4	12	15
Limpsfield Chart	2	1	2	1	0	0	1	0	0	0	0	0	4	11	16
Horne	0	1	1	2	0	0	1	0	1	0	0	0	4	10	17
Outwood	0	1	1	2	0	1	1	0	0	0	0	0	4	10	17
Chelsham	0	1	2	1	0	0	1	0	0	0	0	0	4	9	18
Farleigh	0	1	2	2	0	0	1	0	0	0	0	0	3	9	18
Burstow	0	1	2	0	0	0	1	0	1	0	0	0	3	8	19
Titsey	0	1	2	0	0	0	1	0	0	0	0	0	2	6	20
Crowhurst Lane End	0	1	0	1	0	0	1	0	0	0	0	0	2	5	21
Domewood	2	1	1	0	0	0	0	0	0	0	0	0	1	5	21
Fickleshole	0	1	0	1	0	0	1	0	0	0	0	0	2	5	21
Crowhurst	0	1	0	1	0	0	1	0	0	0	0	0	2	5	21
Dormans Park	0	1	2	0	0	0	0	0	0	0	0	0	1	4	22

²⁷ Railway stations have associated with settlements which may not reflect the name, i.e. Godstone train station is located in South Godstone

- 6.9 It is highlighted that whilst 34 settlements have been considered in the assessment process and listed in the initial rankings the results have given only 22 possible outcomes. This is because some settlements shared the same score and so a consecutive approach to ranking has been taken. These scorings and rankings do not present the final hierarchy and will be considered further in this report.
- 6.10 On reflection of the scoring, it is evident that there is a large disparity between the levels of service provision and facilities found in settlements across the district. This is, however, not unexpected given the predominantly rural nature of the area with larger urban settlements. Oxted and Caterham both score highly, reflecting the large scale services and facilities located there and those which have scored the least are predominantly the smaller settlements which house fewer people and have not generated the demand for services that more substantial areas will have.
- 6.11 That being said, whilst the scoring and subsequent ranking demonstrates a logical relationship between the type of settlement and the level of services it provides, there are factors which still need to be accounted for before arriving at a comprehensive hierarchy.
- 6.12 Sustainability does not mean that every service and facility has to be provided in every settlement and **this initial scoring does not take into account those services and facilities which can be accessed in other settlements and only awards a score for those that are present in the settlement.** Nor does it acknowledge how rural life functions in that there is a general expectation and acceptance that some services and facilities will need to be gained from elsewhere. In reality, if all services and facilities were located in all settlements, the fundamental character and nature of a settlement would be somewhat different and for many would alter the rural feel that is appealing to so many.
- 6.13 With this in mind, further interrogation of these initial scorings is needed which may alter the positioning of settlements and this is set out in the next Chapter and through Stage 4.

7 Stage 4 Additional considerations and discussion

- 7.1 Stage 3 utilised quantitative data as a baseline to establish an initial ranking of settlements which reflect how well they are provided for in the local area. Stage 4 explores this further and using qualitative analysis and discussion with the purpose of identifying whether the initial rankings adequately reflect how well settlements are served or whether there are other relevant factors that should be accounted for including proximity to other settlements and access to services elsewhere.
- 7.2 The final settlement hierarchy is not intended, nor would it be effective, to rank settlements in a linear fashion and the purpose of Stage 4 is not to attribute new 'ranks' to settlements but to carry out analysis that enables settlements to be aligned in a way that reflects their sustainability. It is likely that some settlements will be equal in this and therefore a grouping of settlements is more representative.

Population

- 7.3 The size of the settlement clearly plays a part in its significance and in general terms the larger the population the more likely it is to have a range of services, facilities, transport connections and employment provision brought about by a larger demand. To further understand the settlements of the district and to see whether this is the case for Tandridge, there is merit in looking at the initial rankings set out at Stage 3, against the current population of settlements.
- 7.4 It should be remembered that settlements are assessed for their sustainability based upon what they provide and not on the number of people who live there. For this reason, the consideration of population is for contextual purposes and will not be used to inform the final settlement hierarchy.
- 7.5 Table 4 sets out the population and dwelling levels for each settlement and includes the respective ranking identified through Stage 3. This information has been gathered using Census 2011 data and online Office of National Statistics resources.
- 7.6 In most cases information from the Census and other national demographic initiatives is presented on a parish or ward basis. In some cases, the parish boundaries may align with settlements, particularly in the case of larger settlements. However, this is not always the case and where the settlement boundaries do not match the parish boundary, data can be included for all people living in the wider vicinity, as opposed to those concentrated to a specific settlement. In cases such as these the Council have had to make some interpretations and interrogate data further which includes using information at

the Output Area (OA) and Lower Super Output areas (LSOA) level²⁸ which is more detailed than the parish or ward level and can often be more closely associated with the smaller settlements. However, even then, where an area is sparsely populated, the size of the OA or LSOA can still be too large to be sufficiently detailed. Where this occurs, the Council have set this out.

Table 4 Approximate population by settlement

Settlement	Population (Highest – Lowest)	Initial Ranking (Stage 3)
Caterham on the Hill	12,750	2
Warlingham	8,650	2
Caterham Valley	8,350	2
Hurst Green	6,150	6
Oxted	5,200	1
Burstow	4,500	19
Lingfield	3,900	5
Smallfield	3,800	7
Whyteleafe	3,300	3
Godstone	2,900	4
Limpsfield	2,800	11
Bletchingley	2,600	8
Woldingham	2,150	10
Dormansland	1,950	10
South Nutfield	1,900	10
Chaldon	1,750	15
Tatsfield	1,600	14
South Godstone	1,500	9
Blindley Heath	1,100	13
Felbridge	1,100	9
Horne	800	17
Domewood	700	21
Tandridge	700	14
Limpsfield Chart	500	16
Outwood	450	17
Old Oxted	350	12
Nutfield	350	13
Dormans Park	300	22
Chelsham	300	18

²⁸ Output areas were created by the Office for National Statistics for statistical purposes to further interrogate demographic information at a deeper level than ward or parish, for example. Each output area will vary in size and shape depending on the population level and characteristics of an area. It is common for more urban settlements to have a significant number of output areas within it. For the Tandridge Settlement Hierarchy, it has been necessary, in some cases, to add the data of more than one Output Area together, to arrive at an approximate population of a settlement.

Crowhurst	300	21
Farleigh	250	18
Crowhurst Lane End	Usable data not available	21
Titsey	Usable data not available	20
Ficklehole	Usable data not available	21

*Figures are rounded to the nearest 50

7.7 Whilst this approach to identifying population cannot claim to be exact²⁹, it is based upon legitimate and publically available data^{30,31} and sufficiently shows demographic distribution in such a way as to indicate how the number of services generally reflects the number of inhabitants and size of the settlement. For example, the larger the population the more likely it is to be associated with a settlement which has also scored higher through Stage 3. The results in table 4 confirm this with the larger urban settlement of Caterham on the Hill having the highest population and which also scored joint second under the initial ranking for its level of services and facilities. Similarly, the rural settlement of Farleigh is shown to have the least inhabitants and concurrently scored in the bottom 5 of the initial rankings.

7.8 Some obvious anomalies have occurred, however, and warrant further explanation.

Burstow

7.9 The data for Burstow was only deemed to be 'usable' at the parish level and demonstrates the disparity between the population of a settlement and the population of its wider geography. With a population of 4,333, Burstow would be larger than some of the more established settlements in the district such as Lingfield which is not the case.

7.10 The physical nature and form of Burstow as a settlement tends to stretch over a larger area and lacks a clear 'core'³². This proved problematic to attempts to interrogate national demographic data to its micro level and output area, as several different output areas span the locale but were shaped in a way which would still result in an inaccurate assumption. Therefore, the Council accept that it is unlikely that the positioning of Burstow in table 4 is not representative of where it should be. However, as this information is for contextual purposes

²⁹ The population data will not add up to the full resident population of the district due to the fact that people live outside of the settlements which are considered in the analysis.

³⁰ <http://www.surreyi.gov.uk/ViewPage1.aspx?C=Resource&ResourceID=1147>

³¹ <http://www.neighbourhood.statistics.gov.uk>

³² A settlement core is usually placed relatively centrally within a settlement and includes places such as the local shops, a square, village green or church as the focus.

and will not directly inform the settlement hierarchy, no inaccurate conclusions will be drawn.

Felbridge, Old Oxted and Nutfield

- 7.11 Each of the settlements of Felbridge, Old Oxted and Nutfield demonstrate relatively low populations despite appearing³³ to have a reasonable range of services and facilities. All three settlements scored and ranked in the top 12 under Stage 3, with no more than 4 points between them. It is suggested that the ratio of a reasonable supply of services to a lower population is in part due to the commonality of location and access to good transport connections.
- 7.12 Felbridge is located in proximity to both the A22 and A264, and the A25 runs adjacent to Old Oxted and Nutfield respectively. Transport links for rural business has been consistently recognised³⁴³⁵ as a key factor to supporting trade, the economy and communities. Settlements in general, whether rural or urban, large or small, are usually better served by businesses and employers who wish to make the most of passing trade which is generated by traffic from the Strategic Road Network.
- 7.13 Although other settlements in the district are also located on the SRN, each of the three settlements in question also benefit from the nearness of other larger urban areas including Redhill, Oxted and East Grinstead which further buoys the provision of local services and helps to keep them viable for the longer term.

Titsey, Fickleshole and Crowhurst Lane End

- 7.14 As mentioned previously, the nature of a settlement and the way in which demographic data is collected does not always translate easily for analysis. This is the case for three settlements of Titsey, Fickleshole and Crowhurst Lane End and the Council have not attributed a population to these settlements for this reason.
- 7.15 In the similar nature to Burstow, parish level data was available which would cover Fickleshole (parish population 865) and Crowhurst Land End (parish population 281). However, with more than one identified settlement within the associated parishes it was not possible to use this and would likely have resulted in an element of 'double-counting'.

³³ Based on the initial scorings set out at Stage 3 and Table 3.

³⁴ http://www.fsb.org.uk/policy/assets/rural_report_web_final_proof.pdf

³⁵ <http://www.publications.parliament.uk/pa/cm201314/cmselect/cmenvfru/602/60210.htm>

- 7.16 Interrogation at the Output Area level was also attempted, however, due to the very low levels of inhabitancy in these areas the Output Areas were too large as to be meaningful and covered a wider area than was needed. Therefore, a cautious approach was taken and no population figure is identified.
- 7.17 That said, based on the overall parish data, it can be assumed that the population levels of the settlements would be very low and in keeping with the ranking of the areas in terms of service provision.
- 7.18 In the case of Titsey, it was not possible to identify a built form for the settlement upon which to focus further analysis. This could suggest that the settlement is too small, or too widely dispersed, as to be easily identified and the services and facilities identified for Titsey set out in Table 3 would confirm this. The low ranking is only achieved by the presence of a bus service and recreational facilities which may not be there for the specific benefit of an established settlement.

Access to services elsewhere

- 7.19 The role of modern settlements is very different to the traditional concept of one which lived, worked and played together. How the modern populous functions is defined by choice and the options open to people in terms of how and where they live, shop, travel and receive care.
- 7.20 Society is significantly more 'mobile' and access to private and public transport enables people to choose homes in more remote locations whilst being able to work elsewhere. With approximately 30%³⁶ of residents in employment travelling into London for work, the district's range of rail and road connections make the area an ideal place for those who want to leave their busy places of work and come home to a more tranquil and rural environment. Life choices such as these result in a general expectation that an element of travel for certain things will always be necessary.
- 7.21 At the same time, the shift in online business practices, banking and shopping mean that local shops and centres are not necessarily utilised or relied on in the same way as they once were with people picking up a pint of milk from the station on their way home as opposed to using the local shop, or by conducting some bank transactions using smartphones apps.

³⁶ Census 2011

- 7.22 It is frequently the case that ‘higher-order³⁷’ facilities and services such as secondary schools and large supermarkets are more functional, viable and effective when centrally located in larger conurbations. As such, the ways by which certain services are provided also require an element of travel. This, coupled with other changing practices, support the concept that sustainability cannot mean ‘no travel’, and access to those services will require people to travel between settlements to have their needs met.
- 7.23 All of these changes and technological developments have required a level of adaption from modern society as a whole and in recent times the government drive towards sustainability is motivated by ensuring access to services and facilities but not necessarily direct provision. Paragraph 7 of the NPPF which highlights the role of economic, social and environmental sustainability supports this, stipulating that “...*accessible local services*...” are what is important.
- 7.24 Therefore, the need to understand how settlements interact and the inter-relationships and networks that exist between different settlements is essential and it is highly likely that many residents depend on services and facilities from beyond the settlement in which they reside and this must be reflected in the final settlement hierarchy for it to be robust.
- 7.25 The first step in this process is to consider which settlements are closest to one another and then consider what their combined service provision could be. In some cases, this could significantly impact upon the services available to them, in other cases it may not.

The role of non-district settlements

- 7.26 Before considering each settlement in turn, there is merit in recognising that settlements in Tandridge are likely served by others that are not within the local authority area. As discussed earlier in this chapter, choice plays a large role in how people choose and are required to carry out their day to day lives and it is unrealistic to assume that residents will meet all their needs within the district.
- 7.27 On reflection the Council have considered the role of specific settlements outside of the district and which also provide a range of services to Tandridge residents, be that shopping, healthcare or education.
- 7.28 Using the results of the settlement surveys, local knowledge and information on school catchments and the like, it is considered that the following non-district

³⁷ High-order services are found in larger urban settlements and include things like large super markets and leisure centres. The demand for these services and the land mass associated with them is best suited to urbanised settlements and people expect to have to travel to use them. High-order services do not generally need to be access on a day to day basis.

settlements are most likely to be frequented by residents of the district and will play a part in how sustainable a settlement is considered to be:

Biggin Hill	Copthorne	Crawley
Croydon	East Grinstead	Edenbridge
Horley	Redhill	Sevenoaks
Westerham		

- 7.29 Each of these settlements is recognised by their respective Local Authorities in some way with many of them conducting their own settlement hierarchy studies or acknowledging settlements through development plans. Further information on how respective Local Authorities view these settlements is set out in Appendix 3. This information is relevant and assists in determining to what extent these settlements contribute to Tandridge i.e. if they are urban settlements then they are likely to provide a range of services, etc.
- 7.30 Although the Council have no administrative powers over these settlements and cannot include any of these settlements within the Tandridge Settlement hierarchy, they are referred to in context throughout the rest of this chapter and their role has been recognised.

Tandridge District Settlements

Urban Settlements

- 7.31 Although none of the settlements in the district can be considered urban when compared against those such as Croydon or Redhill, Tandridge does have settlements which are large enough and sufficiently developed to be considered urban in the local context. The built character and development pattern of these settlements contributes to their urban nature which distinguishes them from other settlements in the district.
- 7.32 Urban settlements, by their nature, are intended to be sustainable and provide a wide range of services and facilities to meet more than the everyday needs of the immediate community. This can include larger branches of stores, wider employment opportunities and transport hubs which accommodate those who travel in to shop and work or who commute out to other settlements and beyond the district borders. Urban areas are considered to be the most sustainable type of settlement and it is logical to consider those in the district first and how those closest to them are benefitted by proximity.
- 7.33 As demonstrated through the scoring and ranking in Stage 3, Oxted, Caterham Valley, Caterham on the Hill, Whyteleafe and Warlingham achieved the three highest scores with a difference of no more than 6 points between them. In the

case of Oxted and the Caterham's, their high scores are not unexpected as these areas have historically served as the district's main service hubs.

Oxted

- 7.34 Securing the highest score of all settlements is Oxted and this position is fitting for the administrative centre of the district where the Council Offices are located, that has direct access to the A25 and train routes into London. At its core, Oxted has a defined and varied town centre as well as health care provision, library, employment opportunities and well utilised recreation and community facilities.
- 7.35 That is not to say that Oxted does not draw on other settlements for its needs, however, this is likely to be through choice maximising on its access to the A25, frequent bus services and the railway links. Oxted residents are able to get direct access to areas such as Caterham, Croydon, London, Redhill, East Grinstead and Sevenoaks. However, given the provisions of Oxted, it is unlikely that such varied access would make the settlement any more sustainable, but does increase its appeal.
- 7.36 Adjoining the settlement of Oxted are Hurst Green and Limpsfield both of which have scored very differently when considering their provisions in their own right, and in isolation of what they can access in the wider area.
- 7.37 Hurst Green, which lies approximately 1 mile to the south of Oxted, has a number of services and facilities which enable it to score relatively well at sixth place on the initial rankings. This score is secured by the presence of retail and public transport access including bus services and a railway station. However, health provisions (e.g. GP facilities) are not available in Hurst Green which results in residents having to access these facilities from elsewhere including Oxted, Godstone or Caterham. However, the proximity of Oxted makes it the primary choice and demonstrates an element of reliance on services located there.
- 7.38 Similar to Oxted, Hurst Green's position on the London to East Grinstead line increases access to other urban areas along the route. This coupled with the bus services and strategic road connections increases the choices open to residents, which can be considered to benefit the sustainability of the settlement albeit marginally.
- 7.39 Limpsfield however, ranked eleventh and beneath a number of other settlements which do not benefit from immediate proximity to areas such as Oxted or Caterham. Although it has access to bus services and the strategic

road network, Limpsfield does not have many shops and like Hurst Green, has no health services within the immediate area all of which cause it to score less favourably.

- 7.40 Part of the appeal of Limpsfield for residents is its historic and attractive character in a location which has access to the services and facilities in nearby (less than a mile) Oxted. The two settlements are so closely physically connected that the parish boundary of Limpsfield segregates Oxted town centre.
- 7.41 Beyond the physical alignment of the two settlements, the functional relationship between them can also be seen from educational provision, where Oxted School, as one of the few secondary schools in the district, helps to serve Limpsfield's children.
- 7.42 Census 2011 data³⁸ also highlights the relationship and shows that train travel is used by more than 440 (25%) of Limpsfield's 1,765 residents in employment. It is logical to assume that they will utilise Oxted (or Hurst Green) stations to do this, further solidifying how available services in Oxted serve the wider area.
- 7.43 In addition to the rail links, bus services and road access is also available to Limpsfield residents, and whilst much of the day to day needs can be gained from Oxted, other urban areas are accessible to support residents if they chose. Westerham is also approximately 3 miles (by road) from Limpsfield and may offer additional leisure and retail facilities.
- 7.44 It is likely that if Limpsfield were located more remotely and were not directly adjoined to more sustainable settlements, its initial ranking achieved through Stage 3 would remain and its ability to be considered sustainable would be somewhat depleted. However, on reflection it is logical to consider Limpsfield in the similar context of Oxted and Hurst Green. This example of interdependency between settlements demonstrates how much of an impact access to nearby services and facilities can have and the contribution they make to sustainability.

Caterham

- 7.45 Caterham Valley and Caterham on the Hill achieved joint second in the initial ranking exercise. Both of these areas are well served by shops and facilities, with Caterham Valley performing slightly higher as a result of Caterham's main

³⁸www.neighbourhood.statistics.gov.uk

town centre being located there as well as a railway station (Caterham) with links to East Croydon and London.

- 7.46 Similar to Oxted, established settlements are physically attached to both Caterham Valley and Caterham on the Hill and warrant further consideration in terms of how they perform both in their own right and how they are served by the wider area. These areas are Warlingham and Whyteleafe.
- 7.47 Warlingham is predominantly known for its more dormitory function as a place for providing homes although it does have a local centre where shops are clustered around an area of green which serve the community. At less than 3 miles (by road) between Caterham Town Centre and Warlingham, residents also have reasonable access to additional services should they need them.
- 7.48 That said, Warlingham ranked the same as the Caterham's in joint second place through Stage 3 and is well served by services in its own right and has a range of facilities which include local shops, strategic road access, frequent public transport, health provision and a railway station on its periphery (Upper Warlingham). Consequently, access to services is demonstrated and justifies its score. Whilst it is likely that Warlingham does make use of the variety of services and facilities in Caterham, this only further solidifies its position as one of the most sustainable areas in the district.
- 7.49 Whyteleafe can also be considered in a similar manner and has enough services and facilities to warrant third place in the rankings set out at Stage 3.
- 7.50 Whilst it does not score as well in terms of education provision as Warlingham, Whyteleafe is less than 2 miles from both Warlingham and the Caterham's and is well served by the number of schools concentrated in the north of the district and should be considered sustainable. Further bolstering its score is the two railway stations located in the vicinity (Whyteleafe and Whyteleafe South), which will also serve those from the wider Caterham and Warlingham areas.
- 7.51 The inter relationships of those settlements which are urban in nature is not a new understanding for the Council, and has previously been recognised in past planning policies as recently as the current Core Strategy (2008). However, there is merit in ensuring that these relationships continue to exist so that the Council's new planning policies of the Local Plan are informed by up to date analysis and which, once adopted, will replace the Core Strategy.
- 7.52 For Caterham in particular, the recognition of the how these settlements interact is also supported by the CR3 Neighbourhood Forum. The CR3 Neighbourhood Plan, will, once adopted, include planning policies that cover all

four of these areas and a neighbourhood plan area has been designated noting that these areas should be considered wholesale.

Settlements outside the Urban Area

Semi-Rural Service Centres

- 7.53** The majority of settlements in the district are away from the urban areas and some are more remotely located than others. Moving down the rankings set out in Stage 3, it is evident that despite being stand alone, some settlements are still able to demonstrate good levels of service provision and access to facilities, whilst others have little or no services at all.
- 7.54** In fourth, fifth and seventh position³⁹ is Godstone, Lingfield and Smallfield. Each of which have very similar levels of services and the disparity in scoring (6 points) can be linked back to their differing access to public transport and the strategic road network.
- 7.55** For Lingfield and Smallfield, both of these settlements have an established development history which has led them to be viewed as key settlements in the district. Both of these settlements are similar in population (approximately 4,000) and neither is constrained by the designation of Green Belt which has contributed to the number of homes located there and the number of services and facilities which have arisen in response to development.
- 7.56** The Core Strategy (2008) and the Detailed Policies (2014) development plan documents recognise Smallfield and Lingfield and designate them as Larger Rural Centres which has allowed for development more extensive than small-scale infilling. Whilst the designation recognises the rural location and setting, their size and development pattern has made them more semi-rural and consequently they are distinguishable from other settlements.
- 7.57** Lingfield, located in the south of the district has a good range of retail and community facilities, health care provision and a primary school. It is likely that services in Lingfield are not only supported by the local population but utilised and accessed by the more rural settlements in the vicinity such as Dormansland and Blindley Heath. This can arguably put pressure on those facilities, however, the level that exists is not insignificant and additional use can in fact help sustain them and keep them viable for the longer term.

³⁹ Hurst Green achieved sixth position but has already been discussed above.

- 7.58 One particular element which adds to the sustainability of Lingfield is its economic contribution to the local area and wider. The Marriott Hotel and the year-round Lingfield Racecourse, attracts numerous visitors and also provides local employment opportunities.
- 7.59 Secondary and higher education, however, is not available in the immediate area and does need to be accessed from elsewhere. Whilst Tandridge does not have a great deal of state funded secondary education provision in general, needing to access it outside an immediate settlement is not uncommon as it is usually more readily provided in urban areas and draws from a wider catchment. Feedback from the settlement surveys suggested that whilst there is a variety of independent schools in the surrounding area, for state education East Grinstead and Oxted are generally the locations where pupils attend.
- 7.60 Despite a relatively good strategic road network across the district, Lingfield does not have direct access to it but the A22 can be reached via Newchapel Road. It does, however, have bus services and a train link to London and this enables residents to draw on services and facilities from Oxted, East Grinstead, Crawley and Tunbridge Wells should they need to. The settlement survey suggested that East Grinstead, in particular, is visited for grocery shopping.
- 7.61 With all this in mind, it is clear that Lingfield can be considered sustainable and generally provides access to services for both the immediate population and for those in surrounding settlements.
- 7.62 Smallfield, scored slightly lower than Lingfield with a difference of four points between them primarily due to less connections to strategic roads or rail links. However, on scrutiny of the provisions it does have, it is clear that there is a good level of shops, primary education, community facilities and access to local health care.
- 7.63 Similar to Lingfield, one facility that requires Smallfield to look further afield is secondary and higher education and again this is not uncommon and is more readily provided in more urban areas and draws from a wider catchment. Feedback from the settlement survey suggested that whilst there are, once again, independent schools, Horley, Salfords, Crawley, or Redhill provide the main access to state secondary institutions.
- 7.64 Given the location of Smallfield on the far western edge of the Tandridge, it is understandable that residents would draw on additional services from outside of the district, in particular, Horley, Crawley, Redhill and Copthorne. Each of these areas are considered to be sustainable by their respective Local Authorities and undoubtedly increase the access to services that Smallfield residents have and increase their choices of where to gain services from.

- 7.65 Copthorne, which directly abuts the Tandridge border, is the closest settlement to Smallfield (3 miles by road) but may not be the primary choice for residents to access services from. Whilst, Copthorne is considered to be a sustainable 'Local Service Centre' by Mid-Sussex District Council it is very similar to Smallfield in population (approximately 4,000) and service provision and does not have the variety of Horley, Crawley and Redhill. In fact, only Oxted and the Caterham areas come close to competing with the level provision of places like Crawley and Redhill and are significantly further away from Smallfield at approximately 11 miles by road, as opposed to 7 miles.
- 7.66 That being said, despite being able to draw on those non-district settlements, Smallfield does score well in its own right and it can be considered to be sustainable in terms of providing access to day to day services for both the immediate community and those in more rural surrounding areas for day to day.
- 7.67 Scoring above both Smallfield and Lingfield and with a six point difference between them, is Godstone which secured fourth place in the initial scoring at Stage 3. Whyteleafe, the settlement which scored immediately above it, was a difference of just one point and gives an indication as to the level and range of services that Godstone provides. That is not to suggest that Godstone should be considered in the same urban context, however, and as a standalone settlement the size, population (2,900), setting and form of Godstone distinguishes it from Whyteleafe and those settlements which are discussed earlier in this chapter.
- 7.68 To further distinguish Godstone from the more urban areas; unlike both Smallfield and Lingfield, and indeed Whyteleafe, Godstone has retained its Green Belt status meaning the quantum of development has been restricted by planning policy. The Council's Detailed Policies (2014) document, policy DP12, identifies Godstone as a Defined Village in the Green Belt, which in essence only allows limited infilling within the established settlement boundary. That is not to say that the settlement has been untouched by development and infilling has enabled it to become physically denser which has impacted on the character making the majority of the settlement semi-rural in the similar way to Smallfield and Lingfield.
- 7.69 There has been a previous challenge to the Green Belt status at Godstone, most notably through the 1986 South of the Downs Local Plan. At the same point that both Smallfield and Lingfield were removed from the Green Belt, the 'insetting' of Godstone was also proposed. However, this was resisted to limit the impact of development which could be generated by the completion of the M25 which runs directly north of Godstone.

- 7.70 As such, it is argued that the significance of Godstone as a key settlement in the district has been noted for some time and whilst many steps have been taken to contain it, development has continued to take place and services have continued to be delivered and accessed.
- 7.71 Of all settlements considered, Godstone performs highest in terms of the Strategic Road Network and with the A22, A25 and M25 accessible it is argued that Godstone's score has been buoyed by this. However, even if these roads were not located in the area the score would still be equal to Smallfield's and supports the alignment of these settlements for hierarchical purposes.
- 7.72 Godstone is well served by a range of shops, community facilities, a primary school and health care facilities. As with Smallfield and Lingfield, secondary education is accessed from elsewhere and the settlement survey suggests that these are more commonly accessed from Oxted and Caterham. The regular bus services in Godstone assists with this with routes going through Godstone from Redhill to both Oxted and Caterham. These links, coupled with the good road access, make it possible for local residents to draw on larger settlements of Redhill, Caterham and Oxted for wider choices and retail and leisure offers. Also, with the M25 so closely located further afield destinations can be reached by private vehicles.
- 7.73 Whilst it is evident that the local community has access to a good range of services in Godstone, other areas will also draw on those facilities with places such as nearby Bletchingley, South Godstone, and Tandridge often using it as their primary centre for day to day needs. Health care facilities, in particular, are likely to be a facility that attracts those from other settlements, but can place additional pressure on provisions which should be monitored by health care providers.
- 7.74 Analysis shows that Godstone is a sustainable settlement that not only enables access to services for the immediate community, but which caters for some of the needs of those from elsewhere too. Godstone is considered to share similar sustainability levels to Smallfield and Lingfield as service centres for the wider locale. Each of these settlements is able to access variable education, retail and leisure facilities from larger settlements such as Oxted, Horley, Redhill and Caterham, where choice and opportunity is provided.

Rural Settlements

7.75 The settlements which are considered next vary in size and character but all score within the mid points of the initial rankings from Stage 3, and achieve positions 8 – 14 of the overall 22⁴⁰ placing's. These settlements are:

- Bletchingley
- Felbridge
- South Godstone
- Dormansland
- South Nutfield
- Woldingham
- Nutfield
- Woldingham
- Old Oxted
- Blindley Heath
- Tatsfield

7.76 With no more than seven points between them, the scoring would suggest that each of these settlements can demonstrate service provision and at a similar level, albeit not as extensively as those of an urban and semi-rural nature.

7.77 Throughout the remainder of this section the Council frequently refer to the concept of basic service provision which must be a defining factor in any assessment of settlement sustainability. In the case of urban and semi-rural settlements, services and facilities are comfortably provided for. However, this is not so obviously demonstrated for the settlements considered under this heading and further discussion on this is set out below.

7.78 For the benefit of clarity, basic services are:

- At least one convenience shop
- Community facilities
- A bus service
- Local employment
- Recreational facilities

⁴⁰ Although there were 34 settlements considered through the assessment process, some shared the same score resulting in only 22 positions in the initial rankings.

- 7.79 The Council have taken a pragmatic and logical approach in the selection of these particular sustainability indicators as examples of things which serve everyday needs.
- 7.80 When the development history of these settlements is taken into account, the similar scores are not surprising and the Council's Detailed Policies (2014) document, policy DP12, identifies all of them, with the exception of Nutfield and Woldingham, as Defined Villages in the Green Belt.
- 7.81 This policy designation has meant that only small scale infilling has been allowed and no significant development has taken place to the extent that additional services would be provided and the reliance on an increase to facilities would need to come forward through other means.
- 7.82 In the case of Woldingham, this settlement certainly merits further analysis as unlike the settlements designated as Defined Villages in the Green Belt, is inset from the Green Belt as are Oxted, Caterham, Smallfield and Lingfield.
- 7.83 Under existing planning policy⁴¹, Woldingham is considered to be a Larger Rural Settlement and the policy does not restrict development as heavily as those that remain in the Green Belt. However, the character of Woldingham, as distinctively rural with low density homes, has not generated the level of development that would force an increase in service provision, but has still continued to experience infilling and piecemeal development which relies on the existing and basic level of services that are found there. On reflection of this it is felt that Woldingham should not be considered in the same context as Smallfield and Lingfield in the future and that it is actually more akin to the service provision of rural settlements.
- 7.84 There is no immediate healthcare provision in Woldingham and residents must travel to Oxted, Caterham and Godstone, each 4 miles away by road, to visit the GP or the pharmacy. The local convenience shop is well used and there are a variety of more specialised shops such as a golf supplies retailer. The settlement survey suggests that Oxted (4 miles), Caterham (4 miles), Warlingham (3 miles) and Reigate (13 miles) are utilised as the commercial centres for residents.
- 7.85 Woldingham does have a good range of community and recreational facilities and these often attract those from outside of the immediate settlement.
- 7.86 Similar to all non-urban settlements in the district, Woldingham children have to access state secondary and higher education outside of the settlement but

⁴¹ Core Strategy (2008) and Detailed Policies (2014).

there is a local primary school. The settlement survey suggests that Woodlea School is well attended but does have to contend with pressure for places from pupils outside of the immediate catchment.

- 7.87 In addition to the attractive nature of Woldingham, residents are drawn to the area by its rail station and direct connections to London. However, Woldingham recently⁴² lost its bus service to Redhill and is not particularly well connected to the Strategic Road Network. As such, there is more of a reliance on the private vehicle to access services from elsewhere if the train is not appropriate.
- 7.88 Whilst Woldingham's level of services can be considered basic it can be considered sustainable at this time. An increase in local access to services is important for Woldingham residents and the Woldingham Neighbourhood Plan⁴³ lists improving services in the area as an objective for the future.
- 7.89 To the east of Woldingham and situated south of Biggin Hill is Tatsfield. Tatsfield has retained a rural character which is assisted by the varied topography and woodland in the area. Out of all of the settlements considered in this section, Tatsfield scores the least, but is still able to demonstrate a basic level of services with good community facilities, local shops and education provision.
- 7.90 It is also worth noting that Tatsfield and Tandridge scored the same in the initial rankings, however, the services provided in Tandridge do not meet the basic criteria considered necessary to qualify as a rural settlement. To further distinguish the two settlements from one another, it is also argued that Tandridge's score was buoyed by its access to the strategic road network, but has no local shop which can serve the residents.
- 7.91 In terms of travel, whilst Tatsfield is not directly connected to the Strategic Road Network, it is not far from the A233 to Biggin Hill and bus services also operate via Tatsfield to both Biggin Hill (4 miles) and Westerham (3 miles).
- 7.92 Given the location of Tatsfield in the far north eastern corner of the district it is plausible to assume that these out of district areas, along with Oxted (4 miles), will serve as key commercial areas for residents. The settlement survey confirms that secondary education at these areas is utilised and higher education further afield in Sevenoaks and Reigate. Access to services in these areas supplements Tatsfield as a sustainable rural settlement.

⁴² Summer 2015

⁴³ <http://www.woldingham.com/WNP/>

- 7.93 Located south of the M25 from Woldingham and west of Godstone, are the settlements of Bletchingley and Nutfield. These two settlements have been grouped for discussion due to their proximity to one another and similarities in terms of where they draw additional services from.
- 7.94 Bletchingley is the physically and demographically larger of the two settlements and scores highest out of all others considered under this heading. Bletchingley and Nutfield's scores are bolstered by their strategic road access and the bus services which run along the A25, but the more general service provisions of each are quite different.
- 7.95 At its historic core, Bletchingley is served by a range of shops, including a post office, public houses and good recreational and community facilities. It also has a primary school and some local employment opportunities. Whilst it does not have services in abundance, or to the extent of nearby Godstone, it does provide for the basic day to day needs of the immediate community. However, its ability to support the needs of other settlements in addition to its own might be challenging.
- 7.96 Nutfield, however, does not perform as well and does not have the same levels of community facilities as Bletchingley. It does not have a local convenience shop and there is an obvious need for Nutfield residents to gain access to a basic level of services elsewhere at Bletchingley and South Nutfield (1 mile), Godstone (3 miles) and Redhill (2.5 miles).
- 7.97 Whilst this document argues that access to services from elsewhere can contribute to settlement sustainability, it must be considered in context and regard given to how frequently residents would need to travel in the first place. For example, for urban areas there is likely to be very little need to travel regularly to access services other than because they choose to. Residents of semi-urban settlements may need to travel for very specific facilities but the requirement to travel is relatively limited. Whereas settlements which have few provisions will likely need to travel much more frequently and possibly on a more than daily basis, even for the simplest of things such as pint of milk.
- 7.98 The importance of Redhill, Godstone, Bletchingley and South Nutfield and their provision of service to residents of Nutfield are not overlooked and these areas do provide a wealth of choice. Access to these settlements is also good with both bus services and a direct road in either direction. Yet, this does not overcome the issue that Nutfield has a less than basic provision in the immediate local area and is deemed to be unsustainable for the purposes of determining the settlement hierarchy.

- 7.99 It could be argued that services and facilities for the wider parish are concentrated in South Nutfield which is rurally located away from the A25 and on the direct train route to Redhill and Tonbridge. Whilst there is no healthcare provision in South Nutfield there is a primary school, local shop, a good range of community and recreational facilities and it does meet the criteria for basic services and therefore can be considered to be sustainable.
- 7.100 To supplement South Nutfield's basic provisions, Redhill is 3 miles away by road where choice and access to services also exist.
- 7.101 Further east of South Nutfield is South Godstone which, like South Nutfield, lay adjacent to the Redhill to Tonbridge line and attracts non-resident commuters who make use of railway station. South Godstone originated as a mediaeval community known as Langham and over time has developed to its current form as an established residential area.
- 7.102 South Godstone residents have immediate access to the Strategic Road Network (A22), a good range of community facilities, a small number of local shops, a primary school and recreational facilities. Lambs Business Park is also not too far away and contributes to local job opportunities. As such, it is evident that basic amenities are available, but there remains a need for residents to seek services, including healthcare, a wider retail offer and secondary education from elsewhere and away from the local area. Oxted (4 miles), Godstone (2 miles), Lingfield (4.5 miles) and even Caterham (5 miles) as the closest service centres can provide assistance for this.
- 7.103 North east of South Godstone is the small and characteristic settlement of Old Oxted which also scored within this cluster of settlements. With a bus service, community and recreational facilities (including a range of public houses) and local shopping provisions it meets the basic fundamentals to be considered sustainable.
- 7.104 In addition to this, Old Oxted could be seen as having the best access to services out of the others given its proximity to Oxted which is walking distance at less than a mile away. However, given the presence of the A25 which segregates the two, it is likely that a car would still be needed for residents to access Oxted to avoid the safety implication of crossing the road on foot and there are no pedestrian crossings in the vicinity to mitigate this⁴⁴. Therefore, proximity to Oxted in this case is not considered to contribute in any significant

⁴⁴ The Council note that there is an established pattern of Old Oxted residents walking into Oxted to access the train facilities, for example, despite the lack of a public crossing. However, this is not encouraged due to safety issues and should not be considered as a sustainable practice.

way to the sustainability levels of Old Oxted in the same way as Lingsfield and Hurst Green, and is more appropriately considered to be a rural settlement.

- 7.105 Located south of South Godstone and north west of Lingfield is Blindley Heath. Split down the centre by the A22, the settlement has been developed either side of the road and has a diverse character of old and new style homes, industry and farming.
- 7.106 Local services to the settlement include bus service, community facilities, a local shop, employment opportunities and recreational facilities most of which sit along the A22. Due to its location, the local shop which also serves as the petrol station, is utilised by significantly more people than those in the immediate area who travel through the area, yet only sells the daily essentials such as bread, milk and cold drinks etc. However, Blindley Heath does meet the criteria for basic provisions.
- 7.107 The presence of bus services and direct access to the A22 enable residents to visit better served settlements including Lingfield (3 miles), Oxted and Edenbridge (6 miles) and Smallfield (7 miles) to access health care and broader leisure choices for example.
- 7.108 Once again though, Blindley Heath demonstrates a need to rely on services from elsewhere to meet needs over and above a basic level. As such, it is logical to assume that those services that do exist may struggle to cope more than those of the immediate population and are better served in the more semi-rural and urban settlements.
- 7.109 Dormansland is also a settlement that, like Blindley Heath, serves a wider area than its immediate community, in particular residents of Dormans Park and also commuters from elsewhere who utilise Dormans Station for its train links to London; parking in the locale and accessing the limited number of shops as needed.
- 7.110 As a settlement which is currently considered, in policy terms, as a Defined Village in the Green Belt⁴⁵; Dormansland has not had its services supplemented in response to comprehensive development. Instead, infilling and small scale development has taken place incrementally putting further pressure on local services. The settlement survey suggests that there have also been closures to local provisions which further exacerbate this.
- 7.111 That said, Dormansland still meets the criteria for basic services and is considered sustainable at this time. The area has recently been designated as

⁴⁵ Detailed Policies (2014) Development Plan Document DS12.

a Neighbourhood Planning area and it is envisaged that service provision will be a factor for consideration through the Neighbourhood Plan.

- 7.112 Finally, Felbridge, which scored second highest amongst these settlements and ninth place overall; is located in the far south of the district, on the border with Mid-Sussex and adjacent to the settlement of East Grinstead.
- 7.113 Felbridge has access to bus services, education provision and a range of shops and community facilities to serve the immediate population and meets the criteria for basic services. It also scored well in terms of its access to the Strategic Road Network (A22, A264) and whilst road access is beneficial to settlements, it could have superficially buoyed the scoring in this case. That said, even if these roads did not exist in Felbridge it would not alter things so significantly and it would still demonstrate sufficient services to be considered sustainable.
- 7.114 Whilst there is no healthcare provision in Felbridge itself, East Grinstead is less than 3 miles away where a wider choice of services and facilities are accessible. In addition to East Grinstead it is likely that residents will frequent Crawley (9 miles) and Copthorne (5 miles) both of which lie to the west.
- 7.115 All of the settlements considered under the heading of Rural Settlement, with the exception of Nutfield, can be considered sustainable. But, unlike the larger urban and semi-rural settlements, most can only demonstrate a basic level of provision and there is a need for residents to rely on larger settlements for a variety of their day to day facilities and as such, are not as well equipped to assist in sustaining other settlements to any great degree.

Limited and unserviced settlements

- 7.116 Given the rural nature of the district, it is no surprise that there are a variety of settlements which are very small and sporadically located across the district, some barely more than a small cluster of houses in remote locations. Although Tandridge is predominantly countryside, the history of the area has led to old hospitals and military installations being redeveloped which in some cases have led to new settlements being created incidentally, but which are dormitory with no supporting services and a general dependence on the private vehicle.
- 7.117 The settlements which have not already been considered in the above sections and which were identified through Stage 3 are numerous but all share a variety of commonalities that align themselves to each other. The fundamental factor being that neither can meet the basic day to day needs of its

own residents and the need to travel to other settlements to gain access is a necessity.

7.118 Whilst the Council has explored the fact that sustainability is about access to services and not necessarily direct local provision, there is a balance that still needs to be struck. Where service provision is so limited that the need to travel is exacerbated for even the most basic things then a settlement cannot be considered sustainable.

7.119 The settlements of the district considered to be unsustainable⁴⁶ are set out below and whilst the Council have not gone into detail on each one of these settlements, key observations have been set out to explain why these areas are considered in this way.

- Tandridge
- Chaldon
- Limpsfield Chart
- Horne
- Outwood
- Burstow
- Chelsham
- Farleigh
- Titsey
- Crowhurst
- Crowhurst Lane End
- Domewood
- Fickleshole
- Dormans Park

7.120 The shape and form of these settlements vary greatly from small groups of homes, to ribbon type development over wider areas and a range of population sizes; however, the commonality which they do have is limited or no access to services.

7.121 None of these locations have health care provision within their settlements and there are very limited levels of convenience shops, primary education and local employment opportunities. Further, whilst it may be the case that some of these services could be accessed from other settlements, the provisions of strategic road access, rail links and bus services are also limited or not present.

⁴⁶ Nutfield is also considered to be within this category but has been explored in detail under rural settlements.

Only Domewood, Tandridge and Limpsfield Chart have direct access to the strategic road network and bus services are variable across the settlements yet Crowhurst has no regular service at all.

7.122 Although for some settlements it has been possible to demonstrate the importance of shared access to services, this is not always plausible. More urban settlements and those with a good range of services and facilities are better equipped to accommodate needs of a wider populous. However, for the smaller settlements where provision is only really sufficient for immediate needs, any additional pressure can be too much and become a burden which impacts all service users. For example, if a small primary school is located in a rural settlement with just enough capacity for its immediate residents, but is forced to respond to the needs of the wider community then quality may suffer, or securing a place for a child might become more difficult.

7.123 The reality of service provisions such as health care and education is such that providers generally tend to increase services or provide new facilities in response to a notable population increase, usually brought about by housing delivery as opposed to natural growth. As such, given the nature of these settlements a 'critical mass' of development is unlikely to occur thus the likelihood of an increase in service provision is also unlikely, further solidifying the view that these settlements cannot be considered sustainable.

7.124 Dormans Park provides a good example of how sustainability is not just about being able to access services, but about being able to access services that are sustainable and sufficient enough to cope with increased capacities over and above the immediate populous.

7.125 According to the initial rankings from Stage 3, Dormans Park places last beneath all other settlements considered, scoring just 4 points. The settlement has developed piecemeal and over time as a wealthy private dormitory, but with no shops, education, healthcare, community facilities, post office or employment opportunities residents are forced to access services from either Dormansland (less than 2 miles by road) or make travel further afield to East Grinstead (4 miles), Oxted and even Royal Tunbridge Wells.

7.126 Although Dormansland is the closest settlement and scores significantly higher with 19 points and in tenth position, the facilities in Dormansland itself are not extensive and the added pressures of commuters and other nearby smaller settlements cannot be sustained indefinitely. As such, whilst Dormansland is an option for residents of Dormans Park to use, it adds very little in terms of increasing its ability to be considered sustainable and its position in the initial rankings is justified.

7.127 As stipulated earlier in Stage 3, the settlements identified in the analysis are not exhaustive and there may be other areas which have not been considered in any detail in this process. However, it is logical to assume that if they have not been identified through any of the formal processes or research conducted as part of this document, then they are unlikely to serve any function that warrants a detailed assessment of their sustainability and are considered to be unsustainable by default.

Factors not taken into consideration

7.128 It is recognised that there are other aspects that could have fed into this process, and as with any exercise, this form of assessment is not without constraints. For the sake of transparency and clarity the Council have listed below those other elements of data collation that were considered and discounted and the rationale for the approach. Ultimately, the decisions were made on benefit to what was being achieved and it is felt that the final settlement hierarchy accurately represents the types of settlement in the district and is a robust and logical conclusion of their sustainability.

Information	Justification for omission
Car ownership/Usage	<p>An over reliance on the private vehicle is often considered to be a factor which undermines sustainability. Whilst areas which need to rely on the private car due to a lack of public transport are not ideal, the decision to use a car is somewhat subjective. The use of private vehicles can be determined by choice with many choosing to drive despite there being buses or trains. As such, it is not always accurate to try and draw a correlation between use of the private car and sustainability.</p> <p>Car ownership is also a subjective matter and it is not always accurate to say that people own more cars because it is an unsustainable location. Car ownership can be connected to wealth, mobility issues and the number of people living in a household, none of which can be directly tied to how sustainable a settlement is considered to be.</p> <p>For these reasons, this aspect was not accounted for in the assessment process.</p>
Travel to work patterns	<p>The NPPF is clear that unsustainable travel patterns should not be exacerbated and access to jobs near homes should be available to ensure sustainability. The sustainability indicators set out at Stage 2 support this.</p>

Whilst this certainly is a valid consideration in terms of developing sustainable communities, it is not realistic to assume that if there is a local job, it will be taken by a local person. Further, Tandridge District has excellent links to London where the highly skilled residents can find a variety of well-paid positions and it is not plausible to think that the local area or surrounding districts and boroughs can compete with this.

Employment is about choice and therefore, consideration of travel to work patterns will not produce sound conclusions that would influence the settlement hierarchy.

7.129 This chapter has further considered the findings of Stage 3 and taken into account the relationships between settlements and how this can contribute to accessing services. Whilst the narrative does indicate how settlements are likely to be aligned to establish the formal settlement hierarchy, this is set out in full in the next chapter and Stage 5.

8 Conclusion: The Settlement Hierarchy

- 8.1 The process of assessing the sustainability of the district's settlements is not simple but the process that has been conducted in this document does arrive at a hierarchy which is based on a number of factors in keeping with the NPPF concept of what it means to be sustainable.
- 8.2 To arrive at the hierarchy the Council have identified a range of sustainability indicators against which to base assessment. Then, with the assistance and information gained from a settlement survey carried out with parish councils and residents groups, the Council have identified how each settlement performs against these indicators. Finally detailed consideration was given to the complexity of settlement function and the interdependency of areas on each other for service access, to align settlements in a way to reflect their overall sustainability.
- 8.3 This concluding chapter pulls together all the narrative and assessments from Stages 3 and 4 and sets out the settlement hierarchy for the district which will be used for policy making.
- 8.4 The table 5 below shows the settlements in their respective hierarchical grouping from most sustainable, at the top, to least sustainable at the bottom a diagrammatic representation of the hierarchy is also set out at Appendix 4.

Table 5: The Settlement Hierarchy

Tier	Name		Settlement
1	Urban settlements	<p>These settlements provide access to the highest concentration of services and employment within Tandridge and are considered to be the most sustainable.</p> <p>Urban settlements provide homes for the majority of residents in the district and contain a good range community facilities.</p> <p>People travel to these areas from other settlements within the district and from over the borders to make use of the greater retail offer, leisure facilities, education and health provisions that are located here. These areas are connected to Strategic Road Networks and have good access to a wide range of public transport including rail stations with links to London.</p>	<p>Caterham on the Hill Caterham Valley Hurst Green Limpsfield Oxted Warlingham Whyteleafe</p>
2	Semi-Rural Service Settlements	<p>Whilst smaller than urban settlements, these stand-alone areas cater comfortably for day to day local needs of the community and provide access to a range of other facilities including community, recreational, education and health facilities.</p>	<p>Godstone Lingfield Smallfield</p>

These settlements are characterised as semi-rural in nature due to their size, character and population which is generally higher than the majority of settlements in the district but notably lower than the urban settlements.

Settlements under this category are connected to a Strategic Road Network and a range of public transport which enable those from the more rural and unserved settlements, to access provisions as needed.

3 Rural Settlements

Rural settlements vary in size and character but all share a basic level of day to day services for residents. None of these settlements have their own health care facilities but do have a notable and often specialised retail offer.

Community facilities and public house provision is particularly good in these areas. However, the majority of services and facilities are gained from other settlements and there is more of a reliance on the need to travel than those settlements listed as semi-rural and urban.

Although there is variable access to public transport and the Strategic Road Network across these settlements, this is

Bletchingley
Blindley Heath
Dormansland
Felbridge
Old Oxted
South Godstone
South Nutfield
Tatsfield
Woldingham

considered to be a necessity for residents to access other areas. Further, where rail stations exist, this can place pressure on limited provisions due to the influx of commuters.

4 Limited and Unserviced Settlements

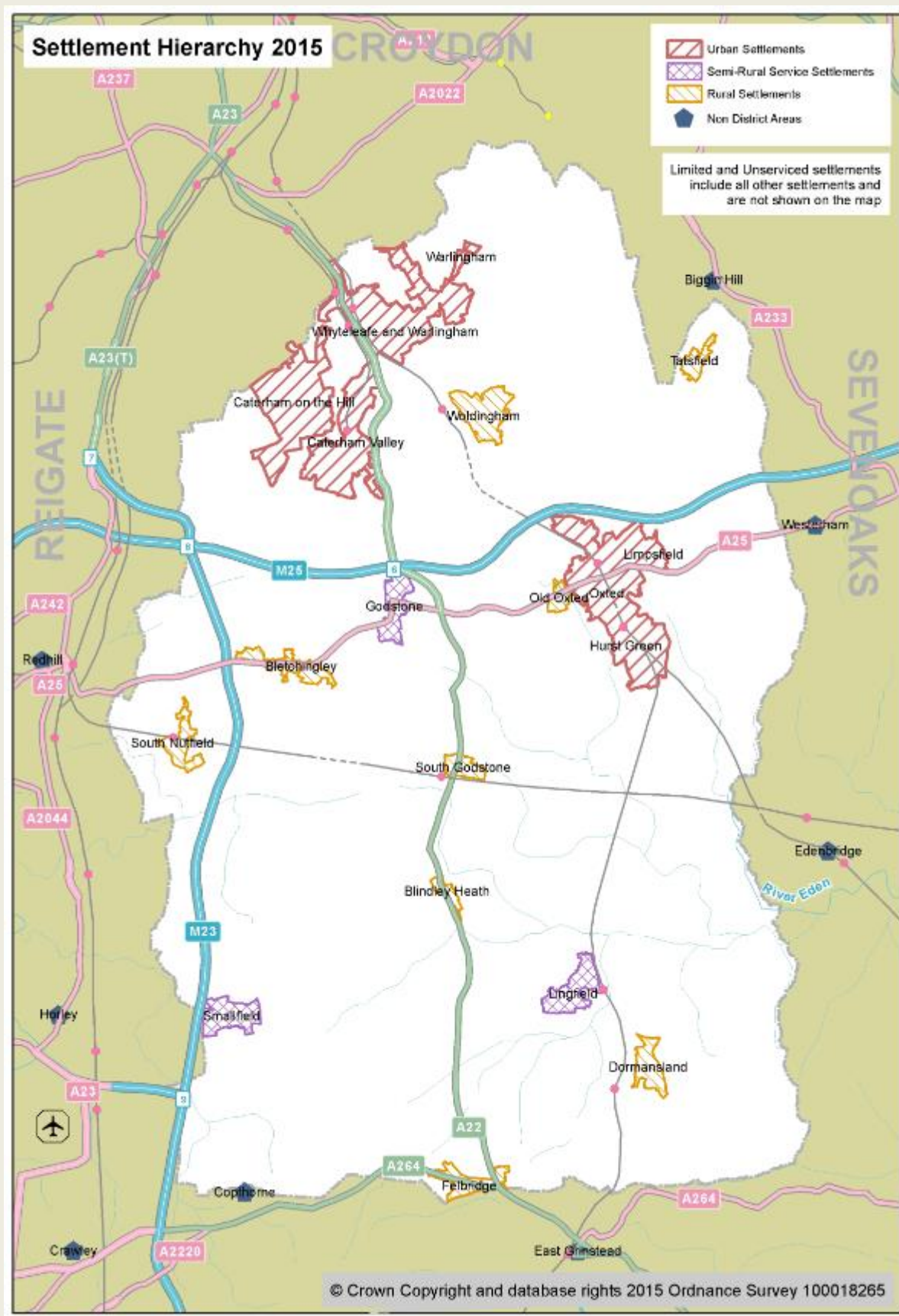
These settlements have very little or no service provision. In most cases these settlements are remotely located and take the form of a very small cluster of homes, or a sporadic dispersal of properties across a wider rural area or roadside. Services in these areas are so limited that access to day to day services must be gained from elsewhere.

Access to public transport and even the Strategic Road Network is such that there is overt reliance on private transport and travel to meet needs is generated by necessity rather than choice.

These settlements are not considered to be sustainable.

All other settlements

Map: Settlement Hierarchy 2015



- 8.5** It is important to remember that this settlement hierarchy represents a point in time and describes settlements as they are now and does not take into account what they could be in the future. As such, it cannot anticipate any

deterioration in services, nor can it take account of opportunities for infrastructure and service improvement which may be brought about through the planning system or by working with partners.

- 8.6** The Council agree that these are important factors to communities and how they operate and additional work with infrastructure providers, businesses and other parties is ongoing as part of the Local Plan process and will be essential in ensuring the success and sustainability of settlements for the future.

Next steps and implications for the Local Plan

- 8.7** It should be noted that the hierarchy of settlements is not intended to be prescriptive and that the expectations in terms of development and growth may not be identical for settlements under each category. Local characteristics and constraints – for example infrastructure provision, landscape designations or flood risk – will be vital considerations in determining future levels and types of growth.
- 8.8** With the above caveat in mind, the hierarchy does suggest which settlements are the most sustainable in nature, and in accordance with the NPPF the ones which should be the settlements considered capable of accommodating development in the first instance.
- 8.9** At the core of the Local Plan will be the spatial strategy which will identify how and where any development is distributed and it would only be through the Local Plan process and in the consideration of all evidence that the hierarchy will be implemented and appropriate policies attributed to them.
- 8.10** All policies and proposals set out in the Local Plan will be subject to a Sustainability Appraisal in accordance with the Environmental Assessment of Plans and Programmes Regulations 2004, which will assess the document for its impact upon the social, economic and environmental factors and to ensure that the Local Plan which is submitted for examination is in line with what is considered to be sustainable.
- 8.11** Further information on how new development could be distributed across Tandridge is set out in the ‘Spatial Approaches Topic Paper (2015)’ and will continue to be explored and determined throughout the preparation of the Local Plan.

Appendix 1: Settlement Survey



Settlement Survey May 2015

General Information

Parish			
Settlement			
How was information collated? (indicate with a Yes in all relevant boxes)	Individual	Group	Discussed at Parish/Group Meeting
Responding Organisation			
Contact Details (name)			
Address			
Telephone			
Email			

PART 1 - Services & Facilities

Part 1 is to consider what services and facilities exist within the settlement.

Retailing (Mark your answers with an x or write in text where required)

Convenience*	None	One	Two	Three	Four+
Comparison**	None	One	Two	Three	Four+

*Convenience shops supply everyday essential items, including food, drinks, newspapers, confectionery

**Comparison shops supply items not obtained frequently, including clothing, footwear, household and recreational goods

How well are these facilities utilised?

(Rate each one 1-5, 0 = Not well used, 5 = Central to the community and very well utilised)

Shop name/location	Rating

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Additional comments on retail services (proposed closures, opening hours, parking, access are the services/facilities regularly utilised by those not living in the immediate settlement etc.):

--

Other facilities

	None	One	Two	Three	Four+
Restaurants					
Public House(s)					
Places of Worship					
Post Office (either within another shop or standalone)					
Petrol filling station					
GP Surgery					
Bank or cash machine					
Chemist					
Dentist					
Hot food takeaway					
Hairdresser/beauticians					

	Yes	No	Frequency
Does the mobile library visit?			

Additional comments on other facilities (proposed closures, opening hours, parking, access etc):

--

Community Facilities

	Yes	No
School hall (for rent)		
Village Hall		
Church Hall		
Meeting room		
Community Centre		

Other facilities (please specify)	
--	--

Facilities

Do you feel that the range of services and facilities currently in place are consistent with the needs of the settlements population?	
Are there any services and facilities that you feel would be beneficial to the community that aren't currently in place?	
Are there informal and formal recreation and play areas?	

Sport and recreation*

	Yes	No
Recreation ground		
Cricket pitch(es)		
Bowling Green(s)		
Football pitch(es)		
Rugby pitch(es)		
Tennis Court(s)		
Children's equipped play area(s)		
Skate Park(s)		
Multi game play area(s) (i.e. netball/basketball etc)		
Allotments		
Public access to school recreation areas		
Community Gardens		
Public access to open green spaces (woodland, commons etc)		
Cycle routes		
Village green		
Market/town square		
Other (please specify)		

*The Council will shortly be carrying out a Wellbeing and Space Strategy which also looks at the provision and quality of open spaces and recreation grounds. The information gained from this survey will be passed over to those preparing the Strategy so that it may be used, where appropriate.

Schools/Education

Due to the fact that educational catchments extend across parish and districts, please also include those institutions which you know are regularly utilised by the community within your area.

	Independent (mark with x)	State (mark with x)	Are you aware of any capacity issues, i.e. over/under capacity?
Primary Schools (name/location)			

Secondary Schools (up to 16yrs)			
Higher education (16yrs+)*			

*Please also include those which you may have listed under Secondary schools where overlap occurs

Do you have any other comments to make in terms of the educational institutions within your area/catchment?

Employment

Excluding the shops and facilities you have already referred to above, are there any businesses, operating within the settlement/area i.e. offices, industrial etc.? If so are businesses growing or declining?	
Does the local labour market contain the skills needed by local businesses?	
Are businesses owned and operated by local* people?	

*Those who live within the settlement, district and/or 5miles of the place of business.

Do you have any other comments relating to business and employment in the local area which you feel is relevant?

Potential changes

Are you aware of any proposed changes to facility and service provision that may be happening either currently or in the near future? These may be permitted, under construction or proposed through neighbourhood plans or other policy based documents.

Outside of the District

Does the community regularly make use of services and facilities outside of the district which are closer, more accessible and better equipped to serve the needs of the settlement? If so, what are these and where are they i.e. Reigate, Croydon, East Grinstead etc?*

*Only include those services/facilities where there is a well-established pattern of travel i.e. to utilise a large supermarket or for employment purposes etc.

PART 2 – Transport & Accessibility

Part 2 seeks to gain an understanding of how the settlement is served by sustainable methods of transport and how this impacts upon the ability to access services, including via the internet, from elsewhere.

Public Transport

In the settlement, Is there:	Yes	No
An <u>hourly</u> bus service*?		
A <u>daily</u> bus service (Monday – Saturday)*?		
No bus services*?		
A railway station?		

* (to either: Oxted, Caterham, Redhill, Reigate, Crawley, Horley, Croydon, Sevenoaks, East Grinstead, Bletchingley, Godstone, Biggin Hill, Bromley or Edenbridge)

Do you have any other comments to make relating to public transport within your area? Including any issues regarding effectiveness of transport services and how well public transport is utilised by the community.

Accessibility

How well connected to the road system is the village? Please highlight the names of the key roads and identify where you feel capacity/safety issues currently exist.	
How well connected electronically is the settlement? (For example is broadband connection possible?)	
How easy is it to move around the village on foot or by cycle?	

Any other comments

Do you wish to make any other comments in addition to those you have made above?

Many thanks for partaking in the Settlement Survey.

**Please ensure that your responses are returned to the Council by
26th June 2015.**

Appendix 2: Transport timetable (June 2015)

	Bletchingley	Blindley Heath	Domewood	Dormansland	Dormans Park
Bus routes/ Frequencies	<p>400 – East Grinstead /Caterham (hourly service)</p> <p>410 – Hurst Green / Redhill (30 minute frequency)</p> <p>774 – Dorking / Tunbridge Wells or Bluewater. Shopper service which runs on Wednesdays during School terms only. 1st & 3rd Weds to Tunbridge Wells, 2nd & 4th to Bluewater.</p> <p>610 – Smallfield/Oxted School (school days only) 1 per day each way</p>	<p>315 – Dormansland / East Surrey Hospital (limited service Mon-Fri)</p> <p>509 – East Grinstead / Caterham (mainly hourly)</p> <p>606 – Felbridge/Oxted School (School days only) 1 per day each way</p> <p>609 – East Grinstead / Oxted school (school days only) 1 per day each way</p> <p>915 – Godstone /Hookwood Tesco (Thursdays only 1 journey each way)</p>	<p>638 – Copthorne / Imberhorne Schools via Snow Hill (school days only) 1 per day each way at Snow Hill</p>	<p>231/233 – Lingfield / Tunbridge Wells (4 per day Monday to Friday, 2 on Saturday)</p> <p>236 – East Grinstead/Oxted (5 per day Monday to Friday)</p> <p>281 – Crawley / Lingfield (hourly service)</p> <p>315 – Dormansland / East Surrey Hospital (limited service Mon-Fri)</p> <p>609 – East Grinstead / Oxted school (school days only) 1 per day each way</p> <p>646/656 – Edenbridge / East Grinstead Sackville School (at school times only)</p> <p>917 – East Grinstead / Hookwood Tesco (Mondays 1 journey each way)</p>	<p>Dormans Park is within walking distance of the Dormansland bus routes</p>
	Tandridge Buses 4U Demand Responsive Service	Tandridge Buses 4U Demand Responsive Service	Tandridge Buses 4U Demand Responsive Service	Tandridge Buses 4U Demand Responsive Service	Tandridge Buses 4U Demand Responsive Service

	Bletchingley	Blindley Heath	Domewood	Dormansland	Dormans Park
	(Mondays to Saturdays)	Service (Mondays to Saturdays)	(Mondays to Saturdays)	(Mondays to Saturdays)	(Mondays to Saturdays)
Train Station i.e. within village or distance to	Nutfield Station at South Nutfield (3.2km)	Godstone station at South Godstone (2.5km) Lingfield (2.8km)	East Grinstead (5.2km) Three Bridges Station (7.3km)	Dormans Station (1.1km)	Dormans Station (1.0km)

	Felbridge	Godstone	Limpsfield Chart	Nutfield	Old Oxted
Bus routes/Frequencies	<p>024 – Hastings / London (1 journey in each direction daily)</p> <p>281 – East Grinstead / Crawley (1 per hour)</p> <p>291 – Crawley / Tunbridge Wells (1 per hour)</p> <p>606 – Felbridge/Oxted School (school days only) 1 per day each way</p> <p>624 – Horley / Imberhorne School (school days only) 1 per day each way</p> <p>638 – 642 – 643 – 648 Copthorne / Imberhorne School (school days only)</p> <p>916 – East Grinstead / Hookwood Tesco (Mondays 1 journey each way)</p>	<p>400 – East Grinstead / Caterham (hourly service)</p> <p>410 –Hurst Green / Redhill (30 minute frequency)</p> <p>509 – East Grinstead / Caterham (mainly hourly)</p> <p>610 – Smallfield/Oxted School (school days only) 1 per day each way</p> <p>774 – Dorking / Tunbridge Wells or Bluewater. Shopper service which runs on Wednesdays during School terms only. 1st & 3rd Weds to Tunbridge Wells, 2nd & 4th to Bluewater.</p> <p>915 – Godstone /Hookwood Tesco (Thursdays only 1 journey each way)</p>	<p>594/595 – Westerham / Chalkpit Wood (1 per hour Monday to Saturday)</p> <p>694 – Lingfield / Oxted St Mary's School (schooldays only)</p>	<p>400 – East Grinstead / Caterham (hourly service)</p> <p>410 – Hurst Green / Redhill (30 minute frequency)</p> <p>610 – Smallfield/Oxted School (school days only) 1 per day each way</p> <p>774 – Dorking / Tunbridge Wells or Bluewater. Shopper service which runs on Wednesdays during School terms only. 1st & 3rd Weds to Tunbridge Wells, 2nd & 4th to Bluewater.</p>	<p>410 –Hurst Green/ Redhill (30 minute frequency)</p> <p>Other buses available in Oxted</p>

	Felbridge	Godstone	Limpsfield Chart	Nutfield	Old Oxted
	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)
Train Station i.e. within village or distance to	East Grinstead Station (2.8km)	Caterham Station (3.8km) South Godstone (1.6km)	Oxted Station (3.5km)	Nutfield Station at South Nutfield (1.5km)	Oxted Station (1.0km – walking distance)

	South Godstone	South Nutfield	Tandridge	Tatsfield
Bus routes/frequencies	509 – East Grinstead / Caterham (mainly hourly) 606 – Felbridge/Oxted School (School days only) 1 per day each way 609 – East Grinstead / Oxted school (schooldays only) 1 per day each way 915 – Godstone /Hookwood Tesco (Thursdays only 1 journey each way)	315 – Dormansland / East Surrey Hospital (limited service Mon-Fri) 610 – Smallfield/ Oxted (school days only) 1 per day each way	410 – Hurst Green / Redhill (30 minute frequency) (within walking distance) 609 – East Grinstead / Oxted school (schooldays only) 1 per day each way (Serves Tandridge Lane/Southlands Corner)	464 – Tatsfield /Biggin Hill/ New Addington (1/2 hourly service) 595 - Westerham / Chalkpit Wood (3/5 journeys Monday to Saturday) 695 – Westerham / oxted school (schooldays only) Buses 4U school day service to Oxted School
	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)	Tandridge Buses 4U Demand Responsive Service (Mondays to Saturdays)
Train Station i.e. within village or distance to	Redhill / Tonbridge line (hourly services) including direct services to/from London Bridge and serving Gatwick Airport.	Redhill / Tonbridge line (one per hour) including direct services to London Bridge and Gatwick.	Oxted Station (5.0km)	Oxted Station (7.0 km)

Appendix 3: Consideration of neighbouring settlements and their strategic context

Settlement	District/Borough	Settlement Classification	What does this mean?	Relevant Document
Redhill	Reigate and Banstead	Primary Centre	<p>Redhill is considered to be the primary centre within the borough, “<i>the main focal point for economic and cultural provision in the borough</i>”.</p> <p>It is the largest town and a major site for employment. It acts as a primary shopping centre for both residents in the borough as well as neighbouring districts/boroughs, and has excellent public transportation links as well as a network of roads.</p>	<p>Core Strategy 2014</p> <p>http://www.reigate-banstead.gov.uk/download/download_s/id/22/adopted_core_strategy_july_2014</p>
East Grinstead	Mid Sussex	Category 1 ‘Main Service Centre’	<p>The settlement is considered to be one of the most sustainable in the area and provides “<i>a comprehensive range of employment, retail, health, education and leisure services and facilities and provide a focal point for the provision of such services to the district’s smaller settlements and rural hinterland</i>”</p>	<p>Settlement Sustainability Review 2015</p> <p>http://midsussex.gov.uk/media/Settlement_Sustainability_Review_Final.pdf</p>
Horsham	Horsham	Category 1	<p>Information available on Horsham suggests that it is categorised as sustainable and considered to be”... <i>service centres for the local population and provide facilities for those living in more rural areas of the district; many also provide some employment sources.</i>”</p>	<p>Horsham District Local Development Framework 2015</p> <p>http://www.horshamdistrictldf.info/main/4082_4327.asp</p>
Crawley	Crawley	N/A	<p>Crawley Borough is an urban authority whose main remit is the entirety of Crawley, and as such, there is no need for them to conduct an assessment of their settlements and how</p>	N/A

			sustainable they are. Crawley as an urban conurbation is sustainable in its own right.	
Croydon	Croydon	N/A	London Borough of Croydon has carried out settlement assessments of sorts which look at sustainability with a view to identifying where development could be accommodated. Croydon, as the main centre and recognised economic hub in the South East, is the most sustainable settlement in the Borough.	Focused intensification Background Evidence 2015 https://www.croydon.gov.uk/planning-andregeneration/framework/lpevidence/places-of-croydon
Sevenoaks	Sevenoaks	Principle Town Centre	The Sevenoaks Urban Area is classified as the district's Principle Town Centre. It has the largest population (28,282) and the largest amount of services and facilities when compared with other settlements. Sevenoaks is the main transport hub in the district with excellent bus and rail connections to London and the surrounding areas.	Sevenoaks District Settlement Hierarchy for the AMR 2015 http://cde.sevenoaks.gov.uk/documents/s24962/11%20Settlement%20Hierarchy%20Appendix%20A.pdf
Copthorne	Mid Sussex	Category 2 'Local Service Centre'	As a Local Service Centre, Copthorne is recognised for its sustainability and has access to a range of services and facilities including education provision, retail and healthcare.	Settlement Sustainability Review 2015 http://midsussex.gov.uk/media/Settlement_Sustainability_Review_Final.pdf
Edenbridge	Sevenoaks	Rural Services Centre	Edenbridge is the third largest settlement within the Sevenoaks District, with 8,172 inhabitants. There are a good range of services and facilities that are available for residents (including a major indoor sports and leisure centre), yet lacks in providing a full range of services (i.e. a secondary school) or employment opportunities.	Sevenoaks District Settlement Hierarchy for the AMR 2015 http://cde.sevenoaks.gov.uk/documents/s24962/11%20Settlement%20Hierarchy%20Appendix%20A.pdf
Westerham	Sevenoaks	Local Services Centre	Local Services Centres are not as large as Principle or Rural Services Centres, and do not offer a wide range of services. However, they do offer a proportionate range of	Sevenoaks District Settlement Hierarchy for the AMR 2015

			services, facilities and employment opportunities for the daily needs of the local community and surrounding settlements.	http://cde.sevenoaks.gov.uk/documents/s24962/11%20Settlement%20Hierarchy%20Appendix%20A.pdf
Biggin Hill	London Borough of Bromley	Strategic Outer London Development Centre	Highlighted as having a strategic function with regard to transport, and has the potential to contribute to the wider economy. Biggin Hill has a range of shops and facilities.	Draft London Plan http://www.london.gov.uk/sites/default/files/London%20Plan%20March%202015%20%28FALP%29%20-%20Ch2%20London%27s%20Places.pdf
Horley	Reigate and Banstead	Town Centre/Regeneration Area	Horley town centre performs a service and convenience role for its local area, and is the subject of regeneration plans to improve facilities and accommodate increased demand from the two new residential neighbourhoods in the north of the town. Horley has a town centre which offers a range of shopping units and education and health services are also located there.	Core Strategy 2014 http://www.reigate-banstead.gov.uk/download/download/id/22/adopted_core_strategy_july_2014

Appendix 4: The Settlement Hierarchy

