

**From:** John Guest [REDACTED]  
**Sent:** 11 October 2018 13:56  
**To:** Piers Mason; comaps  
**Subject:** Objection to Moorhouse Development. APPLICATION NO. 2018/ 1792

Dear Mr P Mason,

I am writing to voice an objection to the above mention planning application.

I live in the local area, and I strongly believe that the local infrastructure is not able to safely handle the increase volume in traffic that both the HGV's and smaller delivery vans will create.

I also outline other points below which are a cause for objection.

**The key points for objections to the development of DPD distribution centre remain those made to previous objections:**

1. The building proposed for DPD's use is **exactly the same size** as in previous applications. (The claimed reduction in size of the development is purely because the additional buildings include in previous applications have been omitted.)
2. The site is **within the Green Belt**. Development in the Green Belt must meet the test of 'Exceptional circumstances'  
Whether exceptional circumstances exist or not is a judgement call by Local Authority which a **Planning Inspector** will review, endorse, modify or reject.  
**The Roxhill case for exceptional circumstances is weak.**
3. Tandridge District Council's proposal to remove the site from the Green Belt in their emerging Local Plan **has not yet been examined and approved by the Planning Inspector** who may not agree this proposal.  
TDC are obliged to **investigate reasonable options** before proposing a change in Green Belt boundaries. Has TDC investigated other options rigorously?.
4. The site is within **the Surrey Hills Area of Outstanding Natural Beauty**. AONBs have the highest level of legal protection from development, which was strengthened in the new Planning Policy (NPPF) issued this year.  
Any development must demonstrate that the benefit it brings far outweighs the harm it does. **The DPD proposal is contrary to the Surrey Hills AONB Management Plan** and the AONB Unit objects to it.
5. **The numbers on which Roxhill have based their traffic movements are open to challenge**. They claim the development will only '*mildly increase traffic through the local road network*', but the figures they have used for parcels handled in a 'typical day', in 'seasonal peaks' and due to 'company growth' are underestimated. **The 45 HGVs a day and 200 + delivery vans** quoted are **only likely to grow**, and the cumulative impacts on the road network would be **severe**
6. Comparison with other DPD sites shows that they have grown after they have opened, and once permission for a depot is given, there is **no control** over traffic growth.

7. It is a **remote and unsustainable location**. 2 miles along the A25 from Oxted and 1.5 miles from Westerham, there is no public transport option for those working at the site and no nearby facilities. 70% of the jobs created are for delivery drivers who are likely to be recruited from Croydon, East Grinstead, Redhill and Crawley and in the majority of cases will be franchisees. The recent improvements to **Air Quality** in Westerham will be paused or reversed. Development will affect the river flows downstream in the River Darent, an area prone to **flooding**. The Environment Agency should be consulted.

Overall, my primary concern is the increased volume in traffic flow in the area. The road I live on (The Ridge, Woldingham) has become noticeably busier in the 8 years I have been living here. I feel that the route will become a regular cut through for drivers seeking to make their way to Caterham and Croydon. I feel that traffic and pollution will have a very detrimental effect on the area.

I hope that these views are taken in to consideration when looking at redevelopment plans.

Kind regards  
John Guest