From: SaveOxted SORE
Sent: 14 February 2019 20:19
To: James Davenport
Subject: 2018/1792: OBJECTION FROM SORE MEMBERS

Dear Ms. Westphal and the TDC Planning Committee,

Summary: We write on behalf of the hundreds of SORE members, to register our continued and overwhelming OBJECTION to application 2018/1792. As with its previous submissions, we are firmly resolved that it should be rejected as there are no significant changes and there will be irreversible damage on the environment and communities of Oxted, Limpsfield and Westerham. Please represent the best interests of residents and the local community and reject this application.

Following the receipt of a letter dated 6th February 2019, we have reviewed the new submission extensively and have consulted independent experts. We note it details a slightly reduced height of the proposed building, revised parking layout, and revised landscaping plan. We wish it to be known that these adjustments make NO DIFFERENCE to our fundamental and absolute rejection of the application.

Environmental threat to AONB/Green Belt
- On moral grounds alone this development should be refused for the damage it will cause to the environment at a time when the detrimental effects of air pollution from traffic are well known, particularly for children. And let us not kid ourselves that electric vehicles are the answer, it will be a decade or more before we see electric HGV’s.
- The 5600 sqm depot is enormous and is being placed within a Green Belt/Area of Outstanding Natural Beauty. The size and scale of the building alone contradicts TDC’s need to offer such areas the highest level of landscape protection, and is materially larger than anything else comparable in the area. Along with the constant movement on the site around the clock, and 12m high lighting, it will be impossible to screen the intrusion of this site both visually and aural. This development does not meet the requirements of “VSC” in national planning policy.
- The application is at stark odds to TDC’s core strategy and the national planning policy:
  1. CSP20 “to conserve and enhance the special landscape character” of the locality. CSP21 that the districts landscape and countryside should be protected.
  2. The Surrey Hills Management Plan which TDC has signed up to, offering protection to the area under policies LU1, LU2 and LU3.
  3. Finally on a national level set by HMG under the NPPF para 172 offering the highest level of protection to preserving and enhancing landscape and scenic beauty.
- Much of the housing stock in Oxted and Westerham will be sandwiched between pollution from the M25 and the damaging effects of increased pollution from HGV’s on the local road network.
- The number of listed buildings in the area that will be subjected to the materially increased traffic will risk their structural integrity and longevity. In the Tandridge, Surrey area, 598 buildings are Grade I or Grade II listed, of which 180 are on or just off the A25 as one travels west from the proposed Moorhouse facility. Similarly, to the East of the proposed facility there are 1650 buildings in the Sevenoaks, Kent district that are Grade 1 or Grade II listed, of which 208 are on or just off the A25 as one travels east from the proposed Moorhouse facility (source - www.historicengland.org.uk). These buildings are already subjected to high levels of traffic (particularly during rush hour), and the proposed Moorhouse facility will increase the noise and air pollution which will further contribute to the demise of these treasured buildings.

Traffic threats and flawed analysis
- SORE rejects the u-turns made by KCCH and SCCH, originally objecting the application and now accepting, when no changes have been made to proposal’s traffic generation projections or the current road technical capacities – especially in light of the impact on the minor roads off the A25 when the M25 is frequently disrupted.
- The significant negative impact it will have on the traffic levels in the immediate area, both along the A25 as well as those arteries which feed off the A25. Given it will also be a 24/7 operation, it most certainly will disturb the surrounding areas continuously. There are already approximately 14,300 motor vehicle movements daily on the western stretch of the A25 in Oxted, and 10,100 motor vehicle movements daily on the eastern stretch into Westerham (source - www.dft.gov.uk).
2017 road traffic stats). This means if the proposed Moorhouse facility adds the anticipated 1,500 additional daily movements it will increase overall movements by 10-15% above where levels are currently (depending on which way the DPD trucks are heading), adding materially to an already heavily used road. Keep in mind that there is no oversight of just how many vehicle movements could occur, which means the 1500 is a conservative estimate.

**Unsuitable location**
- It is poorly located for its intended purpose. Distribution hubs should be located adjacent to and with direct connection to major motorway networks. This mitigates the harmful effects of heavy traffic and is the blueprint for such developments up and down the country.
- Its poor immediate access to the M25, which will require the use of the surrounding A25 road and arteries to reach the M25 in order to both receive and distribute the packages from this depot, which are estimated to be up to 30,000 daily (conservatively, before growth or seasonal peaks).
- The additional heavy traffic will cause environmental damage to the people and wellbeing of the community with schools and residential areas badly affected by the additional pollution.
- Not only is this development in the wrong location but it will also create a precedent for further development of distribution units on the site.

**Lack of control/escalation**
- Beware “the law of unintended consequences”. Not only is this development in the wrong location but it will also create a precedent for further development of distribution units on the site, where TDC will have extremely limited control in the growth of such a heavy industrial site.
- The description of the application refers to “unit 1” – surely this is indicative of the developer and client’s intentions to grow the site further, and revert to the multiple unit proposed in the 2015 and 2016 applications.

Sincerely,

The S.O.R.E team on behalf of its members:

*Sally-Ann Maine-Tucker, The Gatehouse, Ballards Lane,*

*Kirsty Merritt, Melrose, Broomlands Lane,*

*Donald Payne, Latchmoor, Westerham Road.*