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Mrs J Delport
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Tandridge District Council
Council Offices
Station Road East
OXTED, Surrey, RH8 OBT

30th September 2025

Dear Mrs Delport

TA/2025/913 : CORMONGERS BARN NORTH, MID STREET, SOUTH NUTFIELD

I write further to the statement submitted with the application and would you kindly accept this as a brief addendum to that statement.

The purpose of this addendum is to expand upon the "Grey Belt" justification.

Being within walking distance of a sizeable village having a number of local facilities (including a very well stocked shop; nursery and primary schools; church; village hall; railway station and many clubs and societies), it is clearly within a sustainable location where the NPPF affords a presumption in favour of development.

The Government has introduced a new land designation of Grey Belt. This is a subset within the Green Belt. The primary purpose of a Grey Belt designation is to facilitate development on those areas while still maintaining the integrity of the Green Belt in other areas. There are many examples of Grey Belt land. These include disused car parks; previously developed land in disrepair; scrubland; agricultural land; recreational land and gardens. It also includes land on the edge of settlements or roads: as well as specifically referring to "dirty agricultural land".

On 12 March 2025 an appeal decision (APP/D3640/W/24/3347530) granted permission for 135 homes in Surrey Heath. Whilst in the Green Belt, it was deemed to be Grey Belt Land. The site extends to 4.5 ha and is formed of a single agricultural field. With the site being within the Green Belt, the issue was whether it strongly contributed to purposes a), b) and d) of the purposes for including the land within the Green Belt.

Those purposes are to:

a) check the unrestricted sprawl of large built-up areas;
b) prevent neighbouring towns merging into one another;
c) not relevant
d) preserve the setting and special character of historic towns.

It was concluded that the site did not make any significant contribution to purposes a), b) or d) and, therefore, satisfied the definition of Grey Belt Land.

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Another factor was the agreed shortfall in housing land that was debated as being between 3.0 and 3.7 years. But whatever the precise figure it was recognised that there was a demonstrable need for the type of development proposed.
Whilst it is fully recognised that each site is individual and needs to be addressed on its own merits: nevertheless, it is wholly appropriate to identify similarities.

The land around the subject building, whilst not scrubland, is certainly in an unkempt and poor condition. This is largely as a consequence of the owner having died in 2021 with little work being done to the farm since. The proposed site makes minimal contribution to the Green Belt purposes a), b) and d). It clearly satisfies the criteria for being designated as Grey Belt Land.

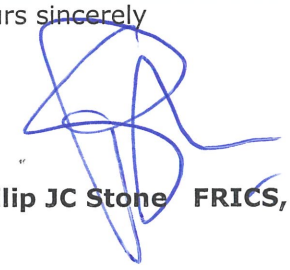
Following the Local Plan Inspector finding the proposed emerging local plan unsound, TDC does not have an up to date local plan. This is compounded by the fact that TDC's housing delivery for the 3 years ending 2022 averaged just 210 dwellings per annum: equating to just 38% of its requirement. In the subsequent 3 years to 2025 the delivery increased slightly to average 226 dwellings per annum. But this still represents barely 41% of its requirement. There is, therefore, a strong presumption to grant planning permission for residential development unless there are overriding policy reasons to justify a refusal.

Whilst the proposal under this pre-application request is relatively modest in size; nevertheless it will still produce 4 useful "windfall" dwellings that must be a material consideration.

The proposed parking is discreet and, arguably, would be less intrusive than if utilised by farm vehicles. The primary concern of the highway authority with the 2024 application was the impact of the larger commercial vehicles entering and leaving from the access to Mid Street. This does not apply with this proposal since the vehicles will be cars.

The proposal for this "dirty agricultural land" will put it into beneficial use and be wholly consistent with the Grey Belt policy. Furthermore it will have only a marginal impact upon the openness of the Green Belt and, importantly, remove the otherwise potential alternative commercial use of the site.

Yours sincerely



Philip JC Stone FRICS, FAAV