

## Consultation Statement

### Appendix E - Issues arising from Consultation 15<sup>th</sup> April -10<sup>th</sup> June 2016

#### How the issues and concerns have been considered

The table below summarises the main issues and concerns raised during the Regulation 14 consultation that took place between April and June 2016.

Comments are organised by Policy Area. Against each comment, a response from the Steering Group is provided, suggesting how that comment will be addressed in the Plan making process.

Policy Area	Summary of the key issues/ concern raised by consultee	Response to comment from CR3 Steering Group
Business & Employment	1. No more commercial development	Retention of facilities for employment and the local economy to be maintained so far as possible, to ensure that the town is attractive to residents and business.
	2. More business needed	The plan seeks to encourage new start-ups whether as mobile, home based, live/work units, shared hubs, or individual premises. A new enterprise park is also a strategic objective, either in existing commercial space or other suitable land.
	3. Encourage development of office space in CR3	See above, subject to demand/needs
	4. Bespoke shops	To be encouraged, via Masterplan, Town Design Statement & BID
	5. Encourage new business	See above
	6. Current commercial stock is outdated and does not encourage business demand	Regenerate existing spaces and consider a new Enterprise location.
	7. CR3 loses employment opportunities and there is a risk that the area becomes a dormitory town	A core concern, due to permitted development rights. The central area 's town Masterplan needs to balance retail, residential and business. Outside the town centres, other mixed urban/rural locations are vulnerable to increasing residential demand. This must be balanced with the area's need for employment.
	8. Significant commercial spaces must be protected	Yes, see above. Should a more specific test be proposed similar to the affordable housing ratio e.g. 40% on significant size development? For example, brownfield site development will have a general presumption in favour of continued use. Proposals for active employment sites must demonstrate that overall there is no employment loss locally. Availability of alternative sites or premises on broadly similar terms, where businesses seek to continue to operate, should be provided in mitigation.
	9. Self sufficient parking for new businesses	Response covered.
	10. Encourages conversion of business to residential if commercial is not feasible	Generally yes, or seek new sustainable business in modern sectors.
	11. Support the need to regenerate Caterham Town Centre with a good mixed economy. Central to this is the need to provide adequate	Agree. Masterplan, Town Design Statement and overall business policies intended to support this.

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	parking. Caterham does not have a 24 hour car park	
	12. Issue of concern is the inclusion of a Business Park within the NP. There has been no indication of location and we consider that this would also have a negative bearing on the CR3 area i.e. traffic congestion and air pollution.	Any business park is intended to be for sustainable modern sectors, e.g. those involved with Internet, communications, technology, creative media, professional services or education- which are growth sectors. Only sites with good road/rail and comms access to be considered such as existing commercial use, or other suitable land e.g. Contaminated,
	13. Stop to the loss of commercial (employment) space particularly where we wish to maintain mixed use in and around the village centre (BE06 and E02 refer)	See above. The reference to Village is taken to mean Caterham Hill particularly .However it also applies to other locations around the CR3 Area, including parts of Caterham Valley, Whyteleafe and the various local shopping parades in CR3.
	14. Prevent the net loss of car parking spaces in the centre of Whyteleafe (BE06 refers)	Response covered.
	15. Increased parking and public transport, development of a Business/Technology/Science Park in the area as long as it does not create more problems with parking	Yes and see above. Any locations to be considered with great care. Transport and parking considered elsewhere in the CR3 Forum Neighbourhood Plan, Caterham Town Design Statement and Masterplan.
	16. The decline in local employment in favour of housing expansion is a significant trend here and in many commuter towns and suburbs	Agree
	17. If we could attract interesting and well paid jobs locally, that would boost a lot of household incomes considerably, make the community more equal,	Agree. See above
	18. Revitalising our retail offer would be a good way of doing this,	Agree. Also see Masterplan, Town Design Statement and BID
	19. Business centre has been suggested in the draft plan but I think it would be good also to have tangible help such as consultancy, a venture fund, bank support etc	Excellent ideas and will be considered for action plans, if NP is passed.
	20. I think it's a shame the Rose and Young site is going to be a hotel and	Planning consents given for a hotel/ ground floor Beefeater plus another large retail unit via CPO, and mixed residential and retail by owned. Planning enquiry to review.

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	<p>retail rather than an office. Currently it may be that companies don't want to relocate to Caterham but it may be that the coming Thameslink service would change that</p>	<p>Thameslink upgrade shelved for the time being, however if Masterplan succeeds that may enhance chances, especially if parking and mixed business/residential use of Town Centre boosted.</p>
	<p>21. The decline in local employment in favour of housing expansion is a significant trend here and in many commuter towns and suburbs. I'm against it for what I think is an interesting reason. A year or two ago, Tandridge got a lot of publicity in the national media because it turns out to be the district with the highest proportion of women of working age who choose not to work and are not claiming benefits, resulting in stereotypes in the media about Stepford Wives. If an area is within commuting distance of great jobs in London, is an attractive place to bring up kids but has a rubbish local employment market, then one person may well commute to the capital (or Gatwick or points around the M25) while the other ends up not doing much because childcare concerns make it difficult for that person (usually a woman, but not always) to commute and the local jobs barely cover childcare costs. If we could attract interesting and well paid jobs locally, that would boost a lot of household incomes considerably, make the community more equal, and also drive house prices because currently a lot of couples who want to retain two good careers when they have kids wouldn't consider</p>	<p>An interesting comment. Broadly the Neighbourhood Plan supports rebalancing the local economy by growing and attracting start ups and other small and Medium sized businesses (SME's)</p> <p>The major reason for this strategy is to reduce the dependency on commuting to London and other centres, instead of local jobs. The trend contributes to parking issues and congestion near stations, peak hour traffic and poor footfall during the day affecting the retail and other business, from either sex, although the statistics support the comment in terms of balance between them.</p> <p>In the end if we can increase higher value jobs for both sexes locally that would be a significant benefit.</p>

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	<p>Caterham but instead stay in London, where house prices are so much higher</p>	
	<p>22. Another is encouraging entrepreneurship. A business centre has been suggested in the draft plan but I think it would be good also to have tangible help such as consultancy, a venture fund, bank support etc, because we already have serviced office capacity (not least Dick's white elephant), plus Bourne House by Whyteleafe South station, so the problem is not primarily about office space</p>	<p>Similar comment to 19.</p> <p>Three shared office facilities have been closed or threatened with closure not because of lack of tenants but the profit from residential conversion. These include Orbital House, Bronzeoak &amp; Croudace's Maybrook House.</p> <p>Quadrant House has units vacant but leases discourage tenants. What we have is a shortage and the wrong sorts of units. The NP seeks to rebalance this.</p> <p>"Other" services are an excellent idea</p>
	<p>23. On business/employment opportunities, I was interested to read the section on support for a business/enterprise park. This sounds good. But it wasn't clear to me (sorry if I missed this) where this could be located. That seems a key requirement. Without a site identified, there seems little prospect of being able to get support from those bodies that hold the key to the necessary funding and other support.</p>	<p>There are several sites that could be suitable, however the point made is well taken.</p> <p>We seek land and property owners, plus others who may be interested in the transition of existing brownfield commercial sites or contaminated, or flood risk sites to make contact.</p>
	<p>24. While the CR3 plan has a limitation on the numbers of units I would question some of the preferred sites. If the Texaco garage goes, there will be constant congestion at the other garage, this is already busy and we will lose a local facility in terms of car maintenance all while we are adding to the population and the number of cars. If the recycling facility goes, will Surrey County Council actually provide a new facility or will we</p>	<p>Commercial sites – Texaco- list of sites. Point re increasing dependency on a single petrol station noted.</p> <p>Recycling Centre. Current Surrey Consultation. Similar potential dependency on fewer sites locally and an impact on congestion noted.</p> <p>Both sites provide local employment as well as a service to residents and business. They are part of the area's facilities and infrastructure that we seek to maintain and improve – within the bounds of economic sustainability.</p>

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	<p>find ourselves having to travel to Earlswood as we do now if you have a bag of soil or stones from the garden. The more facilities that go locally will only increase traffic in an already congested area.</p>	
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