

CR3 FORUM NEIGHBOURHOOD PLAN

SITE ASSESSMENT CHECKLIST

1. Site Details

- a. What is the site's name/reference?

CR3NPWHY3024. Wapses Lodge Roundabout CR3 6QH

- b. Where is the site located?

At the start of the A22 Caterham by-pass the elevated traffic island with grassland and pedestrian access routes interior is an important gateway between Caterham and Whyteleafe

- c. What is the site description?

Known as Britain's first elevated traffic island, the roads that converge on it are the same level. Surrounded by a concrete 'crash barrier' wall, ramparts mark entrances to pedestrian subways which lead to a hollow space in the interior. The concrete inner wall has foundations 6 feet thick.

Six roads lead from the roundabout which has not undergone any significant change since its construction. The A22 by-pass built at the same time as the roundabout opened on April 7th 1939

- d. What are the adjoining uses to the site?

Nearby buildings include a school, some businesses, 2 small parades of shops and a small number of cottages.

- e. What is the site area (hectares)?

- f. What is the existing land use?

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Poorly kept green space and pedestrian pathways between Whyteleafe, Caterham and Warlingham

g. Who is/are the owner(s) of the site?

Surrey County Council?

h. What is the site's planning history?

Built 1939, no known planning applications.

i. Desk top research & planning policy considerations:

1. Any relevant planning policies
2. Is the site allocated for particular use in the Local Plan?
3. Do any Local Plan designations apply to the site? For example:
Greenbelt / Public Open Space / Strategic open space / Village confines / extent of settlement
Conservation Area / Protected wildlife or habitat / Landscape character area
4. Do any other designations apply? e.g. National Park/AONB/Village Green / Local Green Space
5. Are there any emerging local planning documents with relevant policies or designations?

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Outstanding work to investigate future plans with Surrey County Council

- j. Are there national policy considerations that are relevant to the site? Are there policies, or is there evidence related to the regional strategy that is relevant to the site?

To be investigated. Particularly re no current allowance made for cyclists using the pedestrian accesses

- k. Does the site feature in or are there relevant policies in other local planning documents e.g. supplementary planning document, Village Design Statement, Conservation Area Appraisal?

Not known

- l. Does the site feature in assessments undertaken to support the Local Plan e.g. Strategic Housing Land Availability Assessment (SHLAA), Sustainability Appraisal?

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Not known

2. Desktop evidence review

- a. Is the site in flood plain / known to be affected by flooding?

Yes it has been. The recent work building reservoirs in nearby fields may have solved this, to be checked with authorities

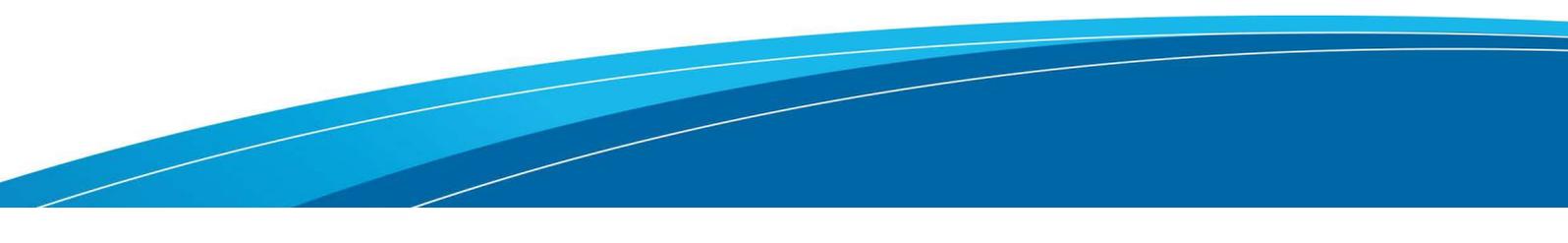
- b. Could the land be contaminated by a former use or activity?
Would development require the remediation of contaminated land?

Water run off and possible air pollution from the A22 traffic

- c. Are there any nearby sources of noise or air pollution which could affect the site?

Yes – traffic using the elevated roundabout

- d. Does the site contain a valuable mineral resource?



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Not likely

- e. Is the land of agricultural value / official designation of agricultural land?

Not likely

- f. Are there any 'Listed' buildings on or close to the site?

No but the roundabout design itself is of interest

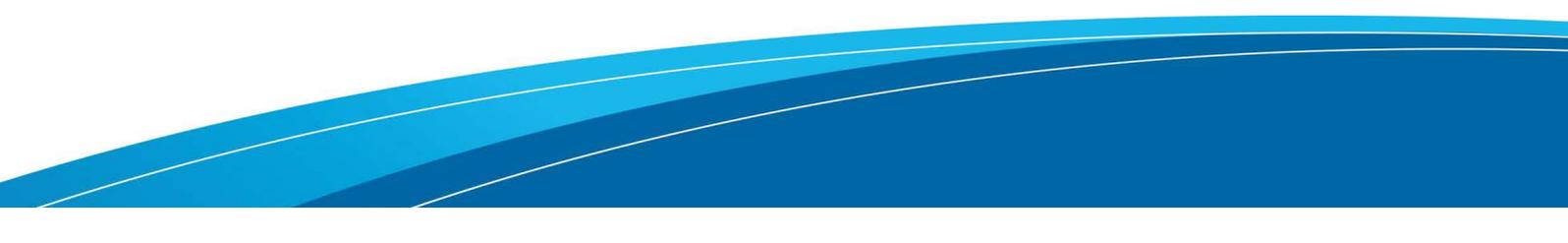
- g. Could the site contain any archaeological remains?

Possible roman road?

- h. Are there any issues of capacity on the local road network (congestion and/or parking)?

Yes, the site would not be accessible to motorised transport at all

- i. Are there any known legal considerations relevant to the site e.g. covenant?



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Unknown

3. Onsite considerations

- a. Access / How is the site accessed / Is it easily accessible from the highway?

Pedestrian access only via tunnels. Not well maintained and the installed security cameras are no longer fit for purpose as they are damaged.

There are safety and security issues.

Although it could be accessible for cyclists the current access is not cyclist friendly and there are no notices advising cyclists that there is a way of avoiding using the road network

- b. Is the site accessible by public transport, cycling and walking?

Yes, both bus and train and walking. See previous comments re cycling

4. Existing features

- a. Are there any physical constraints affecting the site e.g. access, slope, pylons?
Will the topography of the site constrain development e.g. steep slopes?
Are there any power lines, pipelines or other infrastructure crossing or affecting the site?

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Sorrounded by high concrete walls and major roads

- b. What natural features are there e.g. any trees, hedgerows, watercourse?
Are there features of particular biodiversity value?
Could the site be home to protected species such as bats, badgers, great crested newts etc.?

The site is currently grassed with concrete pathways. Trees can be viewed above the concrete walls, and the road network is not visible, though it can be heard.
There is potential for more features.

Bugs were observed in the concrete !

- c. Are there any health and safety constraints e.g. nearby major hazard site?

There have been a few road accidents on the road network above, not aware of any that have affected the pedestrian area.

Re pedestrian safety, pedestrians in a survey have stated that they don't feel safe using it. As mentioned before the security mirrors are inadequate, paths are poorly maintained and there is poor / no signage.

- d. Are there existing buildings that could be retained or converted?

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No

e. Are there important views into or out of the site?

Views across the site affect the area, from within, the visible trees outside the site are an asset

f. How might development at the site affect the skyline?

Any development at the site is unlikely to affect anywhere else as it is sunken below the roads

g. Are there any public rights of way affecting the site?

Yes, important access route between Caterham, Warlingham and Whyteleafe

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h. Information to record about neighbouring sites and the surrounding area.

What are the neighbouring uses? (What are the existing uses and are there any development proposals?). Are any of the adjacent uses, 'bad neighbours' giving rise to noise or fumes that could impact the development?

Could the original site be expanded into neighbouring sites?

Major roads, School, park, Housing, business offices, shops, reservoirs, mature trees.

The original 1939 barriers

Bad neighbours – A22..fumes(?) and noise

i. What is the local style of buildings – materials, scale, density?

Mixed. Small scale low density

j. Could development at the site cause any issues of overlooking or loss of privacy for neighbouring uses?

No

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k. Physical infrastructure and local services considerations

Is the site connected to local utilities (such as water, energy supply and sewerage disposal)?

There is electricity

l. Does the site have high speed broadband connection?

No

5. Local facilities and services

a. How close are the following local services and facilities? Where is the nearest:

School (primary & secondary) / GP practice / Pharmacy / Local shops / Post Office / Library / Play space / Sports centre and/or pitches.

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There are 2 nearby schools and 2 parades of small shops

b. What is the capacity of local schools?

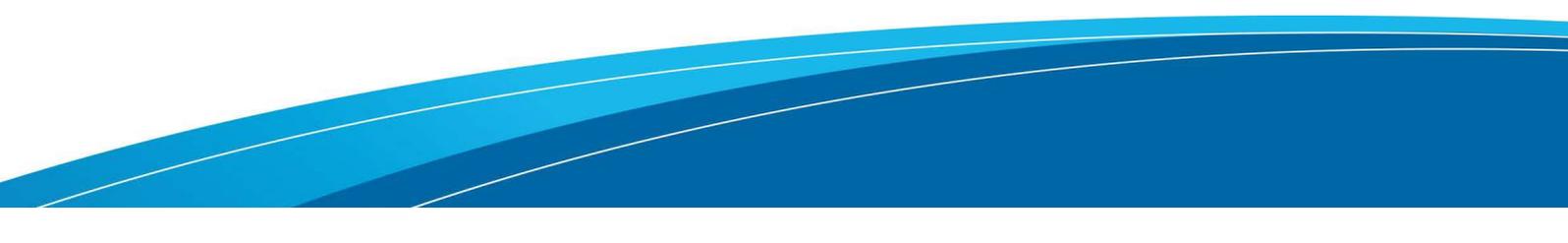
Not relevant

c. Are local services accessible by public transport, cycling and walking?

Yes

6. **Community Infrastructure Levy**

a. What are the priorities for local infrastructure improvements linked to the development of this



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site?

na

Deliverability

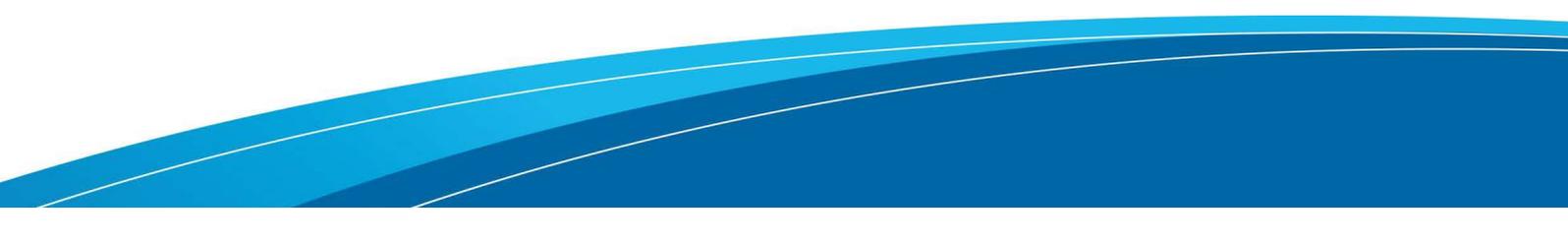
Starting to think about whether development of the site is deliverable and viable...

7. Suitability - potential constraints on development

- a. Is there a record of local opinion towards development of the site?

A questionnaire carried out on Facebook (over 100 comments) was keen to make the site nicer and safer to use with various options proposed to improve the grassy area and make use of it for leisure / public art / exhibition space

8. Availability



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- a. Is the land owner willing for their site to come forward for development?

o/s to discuss with Surrey County Council

- b. Are there any factors which might prevent or delay development e.g. tenancies, leases?

No access for motor traffic makes it unsuitable for anything other than public use

Topography limitations

9. Summary

Desktop research findings

Planning policy considerations

Onsite considerations

Infrastructure & local services

Deliverability

Over what timeframe might the site become available for development - in years, 1-5 | 6-10 | 10+?

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Opened on the 1st of May 1939 as Britains first elevated traffic island, the concrete inner wall has foundations 6ft thick.

The A22 bypass was built at the same time and opened on the 7th April 39. Water once welled from the ground near Wapses Lodge to join the Bourne.

Tandridge District Council have identified Wapses Lodge as being within the EA Flood zone 3. Founded on chalk deposits where because of the porous nature of the rock, flooding is not usually a major flooding issue apart from when ground water levels rise as happened this year and in Dec 2000.

The Bourne passes south east of Wapses Lodge. Any future development needs to take account of possible variations in ground water level.

Opportunities and Aspirations

To create a safer and more pleasant pedestrian environment inside and coming into the roundabout and extend access to cyclists including to improve signage and pathway information both outside and inside the roundabout for pedestrians. Improve access pathways for disabled pedestrians and pedestrians with prams and buggies.

Introduce a landscaped environment including public art etc to encourage pedestrian use and allow the use of football games in a safe non threatening way.

Make use of the inner walls and subways

An important hub for motorists needs developing to become a safe hub for pedestrians and cyclists

Analysis of public views re uses for the space for leisure are ongoing

Summary Continued

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Site Plan - www.cartogold.co.uk/tandridge

