

25 September 2019

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Dear Daniel,

Ripley Parish Council – Garlick’s Arch / Kiln Lane

Ripley Parish Council welcomed the opportunity to discuss the initial design ideas for Garlick’s Arch with LSL on two occasions in July. In the spirit of discussion, we have outlined below our immediate concerns, and ask that these are considered during the pre-planning stage, prior to the planning application being formally submitted. They principally concern the travelling showpeople allocation and the proposed access to it, via Kiln Lane. We have significant reservations about the suitability and viability of this access, and propose that an alternative location within the site for the travelling showpeople would be preferable.

We have concerns, suggestions and recommendations regarding other proposed aspects of the site, based on your consultation events (supplemented by OSP's brochure, dated 1st July) and our local knowledge. Ripley Parish Council are working closely with Send Parish Council to offer a cohesive thought process and to offer some solutions to some of the issues we will be raising. We wish to take a pragmatic approach to this development to gain the best outcome for the current residents of Send and Ripley, as well as ensuring that the Garlick’s Arch development can offer the very best housing solutions for the Borough. This report regarding the site is currently under way and will be forwarded to yourselves and the Council in due course.

Accommodation of a site for Travelling Showpeople

The provision of plots for travelling showpeople is a requirement of policy A41 of the adopted Guildford Local Plan, and there is further guidance regarding the nature of these sites provided here. The provision stems from the Traveller Accommodation Assessment (Guildford Borough Council, 2017), and the Council should be able to provide further advice regarding the needs and requirements of such a site, from which the access requirements can also be understood. It is, however, clear from para 4.2.18 of the Local Plan that certain expectations must be met (including turning space, parking and ‘related business storage’). Criteria 15 of policy A41 also raise an expectation that such a site will draw large vehicles, require the storage of large machinery and generate noise.

The OSP document doesn’t set out any role for Kiln Lane, but has determined that the travelling showpeople site should be accommodated at the south-eastern end of Kiln Lane. The meeting with LSL confirmed that this site would be accessed from the

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north-western end of Kiln Lane, at its junction with Portsmouth Road, meaning Kiln Lane would be the primary access for this site.

Ripley Parish Council do not endorse the allocation of the travelling showpeople's pitch in the proposed location. This area, instead, could form a dedicated recreational area with a track created for dog walkers (with dog waste bins provided), bike riding and general exercise. Providing dedicated recreational space here could serve the purposes of protecting the surrounding ancient woodland from unnecessary access (which could be detrimental), providing health benefits for residents and enhancing the overall look and feel of the development. We have discussed this with the Council's arboriculturalist, who has highlighted the valuable assets within the ancient woodland, including the stream, hedgerows and individual trees of significance.

It is clear from the OSP document that a second option for the travelling showpeople site, close to the proposed A3 slip roads, was also tested but it does not state why the site in the north eastern corner is the preferred option, nor refer to any evidence to support this decision (e.g. engagement with those that might need and use the site). Ripley Parish Council understand that there is a limited current need for sites in the area and that, if there were a need within Garlick's Arch, then such companies would prefer the second option in the south western corner close to the proposed A3 slip roads. Ripley Parish Council do not, therefore, endorse the allocation of the travelling showpeople's pitch in the proposed location.

Kiln Lane as a proposed access

Kiln Lane is a single track lane with no passing places, and has restricted visibility throughout the length of the lane itself with blind bends. No information is available in the OSP document about how these characteristics would be addressed to accommodate travelling showpeople plots at the location shown. Information could be sought from both the developer and the planning / highway authority about the expectations or the proposals here in order to assess the possible impact on recognised assets, particularly the woodland.

Kiln Lane has poor visibility with the junction with Portsmouth Rd, in particular when exiting Kiln Lane, with fast moving traffic on the Portsmouth Road coming from Ripley. This junction also has a close relationship to the junction with Send Marsh Road. The highway authority would need to be satisfied of the junction at the north western end of Kiln Lane and its impact upon Portsmouth Road and nearby junctions.

Kiln Lane has a turnaround area at the end of the lane nearest the A3, which is essential to maintain for emergency vehicles which are unable to turn at any other location on the lane. This turnaround area is also used by the GBC refuse and recycling vehicles. This must be maintained for safety reasons. Para 4.2.18 of the Local Plan seeks adequate turning space for travelling showpeople plots, but the needs of servicing vehicles for existing and new uses remains a valid requirement.

Any impact upon the ancient woodland that skirts the road would require expert assessment, again with an understanding needed of the type of user that the plots are

seeking to accommodate with their allocation. The nature of the vehicles potentially using Kiln Lane to access the plots will be larger and heavier traffic than it currently sees.

Kiln Lane as a movement corridor

The potential for a formal cycle route along Kiln Road was discussed at our meeting, but given the current nature of Kiln Lane, including a formal cycle route alongside access to the travelling showpeople plots does seem unlikely without significant changes. The anticipated use of the road, and its impact upon Kiln Lane and its current character are points addressed under earlier comments and need more information.

Within the OSP document, there does appear to be some contradiction between the concept proposals and the extent of the 'copse cluster' character area, with the character area map suggesting that the extent of built area might be larger than that shown on the concept plan.

Our view is that residents of the Copse Cluster and Arcadian Plateau are likely to take the shortest route to Portsmouth Road (say, to the bus stop which is also used by the school bus) and could create several informal paths through the ancient woodland. Again having discussed this with the Council's arboriculturalist, we suggest that a more practical and pragmatic approach would be to create a formalised path that creates a route from the top end of the site directly through the woodland to the Portsmouth Road. This would offer protection to the surrounding ancient woodland whilst offering an easy solution to encourage residents to use more sustainable methods of transport such as bus, foot or bicycle. We view any further access provision for foot and cycles along Kiln Lane to be redundant.

Summary

The Parish Council has a preference for Kiln Lane to act only as the eastern boundary of the site, and for it to remain in its current form. This would require walking and cycling links through woodland to the main access to the site at the centre of the north-western side, and the travelling showperson site (if a need is justified) located closer to the proposed A3 slip road and accessed internally. Such an approach needs to be supported by evidence for each of these things, but the nature of Kiln Lane and its junction with Portsmouth Road, and its apparent constraints, do appear to point at its inability to perform the role of an access to a major specialist storage area.

I trust these comments are helpful and efforts can be made to address these in the scheme proposals prior to the planning application stage.

Yours sincerely,
For Tibbalds Planning and Urban Design



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