

RIPLEY PARISH COUNCIL

MINUTES of the PLANNING & ENVIRONMENT COMMITTEE MEETING held on MONDAY 1st FEBRUARY 2016 at 1800hrs in the PARISH COUNCIL OFFICE

Present

Cllr Richard Ayears (Chairperson)
Cllr Jennie Cliff
Cllr Suzie Powell-Cullingford
Cllr Vernon Wood
Clerk to the Council Jim Morris

1 member of the public

P&E 79/15 Apologies for absence

Apologies for absence were received and accepted from Cllr Caspar Hancock.

P&E 80/15 Disclosure of interests

| Name of Councillor | Planning Application No. | Subject | Type of interest | Reason |
|--------------------|--------------------------|---------|------------------|--------|
| None | | | | |

P&E 81/15 Minutes of the meeting held on Monday 11th January 2016

The minutes of the meeting held on Monday 11th January 2016 were received, confirmed and signed as a true and correct record by the Chairperson.

P&E 82/15 Consideration of Planning Applications

The Planning Group considered the following planning applications, formulated the following observations and **RESOLVED: That the agreed comments of the Planning Group be forwarded to Guildford Borough Council (GBC) and reported to the Ripley Parish Council meeting scheduled to be held on Thursday 17th March 2016.**

2014/0150

Location: The Drift Golf Club, The Drift, East Horsley, Surrey, KT24 5HD.

Proposal: The importation, deposit and engineering of 75,424m³ (sin 120,678 tonnes) of inert waste materials on 3.45ha of land within the existing golf course facility so as to remodel the existing practice ground outfield and to construct a new 11,000m³ irrigation storage lake as part of a strategy to provide sustainable rainwater harvesting scheme; create a new outdoor short game practice and teaching facility including a putting and chipping green; provide a new 769m² building with 30 covered practice bays and associated storage, ablution, lavatory, teaching and administrative facilities for the benefit of the general public, schools, the junior academy and club members; with associated ecological improvements over a period of 9 months and involving some 8,380 HGV trips or 18,760 HGV movements (based on a conversion rate of 13m³ (9m³ compacted per 20 tonne HGV on a one way circular route at a maximum of 45 HGV trips (90 movements) per day, with temporary passing bays and traffic management measures along The Drift. <http://planning.surreycc.gov.uk/planappdisp.aspx?AppNo=SCC%20Ref%202014/0150>

Contact: Dustin Lees 020 8541 9897 mwcd@surreycc.gov.uk

Ripley Parish Council objects to Planning Application 2014/0150. The proposal represents an unsustainable increase in HGV traffic on unsuitable local roads. The scale of traffic movements associated with this proposal would be damaging to local roads, despite the revision to the access route. There is a danger of environmental problems due to the

potential for run-off of water from the proposed artificial lake into local watercourses in the event of adverse weather conditions.

15/P/00012

Location: Land at Wisley Airfield, Hatch Lane, Ockham, GU23 6NU

Proposal: AMENDED DESCRIPTION: Outline planning permission for the phased development of a new settlement of up to 2,068 dwellings incorporating up to 100 sheltered accommodation units and associated infrastructure including accesses onto the A3 (Ockham Interchange), Ockham Lane and Old Lane and revised access to Elm Corner, a primary/secondary school, community provision, nursery provision, health facility, a local centre (incorporating food & drink, retail, a visitor centre and offices), employment area, 8 travellers pitches, sports and recreational facilities (incorporating a floodlit sports pitch and pavilion). Sustainable Drainage Systems and an area of Suitable Alternative Natural Greenspace (SANG) incorporating a landform feature and car parking. The erection of associated utilities infrastructure. The development proposal to incorporate the demolition/ removal of the runway and VOR Beacon (and any associated outbuildings). Matter for determination is access (with matters of scale, appearance, landscaping and layout reserved).

Contact : Paul Sherman 01483 444668 paul.sherman@guildford.gov.uk

Ripley Parish Council objects to Amended Planning Application 15/P/00012 and wishes to reiterate its previous comments on the proposal.

Ripley is at present a pleasant and well-defined village surrounded by Green Belt land. Ripley Parish Council and Ripley villagers are justifiably proud of the Conservation Area status held along and around Ripley High Street. Guildford Borough Council has defined a Conservation Area as “An area designated as being of special architectural or historic interest, the character of which it is desirable to preserve or enhance, designated by the local planning authority under the Listed Buildings and Conservation Areas act 1990”.

There are no linked proposals to improve the already congested A3. Those who live in Ripley and try to access junction 10 of the M25 or the A3 at Burnt Common in the morning or evening will testify that quite often traffic is almost at a standstill. The proposed Wisley development is completely out of scale and proportion with the village of Ripley, and other settlements nearby.

Ripley Parish Council is opposed to any interference with the boundaries of the Metropolitan Green Belt. This concept was developed to provide a ‘green lung’ for the urban sprawl of London, and to keep in place an area of relaxation for all. Lovelace Ward, with its proximity to the M25, is a clearly defined Green Belt space, which meets these aims. Once despoiled, it could never be recovered, and it is a duty to protect and enhance such amenities.

‘Green Belt’ has been defined as: “A statutory designation made for the purposes of: checking the unrestricted sprawl of large built-up areas; preventing neighbouring towns from merging into one another; assisting in safeguarding the countryside from encroachment; preserving the setting and special character of historic towns and villages; assisting in urban regeneration by encouraging the recycling of derelict and other urban land; the key objective is to maintain or improve the degree of openness in the landscape.” If allowed, this development would significantly damage the openness of the green belt.

The site is neither “derelict” nor “brownfield”: it has always been and is today an agricultural and open rural area, only a small proportion of which was temporarily taken over as a runway and standing for Second World War purposes. It reverted to its original agricultural and rural use at least 43 years ago.

There are no demonstrable “special or exceptional circumstances” which justify the removal of the site from the Green Belt. To the contrary, there are very special reasons which dictate the ongoing status and protection of the site within the Green Belt.

To plan and allow such a disproportionately large housing development at Wisley goes entirely against the points of the Green Belt definition. Each statement is being blatantly disregarded. This development would cause unacceptable damage to our village and other similar countryside areas within Guildford Borough

In a number of instances the Application documents are factually inaccurate, misleading or inconsistent, and make assertions which are not evidently justified by the quoted facts

or arguments. The Application struggles to justify the proposals or to put forward adequate or feasible mitigations to the evident problems.

Traffic flow is already at full capacity through Ripley during both morning and evening peak flows with traffic reduced to walking pace. Ripley High Street is used as a “short cut” by A3 users in an effort to by-pass the daily severe congestion caused by the M25 junction capacity limits being passed. Traffic flows are significantly increased during times when traffic incidents occur on the Ripley by-pass.

The developers’ plan to install a roundabout in Ripley High Street at the junction with Newark Lane is not feasible and has been refused due to space limitations within the conservation area by Surrey County Council on several occasions.

The claim that several local railway stations are located within 5 miles is inaccurate if the actual route by road is calculated. Local railway stations are already overstretched and are further by road than the application makes clear. Most rail users would naturally head towards the better-served stations at either Woking or West Byfleet, again adding to the traffic in Ripley village. The pedestrian routes to and from the proposed development are predominantly along narrow and winding country roads with no pedestrian footways which would present a significant personal risk to any pedestrians trying to access the railway stations.

Severe flooding has been experienced in previous years at the junction of Ockham Road North and the A3 roundabout. Development at Wisley Airfield would increase this problem exponentially in the local area. In an era of unpredictable climate change, development of this scale, with inadequate flood mitigation measures, is incomprehensively dangerous.

Traffic movements during the proposed 12 year development period will have an adverse effect on local roads, which are entirely unsuitable. Local road infrastructure could not possibly handle the goods and plant vehicles associated with a development of this scale. The closures of Plough Lane and Old Lane will lead to much heavier traffic on the A3 to Cobham and these routes represent the only feasible access to Cobham in the event of an accident on the A3/M25. There are very few local pedestrian routes around the area. This effectively means that those wishing to leave the development site would have no option but to use a vehicle.

The Royal Horticultural Society site at Wisley is internationally renowned and the proposals will have a detrimental effect on views from the area. As a major employer in the area, RHS Wisley supports the local economy by providing jobs, and visitors to the attraction often use Ripley businesses such as hotels, bed & breakfasts, cafes, and restaurants. Any detriment to the popularity of RHS Wisley will be felt across the local economy.

In conclusion, Ripley Parish Council believes that the community of Ripley is threatened by the proposed development at Wisley, and the lack of proposed infrastructure, which will add to the huge traffic problems already experienced in the area. There is no proven need to sacrifice Green Belt land, or to shift the Metropolitan Green Belt elsewhere. Acting in line with Guildford Borough Council’s current, 2003 Local Plan, and the National Planning Policy Framework, Ripley Parish Council believes that there is no case for approving this amended application.

16/P/00033

Location: St Bedes Church Of England Aided Junior School, Bush Lane, Send, GU23 7HP

Proposal: Construction of a two storey building on Send CofE First School site to provide a new teaching block for St. Bede's CofE Junior School together with subsequent demolition of existing life-expired St. Bede's CofE Junior School buildings and reinstatement of land; reconfiguration of external spaces to provide new and improved hard and soft play areas with associated landscaping; extension of existing Send CofE First School car park to provide an additional 25 staff parking spaces; formation of new access to relocated St. Bede's CofE Junior School off existing Send Barns Lane access.

Contact : John Busher john.busher@guildford.gov.uk

Ripley Parish Council objects to Planning Application 16/P/00033. Parking and traffic problems are notorious in the area around Send Barns Lane in the morning and afternoon, and this scheme would exacerbate the situation. The school’s fields are designated Green

Belt and outside of the settlement boundary, and the proposal is therefore unacceptable under the current Local Plan. Surface water run-off is also a concern.

P&E 83/15 Planning Enforcement

Members received and considered the planning enforcement reports from Guildford Borough Council, and delegated decisions.

It was RESOLVED: That a letter be drafted to GBC to express disappointment at the growing number of unresolved enforcement cases.

P&E 84/15 Planning & Environment

Members received and considered communications under the remit of the Planning & Environment Committee:

i) Consultation on changes to the National Planning Policy Framework (NPPF).

It was RESOLVED: That Cllr Ayears would draft the parish council response to the NPPF consultation.

ii) Email dated 20th January 2016 from Ripley CC regarding an obstruction to their deliveries.

It was RESOLVED: That no further action was required. Information from Cllr Cliff indicated that the Cricket Club had resolved the issue.

iii) Email dated 25th January 2016 from Surrey Community Action regarding the 'Inspiring Enterprise' initiative.

It was RESOLVED: That the email from Surrey Community Action be noted.

iv) Letter dated 25th January 2016 from the Planning Inspectorate regarding an appeal decision on application 15/P/01664.

It was RESOLVED: That the Planning Inspectorate decision be noted. Members were gratified to see the inspector upholding the decision by GBC.

P&E 85/15 Date of the next meeting

The next meeting will take place on Monday 22nd February 2016 at 1800hrs at the Parish Council Office.

The meeting closed at 1835hrs.

Signed:

Date: