



Ripley Parish Council, Victory House, High Street, Ripley, GU23 6AF

14th September 2023

To: Members of the Planning & Environment Committee

PLANNING & ENVIRONMENT COMMITTEE MEETING on WEDNESDAY 20th SEPTEMBER 2023 at 1800hrs at VICTORY HOUSE

Your attendance is required at the above meeting; the Agenda is shown below. Details of Planning Applications are available at www.guildford.gov.uk

Ruth Harrison
Clerk to the Council

AGENDA

1. APOLOGIES FOR ABSENCE

To RECEIVE any apologies for absence from Planning & Environment Committee members.

2. DISCLOSURE OF INTERESTS

To RECEIVE any disclosure by members of non-pecuniary interests in agenda items.

To RECEIVE any written requests for new disclosable pecuniary interests dispensations Without a dispensation a member may not participate in any discussion on the matter nor vote.

3. PUBLIC QUESTIONS

To RECEIVE and CONSIDER questions from members of the public.

4. MINUTES & MATTERS ARISING

To RECEIVE and SIGN as a correct record the Minutes of the Planning & Environment Committee meeting held 19.07.2023.

5. PLANNING APPLICATIONS

To RECEIVE and CONSIDER the following planning applications and any applications received before the meeting but after Agenda dispatch. Applications received before the meeting but after Agenda publication are publicised at www.ripleyparishcouncil.gov.uk

23/P/01258

Location: Valentines Farm, Rose Lane, Ripley, GU23 6NE.

Proposal: Change of use from agricultural land to dog exercise area to include fencing, entry vestibule, temporary animal shelter, temporary storage shed, car parking and landscaping.

Contact: Carolyn Preskett carolyn.preskett@guildford.gov.uk

Closing date: 21.09.2023 (extension)

23/P/01336

Location: 3 Newark Close, Ripley, GU23 6DW.

Proposal: First floor extension with roof changes and addition of obscure glass window to side.

Contact: Chris Gent christopher.gent@guildford.gov.uk

Closing date: 21.09.2023 (extension)

23/P/01342 & 23/P/01343

Location: 17 Rose Lane, Ripley, GU23 6NE.

Proposal: Planning And Listed Building Consent for a single storey side extension to the former outbuilding following various demolition works.

Contact: Holly Craig holly.craig@guildford.gov.uk

Closing date: 21.09.2023 (extension)

2021/0150

Location: Land at the former Woodhill Sandpit, Farley Heath Road, Albury, GU5.

Proposal: Importation, deposit and engineering of inert waste material to land for the purposes of stabilising sandpit faces within a historic sandpit with restoration to forestry.

Contact: MWCD@surreycc.gov.uk

Closing date: 21.09.2023 (extension)

23/T/00231

Location: Wickets End, 52 Newark Lane, Ripley, GU23 6BZ.

Proposal: T1 Yew tree – Trim to shape by 12 inches all around. (TPO 10 of 2018) (Ripley Conservation Area).

Contact: Tim Holman tim.holman@guildford.gov.uk

Closing date: 22.09.2023

6. PLANNING ENFORCEMENT, APPEALS, & DECISIONS

To RECEIVE and CONSIDER reports on current Planning Enforcement cases and Planning Application decisions and informatives.

7. PLANNING & ENVIRONMENT INFRASTRUCTURE SUB-COMMITTEE

To RECEIVE and CONSIDER reports on matters ongoing under the remit of the P&E Infrastructure Sub-Committee.

i) National Highways – M25 J10/A3 Wisley Interchange Improvement Scheme update; Development Consent Order Regulation 19.

ii) Local Cycling & Walking Infrastructure Plan (LCWIP).

8. PLANNING & ENVIRONMENT

To RECEIVE and CONSIDER matters ongoing under the remit of the P&E Committee:

i) Inquiry ref: APP/Y3615/W/23/3320175 Ripley Parish Council and Send Parish Council joint Rule 6 representation; notification of Public Inquiry.

ii) Correspondence: *FAO the Councillors: Help Requested – National Effort to Protect Neighbourhood Development Plans* and Appeal Decision APP/P3420/W/23/3314808.

iii) Correspondence: *Guildford-Horsham Rail Reopening*.

iv) Correspondence: *Guildford-Horsham and beyond with an Arundel Curve*.

v) Correspondence: *Woodhill Sandpit Planning Application*.

vi) Consultation: *Proposals to modify Burpham Neighbourhood Area and designate a new forum*. (Closing date 12.10.2023).

vii) Correspondence: *Planning Application 23/P/01070 – Objection*.

viii) Correspondence: *Flood Forum*.

9. DATE OF THE NEXT P&E COMMITTEE MEETING

Wednesday 18th October 2023 at 1800hrs at Victory House.



Ripley Parish Council Office
Victory House
High Street
Ripley
Surrey
GU23 6AF
Phone: 01483 224847
clerk@ripleyparishcouncil.gov.uk
www.ripleyparishcouncil.gov.uk

MINUTES of RIPLEY PARISH COUNCIL PLANNING & ENVIRONMENT COMMITTEE MEETING held on WEDNESDAY 16th AUGUST 2023 at 1800HRS at VICTORY HOUSE

Present: Cllr Ian Baker
Cllr Caroline Bimson
Cllr Rowland Cornell
Cllr Sarah Gill (Chairperson)
Cllr Paddy McLaughlin
Cllr Peter Shoesmith
Jess Caine, Assistant Clerk
Ruth Harrison, Clerk of the Council
Jim Morris, PSLCC
6 members of the public

P&E 037/23 APOLOGIES FOR ABSENCE

Apologies for absence were received and accepted from Cllr Ayears.

P&E 038/23 DISCLOSURES OF INTEREST

Cllr Bimson declared an interest in Agenda item 6i: *National Highways - M25 J10/A3 Wisley Interchange Improvement Scheme update; Development Consent Order Regulation 19*. Cllr Bimson was on sabbatical from employment with Atkins.

Cllr Gill declared an interest in Agenda item 5: *Planning Application ref 23/P/01228*. Cllr Gill was an employee of Ferma, based at Teulon House.

P&E 039/23 PUBLIC QUESTIONS

Members of the public from Kiln Lane and nearby came to explain their objections to planning application **23/P/01070**. As residents they were aware that the site was completely unsuitable due to flooding. There were serious concerns regarding the lack of information available about the plan including information about sewerage and drainage. There were concerns over the potential leaking of chemicals from cleaning equipment which would end up in the water course, in particular the River Wey. They noted that the Travelling Showpeople's Guild had spoken at the main planning meeting for Garlick's Arch and said the site was inappropriate. Further concerns were raised by the residents of the unsuitability of Kiln Lane for such vehicular access with the likely subsequent road and verge damage. A resident raised the concerns over noise and the impact on her livery business. The acoustic fencing was a recognition that noise was expected. However, no fencing was planned to the north which leads to ancient woodland. Any encroachment onto the woodland was deemed unacceptable. Residents noted that the boundary line of the application had been kinked to ensure the application was not in flood risk area zone 3. However, this area was known to have serious flooding issues by those who use the site for dog walking. Residents asked that Send & Lovelace Ward Cllr Pat Oven be made aware of the concerns regarding this planning application.

It was RESOLVED: Parish clerk would inform Cllr Oven regarding concerns over planning application 23/P/01070.

A member of the public raised the issue of the Ripley section of the bus 463 which with no prior notice had on multiple occasions not stopped in Ripley due to increased traffic from the roadworks. This would have a serious impact for the disabled and anyone waiting for the bus in Ripley which never arrives. He knew of this happening from other bus users on at least 4 occasions. He had raised his concerns with White Bus. Cllrs considered that there should be better communication from the bus

company regarding any alterations to the route or timetable amendments to take the planned traffic works into consideration.

It was RESOLVED: A letter would be sent to SCC/White bus from RPC.

P&E 040/23 MINUTES

The Minutes of the Planning & Environment Committee meeting held on Wednesday 19th July 2023 were received, confirmed, and signed as a true and correct record by the Chairperson.

P&E 041/23 PLANNING APPLICATIONS

The Planning & Environment Committee considered the following planning applications, formulated the following observations, and **RESOLVED: That the agreed comments of the Planning & Environment Committee be forwarded to Guildford Borough Council (GBC) and reported to the Ripley Parish Council meeting scheduled to be held on Wednesday 18th October 2023.**

23/P/01139

Location: 5 Georgelands, Ripley, GU23 6DE.

Proposal: Proposed single storey rear extension following demolition of existing conservatory.

Contact: Anjana Jayan anjana.jayan@guildford.gov.uk

Ripley Parish Council supports Planning Application Ref 23/P/01139.

23/P/01070

Location: Land at Garlick's Arch, Portsmouth Road, Send.

Proposal: Use of site for 6 Travelling Showpeople plots, with associated access, supporting infrastructure and other associated works.

Contact: Kelly Jethwa kelly.jethwa@guildford.gov.uk

Ripley Parish Council objects to Planning Application ref 23/P/01070. The allocated site within GBLPSS Policy A41 is wholly unsuitable for use as Travelling Showpeople plots (TSP).

Despite the Applicant's assertion that an 18-tonne weight limit would be applied, Kiln Lane is not suitable for large vehicles. The Lane is bounded by private property to one side and Ancient Woodland to the other. Red kites, which are protected under the Wildlife & Countryside Act 1981, are known to nest in the Ancient Woodland and the area has biodiversity indicators such as wild service trees. The inaccessibility of the site cannot be mitigated.

The Applicant's Design & Access Statement (p. 9) depicts surface water run-off towards the adjacent watercourse, and states: "The water will be slowed down and find natural flowpaths to the East Clandon Stream." This raises serious concerns over potential contamination of the stream, which disperses into the River Wey. The parish council has been provided with evidence that the allocated TSP area of the Garlick's Arch site suffers from poor drainage and is often waterlogged.

Table 15: Current supply, need and future requirement for Travelling Showpeople in the 2017 Guildford Borough Traveller Accommodation Assessment (p. 40), depicts a need for eight TSP over the lifetime of the Local Plan (2017-2034). Ripley Parish Council maintains its position that this allocation, directly adjacent to the A3, is not suitable for human habitation. There are more appropriate sites within the Garlick's Arch site allocation and the wider borough which should be considered ahead of resolving this application. Ripley Parish Council also notes that GBLPSS Policy A41, para 17, states that: "Travelling Showpeople with a local connection should have priority for ownership." The apparent applicant to purchase the site is attached to the Norwich & Eastern Counties Section of the Showmen's Guild. Ripley Parish Council questions whether the identified need in Guildford Borough is accurate.

The Applicant does not offer significant detail, such as elevations. Ripley Parish Council also notes that further information is required to satisfy Surrey County Council's Principal Transport Development Planning Officer.

23/P/01228

Location: Teulon House, High Street, Ripley, GU23 6AY.

Proposal: Advertisement Consent for externally illuminated fascia signage on shop front, wall sign and hanging sign; installation of branded awning.

Contact: Sakina Khanbhai sakina.khanbhai@guildford.gov.uk

Ripley Parish Council supports Planning Application ref 23/P/01228.

23/P/01265

Location: 4 Hedgecroft Cottages, Newark Lane, Ripley, GU23 6DD.

Proposal: Single storey side/rear extension and changes to rear fenestration.

Contact: Anjana Jayan anjana.jayan@guildford.gov.uk

Ripley Parish Council supports Planning Application ref 23/P/01265.

23/P/01270 & 23/P/01271

Location: The Cottage, Rose Lane, Ripley, GU23 6NE.

Proposal: Planning and Listed Building Consent for the proposed replacement of 8 windows and one back door on the rear elevation.

Contact: James Tang james.tang@guildford.gov.uk

Ripley Parish Council supports Planning Application refs 23/P/01270 & 23/P/01271.

23/P/00938

Location: Ripley Court Cottage, Rose Lane, Ripley, GU23 6NE.

Proposal: Listed Building Consent for a replacement window to the rear elevation.

Contact: James Tang james.tang@guildford.gov.uk

Ripley Parish Council supports Planning Application ref 23/P/00938.

P&E 042/23 PLANNING ENFORCEMENT, APPEALS, & DECISIONS

Members received and considered current planning enforcement cases in the parish.

It was RESOLVED: That the reports be noted.

P&E 043/23 PLANNING & ENVIRONMENT INFRASTRUCTURE SUB-COMMITTEE

Members received and considered matters ongoing under the remit of the P&E Committee:

i) National Highways – M25 J10/A3 Wisley Interchange Improvement Scheme update; Development Consent Order Regulation 19. There were currently no further updates.

ii) Local Cycling & Walking Infrastructure Plan (LCWIP).

Cllr McLaughlin had submitted around 7 suggestions on the LCWIP website.

It was RESOLVED: Provision of bike racks in the village should be considered at a future meeting in around 6 months.

P&E 044/23 PLANNING & ENVIRONMENT

Members received and considered matters ongoing under the remit of the P&E Committee:

i) Inquiry ref: APP/Y3615/W/23/3320175 Ripley Parish Council and Send Parish Council joint Rule 6 representation. The Proof of Evidence needed to be submitted by 4th September along with a list of witnesses who would speak at the enquiry. Cllr Osborn was investigating the cost of both a traffic consultant and professional support writing the Proof of Evidence. She would report back to the Rule 6 group the following week.

It was RESOLVED: That the item be noted.

ii) Correspondence: 463 17:25 service from Guildford to Woking 26/07/2023.

It was RESOLVED: That the item be noted.

iii) Correspondence: RE: 463 17:25 service from Guildford to Woking 26/07/2023.

It was RESOLVED: That the item be noted. See item 039/23

iv) Correspondence: TRO- Portsmouth Road (B2215) Ripley SLO.

It was RESOLVED: That the item be noted.

v) Speed Data results Portsmouth Road 12.07.2023-25.07.2023.

It was RESOLVED: That the item be noted.

P&E 045/23 DATE OF THE NEXT P&E COMMITTEE MEETING

The next meeting of the parish council's Planning & Environment Committee was scheduled to take place on Wednesday 20th September 2023.

The meeting closed at 1855hrs.

Date:

Chairperson



Ripley Parish Council Office
Victory House
High Street
Ripley
Surrey
GU23 6AF
Phone: 01483 224847
clerk@ripleyparishcouncil.gov.uk
www.ripleyparishcouncil.gov.uk

MATTERS ARISING from the MINUTES of RIPLEY PARISH COUNCIL PLANNING & ENVIRONMENT COMMITTEE MEETING held on WEDNESDAY 16th AUGUST 2023

P&E 039/23 PUBLIC QUESTIONS

ACTION ARISING: Parish clerk would inform Cllr Oven regarding concerns over planning application 23/P/01070.

ACTION ARISING: A letter would be sent to SCC/White bus from RPC.

P&E 043/23 PLANNING & ENVIRONMENT INFRASTRUCTURE SUB-COMMITTEE

ACTION ARISING: Provision of bike racks in the village should be considered at a future meeting in around 6 months.



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Mr. Jim Morris
Ripley Parish Council
Victory House
High Street
Ripley
Surrey
GU23 6AF

Date: 18 August 2023

Dear Mr. Morris,

Reference: 23/P/01336

Location: 3 Newark Close, Ripley, Woking, GU23 6DW
Proposal: First floor extension with roof changes and addition of obscure glass window to side
Contact : Chris Gent (Direct Line 01483 444470, EMail christopher.gent@guildford.gov.uk planningenquiries@guildford.gov.uk)

I am writing to inform you of the above application which can also be viewed online at www.guildford.gov.uk/planning

Should you wish to make any observations of this application, please write to this office within 21 days of the date of this letter. It would be helpful if you could quote the above reference number on any correspondence.

I would add that under the provisions of the Local Government (Access to Information) Act 1985, any representations you wish to make are available for inspection by the public.

Yours sincerely

Claire Upton-Brown
Executive Head - Planning Development



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www.guildford.gov.uk

Mr. Jim Morris
Ripley Parish Council
Victory House
High Street
Ripley
Surrey
GU23 6AF

Date: 22 August 2023

Dear Mr. Morris,

Reference: 23/P/01342 and 23/P/01343

Location: 17 Rose Lane, Ripley, Woking, GU23 6NE
Proposal: SPlanning and Listed Building Consent for a single storey side extension to the former outbuilding following various demolition works.
Contact : Holly Craig (Direct Line 01483 444547, EMail holly.craig@guildford.gov.uk) planningenquiries@guildford.gov.uk

I am writing to inform you of the above applications which may be inspected at these offices between the hours of 8.30 am and 5.00 pm Mondays to Thursdays or between the hours of 8.30 am and 4.30 pm on Fridays. Alternatively, applications can also be viewed online at www.guildford.gov.uk.

Should you wish to make any observations of these applications, please write to this office within 21 days of the date of this letter. It would be helpful if you could quote the above reference numbers on any correspondence.

I would add that under the provisions of the Local Government (Access to Information) Act 1985, any representations you wish to make are available for inspection by the public.

Yours sincerely

Claire Upton-Brown



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Mr. Jim Morris
Ripley Parish Council
Victory House
High Street
Ripley
Surrey
GU23 6AF

Date: 24 August 2023

Dear Mr. Morris,

Reference: 23/P/01258

Location: Valentines Farm, Rose Lane, Ripley, Woking, GU23 6NE
Proposal: Change of use from agricultural land to dog exercise area to include fencing, entry vestibule, temporary animal shelter, temporary storage shed, car parking and landscaping.
Contact : Carolyn Preskett (Direct Line , EMail carolyn.preskett@guildford.gov.uk)
planningenquiries@guildford.gov.uk

I am writing to inform you of the above application which can also be viewed online at www.guildford.gov.uk/planning

Should you wish to make any observations of this application, please write to this office within 21 days of the date of this letter. It would be helpful if you could quote the above reference number on any correspondence.

I would add that under the provisions of the Local Government (Access to Information) Act 1985, any representations you wish to make are available for inspection by the public.

Yours sincerely

Claire Upton-Brown
Executive Head - Planning Development



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Mr. Jim Morris
Ripley Parish Council
Victory House
High Street
Ripley
Surrey
GU23 6AF

Date: 01 September 2023

Dear Mr. Morris,

Reference: 23/T/00231

Location: Wickets End (The New House), 52 Newark Lane, Ripley, Woking, GU23 6BZ
Proposal: T1 Yew tree - Trim to shape by 12 inches all around. (TPO 10 of 2018) (Ripley Conservation Area)
Contact : Tim Holman (Direct Line 01483 444946, EMail tim.holman@guildford.gov.uk) planningenquiries@guildford.gov.uk

I am writing to inform you of the above application which can also be viewed online at www.guildford.gov.uk/planning

Should you wish to make any observations of this application, please write to this office within 21 days of the date of this letter. It would be helpful if you could quote the above reference number on any correspondence.

I would add that under the provisions of the Local Government (Access to Information) Act 1985, any representations you wish to make are available for inspection by the public.

Yours sincerely

Claire Upton-Brown
Executive Head - Planning Development

Current Enforcement Cases Ripley

Report date: 01/09/2023

Total Number of all Open Cases: 15

Total Number of **HIGH** Priority Cases Open: 0

Total Number of **MEDIUM** Priority Cases Open: 5

Total Number of **LOW** Priority Cases Open: 10

Ripley	Total cases for parish: 15
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- | | | | |
|----------|--|--|--|
| 1 | Case No: EN/18/00104

Officer: Joanna Searle

Location: Highlands Farm, Portsmouth Road, Ripley, GU23 6EY

Description: Without planning permission, the material change of use of the land from a nil use to the mixed use of the land for residential purposes, through the stationing of a park home and the use of the land and buildings for non-agricultural storage, including but not limited to the storage of motor vehicles

Without planning permission; the construction of two steel portal –framed buildings labelled A and B on Plan 2 attached to the Notice; the laying of concrete hardstanding hatched in black on Plan 2; the construction of retaining walls cross-hatched in green on Plan 2 attached to this notice; the construction of breeze block planters shown cross-hatched in red on Plan 2 attached to this notice and the construction of tracks cross-hatched in black on Plan 2 attached to this notice. | Received: 23/04/2018

Priority: Medium | Case Status: Appeal Decided |
| 2 | Case No: EN/19/00016

Officer: Joanna Searle

Location: Valentines Farm, Rose Lane, Ripley, Woking, GU23 6NE

Description: i)Without planning permission an engineering operation consisting of the construction of a bund/raised earth platform in the approximate location outlined in blue on the attached plan.

ii) Without planning permission an engineering operation comprising changes to the levels of the ground, construction of a wall and fence and the laying of materials to create a hard-surfaced raised area, in the approximate location outlined in green on the attached plan.

iii)Without planning permission, operational development consisting of the installation of two structures, in the approximate location outlined in black on the attached plan and also shown in the two photographs attached to this Notice.

iv)Without planning permission, an engineering operation consisting of the construction of a track shown in the approximate location cross hatched in black on the attached plan. | Received: 17/01/2019

Priority: Medium | Case Status: Serve Enforcement Notice |
| 3 | Case No: EN/20/00048

Officer: Alison Adams

Location: Highlands Farm, Portsmouth Road, Ripley, GU23 6EY

Description: Alleged unauthorised Development - erection of large scaffolding structure | Received: 12/03/2020

Priority: Low | Case Status: Investigating |

4	Case No: EN/20/00084	Received: 30/03/2020	Case Status: Serve Enforcement Notice
	Officer: Darren Gregory		Priority: Low
	Location: Land lying to the west of Polesden Lane, Ripley, Guildford, GU23 6DX also known as land between Grafton and The Ha		
	Description: Without planning permission; i) the making of a material change of use of the land from a nil use to use of the land for residential purposes through the stationing of a static mobile home and for the storage of vehicles ii) the erection on the land of a day room, outbuildings, fencing and a children's play structure iii) the laying of hardstanding and the construction of a cesspit to facilitate the stationing of the mobile home and the development in i) and ii) above		
5	Case No: EN/20/00103	Received: 02/04/2020	Case Status: Serve Planning Contravention Notice
	Officer: Peter Muir		Priority: Low
	Location: Grafton, Polesden Lane, Ripley, Woking, GU23 6DX		
	Description: Alleged unauthorised use of land as builder's yard		
6	Case No: EN/20/00342	Received: 09/11/2020	Case Status: Investigating
	Officer: Tara Lang		Priority: Low
	Location: Hurst Farm, Portsmouth Road, Ripley, Woking, GU23 6EY		
	Description: Alleged construction of a building without planning permission		
7	Case No: EN/21/00004	Received: 05/01/2021	Case Status: Investigating
	Officer: Tara Lang		Priority: Low
	Location: Fernwood Nurseries, Tithebarns Lane, Send, Woking, GU23 7LE		
	Description: Alleged erection of replacement buildings rather than refurbishment as approved by planning approval 19/P/00207		
8	Case No: EN/21/00019	Received: 18/01/2021	Case Status: Investigating
	Officer: Joanna Searle		Priority: Medium
	Location: Land north of Woodcote Park Nursery, Ripley Road, Send, Woking, GU23 7LT		
	Description: Alleged unauthorised construction of hard surface and track		
9	Case No: EN/21/00105	Received: 29/03/2021	Case Status: Investigating
	Officer: Alison Adams		Priority: Low
	Location: Highlands Farm, Portsmouth Road, Ripley, GU23 6EY		
	Description: Alleged unauthorised portacabin		
10	Case No: EN/22/00037	Received: 17/01/2022	Case Status: Investigating
	Officer: Enforcement		Priority: Low
	Location: The Paddocks, Rose Lane, Ripley GU23 6NE		
	Description: Alleged unauthorised increase in area of site		

11	Case No: EN/22/00165	Received: 06/05/2022	Case Status: Investigating
	Officer: Peter Muir		Priority: Medium
	Location: Stables, Hangover House, Gambles Lane, Ripley		
	Description: Alleged unauthorised operational development consisting of the creation of hard surfaces, and the erection of gates and fence		
12	Case No: EN/22/00265	Received: 28/07/2022	Case Status: Investigating
	Officer: Peter Muir		Priority: Medium
	Location: Valentines Farm, Rose Lane, Ripley, Woking, GU23 6NE		
	Description: Alleged unauthorised operational development linked to multiple deliveries of concrete to the site		
13	Case No: EN/22/00397	Received: 10/11/2022	Case Status: Investigating
	Officer: Enforcement 2		Priority: Low
	Location: 2 Grove Heath North, Ripley, Woking, GU23 6EN		
	Description: Alleged unauthorised development consisting of hard core being placed to the rear of the dwellinghouse, changing the land levels, and associated development to facilitate the change in land levels.		
14	Case No: EN/22/00444	Received: 14/12/2022	Case Status: Investigating
	Officer: Enforcement 2		Priority: Low
	Location: White Horse Yard, High Street, Ripley, GU23 6BB		
	Description: Alleged unauthorised development - spot lights erected on site and light pollution caused as a result		
15	Case No: EN/23/00159	Received: 04/05/2023	Case Status: Serve Planning Contravention Notice
	Officer: Peter Muir		Priority: Low
	Location: Bramley Cottage, Tithebarns Lane, Send, Woking, GU23 7LE		
	Description: Alleged unauthorised development consisting of the change of use of the existing outbuilding into an independent dwellinghouse and associated operational development to the outbuilding to facilitate the alleged change of use		



Enforcement Cases Closed Ripley

Report date: 01/09/2023

Actions since: 01/08/2023

Ripley

Total cases for parish: 1

1

Case No: EN/23/00288

Enforcement Officer: Peter Muir

Location: Land rear of Wayside, Polesden Lane, Ripley, Woking, GU23 6DX

Description: Alleged unauthorised development consisting of the siting of a residential caravan on agricultural land

Sign-Off Date:

Action Notes:

10/08/2023

The "caravan" is a mobile shepherds hut under construction for intended delivery to a client. There is no residential use and no breach of planning control at this time.

Detail:

1

Application Number: 23/P/00999

Stat Start Date: 20/06/2023

App type: C of Lawfulness for Proposed Use or Dev

Grid Ref: 504666 156054

Parish: Ripley

Agent: Sharp Design Association Ltd,
34 Inverclyde Cottage, Newark
Lane, Ripley, GU23 6BZ

Ward: Send & Lovelace

Final Decision: Part Approved, Part Refused

Decision Date: 14/08/2023

Decision Level: Delegated

Location: 2 Grove Heath North, Ripley, Woking, GU23 6EN

Proposal: Certificate of Lawfulness for a proposed development to establish whether a front porch extension, single storey side extension, roof adjustment with enlarged rear dormer, single storey rear extension and changes to fenestration would be lawful.

Conditions & Reasons

Unique condition 9 - add own text

The proposed roof alterations and porch would constitute permitted development under Schedule 2, Part 1, Classes B and D of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended)

Reason for Refusal

The proposed rear extension is materially different to prior notification application 23/W/00020 and therefore, this is not considered a fallback position under paragraph A.1(g). The depth of the extension would exceed 4 metres. Therefore, it would not comply with paragraph A.1 (f)(i) of Schedule 2, Part 1, Class A of the Town and Country Planning (General Permitted Development) Order (England), 2015 (as amended) and would not constitute permitted development in this instance.

Informatives

Drawing numbers - refusals

This decision relates expressly to drawings SDA:022:RIP:PA:01, SDA:022:RIP:PA:02 REV A, 482RP200, 482RP300, Location Plan and additional information received on 15/06/2023.

Unique informative 1 - add own text

The assessment of this certificate has been made using a desktop study of the information provided with the application and the determination is based on that information provided. If this information is NOT accurate then it could affect the lawfulness or otherwise of the proposals.

Unique informative 1 - add own text

In accordance with Class A A.3(a), the Applicant is advised that the development is permitted by Class A subject to the following condition:

the materials used in any exterior work shall be of similar appearance to those used in the construction of the exterior of the existing dwellinghouse

In accordance with Class B B.2 (a) the Applicant is advised that the development is permitted by Class B subject to the following condition:

the materials used in any exterior work shall be of similar appearance to those used in the construction of the exterior of the existing dwellinghouse

In accordance with Class B B.2(c) the Applicant is advised that the development is permitted by Class B subject to the following condition:

(c) any window inserted on a wall or roof slope forming a side elevation of the dwellinghouse must be—

(i) obscure-glazed, and

(ii) non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the

room in which the window is installed.

Building control informative

If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk

Detail:

2

Application Number: 23/P/01056

Stat Start Date: 21/06/2023

App type: Full Application

Grid Ref: 504477 156158

Parish: Ripley

Agent: Abstract Plans, Unit 15B,
Highway Farm, Horsley Road,
KT11 3JZ

Ward: Send & Lovelace

Final Decision: Approve
Decision Date: 18/08/2023
Decision Level: Delegated

Location: Orchard House, 2 Milestone Close, Ripley, Woking, GU23 6EP

Proposal: Proposed two storey rear extension with rooflight and changes to fenestration (amended plan received on 18/08/2023 showing revised off-street parking/soft landscaping layout to the front of the dwelling)

Conditions & Reasons

Drawing numbers

The development hereby permitted shall be carried out in accordance with the following approved plans: APL 1628 - SLP 01 - REV B, APL 1628 - E02, APL 1628 - P02 - Rev C, APL 1628 - P01 - REV C received on 21/06/2023 and amended drawing number APL 1628 - PARK01 REV A received on 18/08/2023.

Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

Full Permission - three years

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

Hardstanding drainage

The hardstanding area hereby permitted on the frontage shall have a permeable (or porous) surfacing which allows water to drain through, or surface water shall be directed to a lawn, border or soakaway, so as to prevent the discharge of water onto the public highway and this should be thereafter maintained.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Informatives

National Planning Policy Framework

This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:

Offering a pre-application advice service in certain circumstances

Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application

Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.

Pre-application advice was not sought prior to submission and the application was acceptable as submitted.

Detail:

1

Application Number: 23/P/01139**Stat Start Date:** 03/07/2023**App type:** Full Application**Grid Ref:** 504747 156678**Parish:** Ripley**Ward:** Send & Lovelace**Final Decision:** Approve**Decision Date:** 22/08/2023**Decision Level:** Delegated**Location:** 5 Georgelands, Ripley, Woking, GU23 6DE**Proposal:** Proposed single storey rear extension following demolition of existing conservatory.**Conditions & Reasons****Materials to match**

The external finishes of the development hereby permitted, including making good to the retained fabric, shall match in material, colour, size, style, bonding, texture and profile those of the existing building.

Reason: To ensure that the external appearance of the building is satisfactory .

Drawing numbers

The development hereby permitted shall be carried out in accordance with the following approved plans: P001 REV A, P002 REV A, P003 REV A, P004 REV A, P005 REV A & P006 REV A received on 29/06/2023.

Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

Full Permission - three years

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

Informatives**National Planning Policy Framework**

This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:

Offering a pre-application advice service in certain circumstances

Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application

Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.

Building control informative

If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk.

Detail:

1

Application Number: 23/P/01005

Stat Start Date: 12/06/2023

App type: Full Application

Grid Ref: 505437 156776

Parish: Ripley

Ward:

Final Decision: Approve

Decision Date: 09/09/2023

Decision Level: Delegated

Location: White Horse Yard, High Street, Ripley, GU23 6BB

Proposal: Variation of condition 2 (approved drawings) of planning permission 20/P/01057 approved 21/2/2023.

Conditions & Reasons

Unique condition 1 - add own text

Prior to commencement of development the applicant must undertake an updated preliminary ground level roost assessment of all trees which are impacted by the proposals, including all trees to be felled or at risk of damage through construction activity. These details and any required mitigation measures shall be submitted to an approved by the LPA .

Reason: To ensure protection of protected species.

Habitat/Protected species survey

Prior to the commencement of any work including demolition on the site, the Applicant must carry out a bat presence/likely absence survey, between mid-May and July, in line with the good practice guidelines, to identify whether a maternity roost is present or likely absent and use this information to refine the bat mitigation strategy submitted. Upon the completion of the bat survey, the results should be provided to the Local Planning Authority, along with the final bat mitigation strategy. In the event that a bat roost (s) is recorded then no work will be able to start on the building until a European Protected Species Mitigation Licence has been granted by Natural England. Works shall only commence once the LPA has approved in writing the bat survey and final mitigation strategy, or, Natural England have granted a European Protected Species Mitigation Licence.

Reason: In order to protect the favourable conservation status of bats.

Contaminated land

No development, other than that required to be carried out as part of an approved scheme of remediation, shall take place until an investigation and risk assessment in addition to any assessment provided with the application, must be completed in accordance with a scheme to assess the nature and extent of any contamination on the site, whether or not it originates on the site. The contents of the scheme are subject to the approval in writing of the Local planning authority. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The written report is subject to the approval in writing of the local planning authority. The report of the findings must include:

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to: human health, property (existing or proposed) including buildings, crops, livestock, pets, woodland and service lines and pipes, adjoining land, groundwaters and surface waters, ecological systems, archaeological sites and ancient monuments;
- (iii) an appraisal of remedial options, and proposal of the preferred option(s). This must be conducted in accordance with DEFRA and the Environment Agency's Model Procedures for the Management of Land Contamination, CLR 11. If unexpected contamination is found after development has begun, development must be halted on that part of the site affected by the unexpected contamination to the extent specified by the local planning authority in writing and until the appropriate remediation has been undertaken.

Reason: To ensure that risks from land contamination to neighbouring land and future users of the land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Reporting of unexpected contamination

In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the local planning authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 14, and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of condition 15, which is subject to the approval in writing of the local planning authority. Following completion of the remediation works, a verification report must be submitted to and approved in writing of the local planning authority.

Reason: To ensure that risks from land contamination to neighbouring land and future users of the land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Electric vehicle charging points

The development hereby approved shall not be first occupied unless and until each of the proposed dwellings and at least two of the proposed visitor parking bays are provided with a fast-charge Electric Vehicle charging point (current minimum requirements - 7 kw Mode 3 with Type 2 connector - 230v AC 32 Amp single phase dedicated supply) in accordance with a scheme to be submitted and approved in writing by the Local Planning Authority and thereafter retained and maintained to the satisfaction of the Local Planning Authority.

Reason: To encourage the use of electric cars in order to reduce carbon emissions.

Construction transport management plan

No development shall commence until a Construction Transport Management Plan, to include details of:

- (a) parking for vehicles of site personnel, operatives and visitors
- (b) loading and unloading of plant and materials
- (c) storage of plant and materials
- (d) programme of works (including measures for traffic management)
- (e) HGV deliveries and hours of operation
- (f) vehicle routing
- (g) measures to prevent the deposit of materials on the highway
- (h) before and after construction condition surveys of the highway and a commitment to fund the repair of any damage caused
- (i) on-site turning for construction vehicles

has been submitted to and approved in writing by the Local Planning Authority. Only the approved details shall be implemented during the construction of the development.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users. This pre commencement condition goes to the heart of the planning permission.

Unique condition 8 - add own text

Prior to occupation details of the housing mix shall be submitted to the lpa for approval in writing. To demonstrate that: 10% of the homes shall meet Building Regs M4(2) 'accessible and adaptable dwellings' and 5% of the dwellings shall meet Building Regs M4(3) 'wheelchair user dwellings'.

Reason: To ensure policy compliant housing.

Unique condition 10 - add own text

Prior to occupation of the last dwelling confirmation that the scheme has achieved a Secure By Design accreditation shall be submitted to the lpa.

Reason: To create safe and accessible environments.

Building recording

A photographic record of the internal and external features of the Coachworks Barn shall be submitted to and approved in writing by the Local Planning Authority prior to its demolition.

Reason: To secure the proper recording of the undesignated heritage asset. This pre commencement condition goes to the heart of the planning permission.

Protection of features

No works or demolition shall take place on the Coachworks Barn until a method statement for the dismantling of the building so that the works do not damage/harm the adjacent curtilage listed wall has been submitted to and approved in writing by the local planning authority. The works shall thereafter be carried out in accordance with the approved details.

Reason: In order to safeguard the special architectural and historic interest of the heritage asset. This pre commencement condition goes to the heart of the planning permission.

Details: protection & mitigation

The development hereby approved shall be carried out in strict accordance with the precautionary method of working, all actions detailed in the recommendations section and enhancement measures outlined in page 2 of the ERAs Consultancy November 2020 report, the ERAs Consultancy 'Ecological Assessment Phase 1 Habitat & Protected Species Survey' August 2021 and the Thompson Environmental Ecological Enhancement Plan November 2021.

Reason: To mitigate against the loss of existing biodiversity and nature habitats .

Remediation and Implementation

A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and shall be submitted to and approved in writing by the local planning authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures; ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 (or any Act revoking or re-enacting or amending that Act with or without modification) in relation to the intended use of the land after remediation. The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the local planning authority. The local planning authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be submitted to and approved in writing of the local planning authority.

Reason: To ensure that risks from land contamination to neighbouring land and future users of the land are minimised , together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.

Sustainable construction/energy (20%)

Prior to the commencement of development, excluding demolition, an energy statement shall be submitted to and approved in writing by the Local Planning Authority . This shall include details of how energy efficiency is being addressed , including benchmark data and identifying the Target carbon Emissions Rate TER for the site or the development as per Building Regulation requirements (for types of development where there is no TER in Building Regulations , predicted energy usage for that type of development should be used) and how a minimum of 20 per cent reduction in carbon emissions against the TER or predicted energy usage through the use of on site low and zero carbon technology shall be achieved. The approved details shall be implemented prior to the first occupation of the development and retained as operational thereafter.

Reason: To reduce carbon emissions and incorporate sustainable energy in accordance with the Council 's 'Climate Change, Sustainable Design, Construction and Energy' SPD 2020. This pre commencement condition goes to the heart of the planning permission.

Cycle parking details to be provided

The development hereby approved shall not be first occupied unless and until facilities for the secure, covered parking of bicycles and the provision of a charging point for e-bikes by said facilities have been provided within the development site in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority and thereafter the said approved facilities shall be provided, retained and maintained for their designated purposes.

Reason: To ensure that satisfactory facilities for the parking of cycles are provided and to encourage travel by means other than private motor vehicles.

Electric vehicle charging points

The development hereby approved shall not be occupied unless and until at least _20%_ of the available parking spaces for flats/apartments are provided with a fast charge socket (current minimum requirement: 7kw Mode 3 with Type 2 connector - 230 v AC 32 amp single phase dedicated supply) in accordance with a scheme to be submitted to and approved in writing by the

Local Planning Authority.

Reason: To encourage the use of electric cars in order to reduce carbon emissions .

Obscure glazing and fixed shut

The windows in the side elevations of plots 7, 24 and 26, and the rear elevation of plot 4 of the development hereby approved shall be glazed with obscure glass and permanently fixed shut, unless the parts of the window/s which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and shall thereafter be permanently retained as such.

Reason: In the interests of residential amenity and privacy.

Details of means of enclosure

No development shall take place until details of the design of a privacy screen to the west side of the balcony serving plot 21(facing towards plot 22) has been submitted to and approved in writing by the local planning authority. Development shall be carried out in accordance with the approved details prior to the plot 21 first being occupied and shall be maintained in perpetuity.

Reason: To ensure that the external appearance of the building is satisfactory .

Full Permission - three years

The development hereby permitted shall be begun before the expiration of three years from the 21 February 2023, this date being the original permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

Drawing numbers

The development hereby permitted shall be carried out in accordance with the following approved plans:

Drawing Title

Dwg. Ref

(As Submitted)

Dwg Ref.

(As Amended) 26.5.21

Dwg Ref.

As varied

12.6.23

Location Plan

1366/PLN/200

-

-

Site Layout Plan

1366/PLN/201

1366/PLN/201 Rev A

1366/S73/009

Plots 1-3 Plans and Elevations

1366/PLN/202

1366/PLN/202 Rev A

1366/S73/010

Plot 4 Plans and Elevations

1366/PLN/203

-

-

Plots 5-6 Plans and Elevations

1366/PLN/204

-

-

Plot 7-8 Plans and Elevations

1366/PLN/205

1366/PLN/205 Rev A

-

Plots 9-10 Plans and Elevations

1366/PLN/206

-

-

Plot 11 Plans and Elevations

1366/PLN/207

1366/PLN/207 Rev A

-

Plot 12 Plans and Elevations

1366/PLN/208

1366/PLN/208 Rev A

-

Plot 13 Plans and Elevations

1366/PLN/209

-

-

Plot 14 Plans and Elevations

1366/PLN/210

-

1366/S73/013

Plot 15 Plans and Elevations

1366/PLN/211

-

-

Plots 16-23, Plans (renumbered as Plots 16-21)

1366/PLN/212

1366/PLN/212 Rev A

1366/S73/014

Plots 16-23 Elevations (renumbered as Plots 16-21)

1366/PLN/213

1366/PLN/213 Rev A

1366/S73/015

Plot 24 Plans and Elevations (renumbered as Plot 22)

1366/PLN/214

1366/PLN/214 Rev A

-

Plot 25 Plans and Elevations (renumbered as Plot 23)

1366/PLN/215

1366/PLN/215 Rev A

-

Plots 26-27 Plans and Elevations (renumbered as Plots 24 and 25)

1366/PLN/216

1366/PLN/216 Rev A

-

Plot 28 Plans and Elevations (renumbered as Plot 26)

1366/PLN/217

1366/PLN/217 Rev A

-

Site Sections

1366/PLN/218

1366/PLN/218 Rev A

-

Indicative Street Scene, Proposed View 1

1366/PLN/219

-

-

Block Plan

1366/PLN/220

1366/PLN/220 Rev A

-

Demolition Plan

1366/PLN/221

-

-

Car Barns, Plans and Elevations

1366/PLN/222

1366/PLN/222 Rev A

-

Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

Submission of details and samples

No development above slab level shall take place until details and samples of the proposed external facing and roofing materials including colour and finish have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details and samples.

Reason: To ensure that the external appearance of the building is satisfactory.

Written programme of archaeological work

No development including demolition shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority.

Reason: To allow adequate archaeological investigation before any archaeological remains are disturbed by the approved development. This pre commencement condition goes to the heart of the planning permission.

Site Waste Management

No development shall commence until a Site Waste Management Plan has been submitted to an approved in writing by the Local Planning Authority that demonstrates how waste generated from demolition, construction and excavation activities would be dealt with in accordance with the waste hierarchy. The Site Waste Management Plan will subsequently be kept up-to-date throughout the development process in accordance with the established methodology.

Reason: To ensure that the development takes waste hierarchy into account to manage waste. It is considered necessary for this to be a pre-commencement condition because waste will begin to be generated as soon as any development commences on the site.

Water Efficiency

The development hereby permitted must comply with regulation 36 paragraph 2(b) of the Building Regulations 2010 (as amended) to achieve a water efficiency of 110 litres per occupant per day (described in part G2 of the Approved Documents 2015). Before occupation, a copy of the wholesome water consumption calculation notice (described at regulation 37 (1) of the Building Regulations 2010 (as amended)) shall be provided to the planning department to demonstrate that this condition has been met.

Reason: To improve water efficiency in accordance with the Council's 'Climate Change, Sustainable Design, Construction and Energy' SPD 2020.

New/Modified access (other development)

The development hereby approved shall not be first occupied unless and until the proposed vehicular access to White Horse Lane has been constructed and provided with visibility zones, in accordance with the approved plans, reference to Transport Statement, Drawing No. Figure 3.1 and thereafter the visibility zones shall be kept permanently clear of any obstruction over 1.0 m high.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Retention of parking and turning

The development hereby approved shall not be first occupied unless and until space has been laid out within the site in accordance with the approved plans, Drawing No. 1366/S73/00, for vehicles to be parked and for vehicles to turn so that they may enter and leave the site in forward gear. Thereafter the parking and turning areas shall be retained and maintained for their designated purposes.

Reason: In order that the development should not prejudice highway safety nor cause inconvenience to other highway users.

Unique condition 3 - add own text

No residential development, excluding demolition, shall take place until written confirmation has been obtained from the Local Planning Authority that the Council has secured Suitable Alternative Natural Green Space (SANG) and no dwelling shall be occupied before written confirmation has been obtained from the Local Planning Authority that the works required to bring the land up to acceptable SANG standard have been completed.

Reason: This is required as a pre-commencement condition as the development is only acceptable if the impact on the Thames Basin Heaths Special Protection Area can be mitigated. This is reliant on the provision of SANG. Avoidance works associated with development need to be carried out prior to the occupation of the development so that measures can cater for increased number of residents to avoid adverse impact on the Thames Basin Heaths Special Protection Area.

Unique condition 7 - add own text

Prior to occupation of development a Sensitive lighting Management Plan shall be submitted to and approved in writing by the Lpa. The external lighting scheme, should be informed by the Bat Conservation Trusts' document entitled 'Bats and artificial lighting in the UK – Bats and The Built Environment Series' Guidance Note 08/18. The development shall strictly accord with the approved details.

Reason: To help prevent adverse effect to foraging bat species.

Unique condition 5 - add own text

Prior to the first occupation of the development, a verification report carried out by a qualified drainage engineer must be submitted to and approved by the Local Planning Authority. This must demonstrate that the drainage system has been constructed as per the agreed scheme (or detail any minor variations), provide the details of any management company and state the national grid reference of any key drainage elements (surface water attenuation devices/areas, flow restriction devices and outfalls).

Reason: To ensure the Drainage System is constructed to the National Non-Statutory Technical Standards for SuDS.

Unique condition 4 - add own text

The development hereby permitted shall not commence until details of the design of a surface water drainage scheme have been submitted to and approved in writing by the planning authority. The design must satisfy the SuDS Hierarchy and be compliant with the national Non-Statutory Technical Standards for SuDS, NPPF and Ministerial Statement on SuDS. The required drainage details shall include:

- a) Evidence that the proposed final solution will effectively manage the 1 in 30 & 1 in 100 (+40% allowance for climate change) storm events and 10% allowance for urban creep, during all stages of the development. The final solution should follow the principles set out in the approved drainage strategy.
- b) Detailed drainage design drawings and calculations to include: a finalised drainage layout detailing the location of drainage elements, pipe diameters, levels, and long and cross sections of each element including details of any flow restrictions and maintenance/risk reducing features (silt traps, inspection chambers etc.).
- c) A plan showing exceedance flows (i.e. during rainfall greater than design events or during blockage) and how property on and off site will be protected.
- d) Details of drainage management responsibilities and maintenance regimes for the drainage system.
- e) Details of how the drainage system will be protected during construction and how runoff (including any pollutants) from the development site will be managed before the drainage system is operational.

Reason: To ensure the design meets the national Non-Statutory Technical Standards for SuDS and the final drainage design does not increase flood risk on or off site.

Unique condition 6 - add own text

Construction Environmental Management Plan prior to commencement of development the following details to be submitted to and approved in writing by the Lpa.

- (1) You are advised that the Council will expect the following measures to be taken during any building operations to control noise, pollution and parking:
- a) A detailed specification of demolition and construction works at each phase of development including consideration of all environmental impacts and the identified remedial measures;
 - b) Site perimeter automated noise and dust monitoring;
 - c) Engineering measures to eliminate or mitigate identified environmental impacts e.g. hoarding height and density, acoustic screening, sound insulation, dust control measures, emission reduction measures, location of specific activities on site, etc.;
 - d) Arrangements for a direct and responsive site management contact for nearby occupiers during demolition and/or construction (signage on hoardings, newsletters, residents liaison meetings, etc.)
 - e) A commitment to adopt and implement of the ICE Demolition Protocol and Considerate Contractor Scheme;
 - f) To follow current best construction

practice BS 5228-1:2009+A1:2014 'Code of practice for noise and vibration control on construction and open sites', g) BS 7385-2:1993 Evaluation and measurement for vibration in buildings. Guide to damage levels from ground borne vibration, h) BS 6472-1:2008 'Guide to evaluation of human exposure to vibration in buildings - vibration sources other than blasting, i) Relevant EURO emission standards to comply with Non-Road Mobile Machinery (Emission of Gaseous and Particulate Pollutants) Regulations 1999, j) Relevant CIRIA practice notes, and k) Noise mitigation measures employed must be sufficient to ensure that the noise level criteria as outlined in BS8233:2014 and WHO guidelines is achieved.

Reason: To protect neighbouring resident amenity and adjacent habitats. This pre commencement condition goes to the heart of the planning permission.

Arboricultural method statement

The development must accord with the Arboricultural Method Statement and Tree Protection Plan prepared by Keen Consultants dated June 2020. No development shall start on site until the protective fencing and any other protection measures shown on the Tree Protection Plan in the Arboricultural Report have been installed. At all times, until the completion of the development, such fencing and protection measures shall be retained as approved. Within all fenced areas, soil levels shall remain unaltered and the land kept free of vehicles, plant, materials and debris.

Reason: To protect the trees on site which are to be retained in the interests of the visual amenities of the locality.

Landscape design proposals

Prior to occupation full details, of both hard and soft landscape proposals, including a schedule of landscape maintenance for a minimum period of 10 years, have been submitted to and approved in writing by the local planning authority. The approved landscape scheme (with the exception of planting, seeding and turfing) shall be implemented prior to the occupation of the development hereby approved and retained.

Reason: To ensure the provision, establishment and maintenance of an appropriate landscape scheme in the interests of the visual amenities of the locality.

Unique condition 9 - add own text

A landscape and ecological management plan (LEMP) shall be submitted to, and be approved in writing by, the Planning Authority. The content of the LEMP should include the following:

- a) description and evaluation of features to be managed;
- b) ecological trends and constraints on site that might influence management;
- c) aims and objectives of management;
- d) appropriate management options for achieving aims and objectives;
- e) prescriptions for management actions, together with a plan of management compartments;
- f) preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period);
- g) details of the body or organisation responsible for implementation of the plan;
- h) ongoing monitoring and remedial measures.

The LEMP should also include details of the legal and funding mechanism(s) by which the long-term implementation of the plan will be secured by the developer with the management body(ies) responsible for its delivery. The plan should also set out (where the results from monitoring show that conservation aims and objectives of the LEMP are not being met) how contingencies and/or remedial action will be identified, agreed and implemented so that the development still delivers the fully functioning biodiversity objectives of the originally approved scheme.

Reason: Biological communities are constantly changing and require positive management to maintain their conservation value. The implementation of a LEMP will ensure the long term management of habitats, species and other biodiversity features.

Informatives

National Planning Policy Framework

This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:

Offering a pre-application advice service in certain circumstances

Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application

Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.

Pre-application advice was not sought prior to submission and the application was acceptable as submitted

Unique informative 1 - add own text

Highways

It is the responsibility of the developer to ensure that the electricity supply is sufficient to meet future demands and that any power balancing technology is in place if required. Electric Vehicle Charging Points shall be provided in accordance with the Surrey County Council Vehicular , Cycle and Electric Vehicle Parking Guidance for New Development 2022. Where undercover parking areas (multi-storey car parks, basement or undercroft parking) are proposed, the developer and LPA should liaise with Building Control Teams and the Local Fire Service to understand any additional requirements. If an active connection costs on average more than £3600 to install, the developer must provide cabling (defined as a 'cabled route' within the 2022 Building Regulations) and two formal quotes from the distribution network operator showing this.

Planning obligation

This permission shall be read in conjunction with an agreement made under section 106 of the Town and Country Planning Act, 1990 and dated the 7 February 2023, planning reference 20/P/01057.

Building control informative

If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk

Detail:

2

Application Number: 23/P/01265**Stat Start Date:** 26/07/2023**App type:** Full Application**Grid Ref:** 504780 156748**Parish:** Ripley**Agent:** Surrey Building Services, 14
Glamis Close, Frimley,
Camberley, GU16 8YR**Ward:** Send & Lovelace**Final Decision:** Approve**Decision Date:** 07/09/2023**Decision Level:** Delegated**Location:** 4 Hedgecroft Cottages, Newark Lane, Ripley, Woking, GU23 6DD**Proposal:** Single storey side/rear extension and changes to rear fenestration.**Conditions & Reasons****Full Permission - three years**

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

Reason: To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51(1) of the Planning and Compulsory Purchase Act 2004.

Materials to match

The external finishes of the development hereby permitted, including making good to the retained fabric, shall match in material, colour, size, style, bonding, texture and profile those of the existing building.

Reason: To ensure that the external appearance of the building is satisfactory.

Drawing numbers

The development hereby permitted shall be carried out in accordance with the following approved plans: 01 BR, 02 BR, 03 BR, 04 BR, 05 BR, 06 BR, Block plan and Location plan received on 26/07/2023.

Reason: To ensure that the development is carried out in accordance with the approved plans and in the interests of proper planning.

Informatives**Building control informative**

If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk.

National Planning Policy Framework

This statement is provided in accordance with Article 35(2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Guildford Borough Council seek to take a positive and proactive approach to development proposals. We work with applicants in a positive and proactive manner by:

Offering a pre-application advice service in certain circumstances

Where pre-application advice has been sought and that advice has been followed we will advise applicants/agents of any further issues arising during the course of the application

Where possible officers will seek minor amendments to overcome issues identified at an early stage in the application process

However, Guildford Borough Council will generally not engage in unnecessary negotiation for fundamentally unacceptable proposals or where significant changes to an application is required.

Detail:

3

Application Number: 23/P/01349**Stat Start Date:** 07/08/2023**App type:** C of Lawfulness for Proposed Use or Dev**Grid Ref:** 504664 155855**Parish:** Ripley**Agent:** Alan Sharp Associates, Thursley House, 53 Station Road, Shalford, GU4 8HA**Ward:** Send & Lovelace**Final Decision:** Approve**Decision Date:** 07/09/2023**Decision Level:** Delegated**Location:** 20 Grove Heath North, Ripley, Woking, GU23 6EN**Proposal:** Certificate of Lawfulness for a proposed development to establish whether the erection of two single storey side extensions and a two storey rear extension following demolition of existing rear extension and garages would be lawful.

Informatives

Drawing numbers - refusals

This decision relates expressly to drawings 01, 02 and additional information received on 07/08/2023 and drawing 03 received on 18/08/2023.

Unique informative 1 - add own text

The assessment of this certificate has been made using a desktop study of the information provided with the application and the determination is based on that information provided. If this information is NOT accurate then it could affect the lawfulness or otherwise of the proposals.

Building control informative

If you need any advice regarding Building Regulations please do not hesitate to contact Guildford Borough Council Building Control on 01483 444545 or buildingcontrol@guildford.gov.uk

Unique informative 1 - add own text

In accordance with Class A A.3(a), the Applicant is advised that the development is permitted by Class A subject to the following condition:

the materials used in any exterior work shall be of similar appearance to those used in the construction of the exterior of the existing dwellinghouse



Mr. Jim Morris
Ripley Parish Council
Ripley Council Office
4 Rio House
Ripley
Surrey
GU23 6AE

Date: 05 September 2023

Dear Mr. Morris,

**GUILDFORD BOROUGH COUNCIL
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE)
(ENGLAND) ORDER 2015 (as amended)
PLANNING (LISTED BUILDING & CONSERVATION AREAS) ACT 1990 (as amended)
THE TOWN AND COUNTRY PLANNING (ENVIRONMENTAL IMPACT ASSESSMENT)
REGULATIONS 2017 (as amended)**

Application Reference: **22/P/01175**

Location: Land At Wisley Airfield, Hatch Lane, Ockham, GU23 6NU
Proposal: Planning permission for a Hybrid planning application for part of a new settlement and Suitable Alternative Natural Greenspace (SANG) (within LPSS Policy A35 Allocation) with new vehicular and pedestrian/cyclist accesses, comprising:

a) Full Planning Application incorporating; i. a realigned section of the proposed Wisley Lane Diversion, to include a roundabout with a stub road as the primary access to serve the new settlement from Ockham Interchange; ii. a road junction access into the proposed employment area from the proposed Wisley Lane Diversion; iii. a new road junction as a secondary access to serve the new settlement from Old Lane; iv. SANG and associated infrastructure, including SANG car parks. v. Restricted access from Ockham Lane

b) Outline Planning Application (all matters reserved) for the phased development of part of a residential-led, new settlement comprising up to 1,730 dwellings (Class C3 use), 8 gypsy and travellers pitches, up to 100 units of housing for older people (Class C2 use) , a mixed-use commercial local centre with public square, community hub and employment area alongside other commercial mixed-use neighbourhood centres located

throughout and an employment area, (Classes E, F2(b), B2/B8, and sui-generis uses subject to specific planning permissions), a secondary school, a primary school, (Class F1(a)), up to 2 nurseries,(Class E (f)), also incorporating green infrastructure (including parks, neighbourhood greens and sports pitches (Class F2(c) and associated pavilion (Classes E(b) and (d), F2(b)), SANG other infrastructure, (Class E(b)), part of Wisley Lane Diversion between Ockham Interchange roundabout and realigned section of Wisley Lane Diversion, a vehicular / cycle / pedestrian sustainable transport corridor (linking the proposed Wisley Lane Diversion roundabout to Old Lane) and associated infrastructure and earthworks at land at the former Wisley Airfield (with construction access from Ockham Interchange and Elm Corner).

Contact : Hannah Yates (Direct Line 01483 444415, EMail hannah.Yates@guildford.gov.uk) planningenquiries@guildford.gov.uk

I write further to my letter notifying you of a Public Inquiry into the appeal against the non-determination of the above application.

The First Secretary of State has instructed one of his Inspectors, Christina Jennifer Anne Downes BSc DipTP MRTPI, to hold a Public Inquiry.

The Inquiry will commence on the 26th September at 10:00hrs at the Guildford Baptist Church Millmead, Guildford GU2 4BE, sitting at this venue until the 28th September inclusive. The inquiry is currently scheduled to sit for 24 days, although not all consecutively. It will start at 10.00 hours on the first day, and thereafter at 09.30 (other than those days where an early finish is required, where it will commence at 09.00). The 09.00 days are as follows:

October 2023

10th - 11th
19th

November 2023

02nd
07th - 09th
22nd - 23rd

On the 10th October the venue will change and the Inquiry will be held at the Guildford Borough Council offices, Millmead House, Millmead, Guildford, Surrey, GU2 4BB . Please see the schedule below ;

September 2023

26th – 28th

Guildford Baptist Church, Millmead, Guildford GU2 4BE

<https://www.guildfordbaptist.org/whats-on/livestream/>

October 2023

10th- 13th

Guildford Borough Council offices, Millmead House, GU2 4BE

<https://www.microsoft.com/en-gb/microsoft-teams/join-a-meeting>

Guildford Borough Council

Millmead House, Millmead, Guildford, Surrey, GU2 4BB

17th – 20th
31st

November 2023

1st – 3rd
7th – 10th
21st – 24th
28th

Guildford Borough Council offices, Millmead House, GU2 4BE

<https://www.microsoft.com/en-gb/microsoft-teams/join-a-meeting>

The above dates have been provided by the Planning Inspector, but may be subject to change during the inquiry and therefore should be checked before attendance. Members of the public may attend the Public Inquiry and, at the Inspector's discretion, express their views. Any members of the public wishing to attend or address the inquiry virtually please copy and paste the full link below directly into your internet browser. Please pay particular note to the date and venue link to use, when the inquiry is sitting.

Virtual Attendance links:

Guildford Baptist Church

<https://www.guildfordbaptist.org/whats-on/livestream/>

Guildford Borough Council offices:

<https://www.microsoft.com/en-gb/microsoft-teams/join-a-meeting>

Meeting ID: 372 781 651 081

Passcode: TLJgCG

Or call in (audio only): +44 20 3855 4748 (Phone Conference ID: 939 180 426#)

Should you require assistance with the links, please contact the officers below as soon as possible before the inquiry starts for details of how to join the meeting.

Please note that there are no parking facilities at the above venues. There are public pay and display car parks available nearby.

Please note there are no facilities at the Council Offices to buy food and drink. Please can you bring your own water bottles - there are water fountains at the Council to top these up. There is no other food and drink available.

If you, or anyone you know, has a disability and is concerned about facilities at the Public Inquiry, please contact Mark Cook via Mark.Cook@guildford.gov.uk or Danielle Rans via Danielle.Rans@guildford.gov.uk or 01483 505050, who will be able to help you.

The Council wishes to draw to your attention that additional material was submitted by the Appellant on 18 July 2023 (dated 19 July 2023 on the Council's website). Should you wish to inspect this, please follow the details below. The Inspector has confirmed that written representations about the appeal proposal by local people independent of a "Rule 6(6) Party" can still be made addressed to the Inspector.

Documents relating to the appeal can be viewed at
<https://www.guildford.gov.uk/searchforaplanningapplication>

In addition, the appellant is hosting the appeal documents, and these can be found on the following link: <https://savillsglobal.box.com/s/4kgan9nkeg9ackihz23otpl3yivh3aqv>

Where applicable, you can use the internet to see information and to check the progress of cases through GOV.UK. The address of the search page is -
<https://www.gov.uk/appeal-planning-inspectorate>. The appeal decision will be published on
<https://www.gov.uk/appeal-planning-inspectorate>

If you are not the owner of the property which you occupy, can you please inform the owner of the contents of this letter.

Contact point at the Planning Inspectorate: Tim Slater, Major Casework Team, Planning Inspectorate, 3rd Floor, Temple Quay House, 2 The Square, Temple Quay, Bristol, BS1 6PN, Tel 0303 444 5520

E-Mail tim.slater@planninginspectorate.gov.uk

Planning Inspectorate Reference:

APP/Y/3515/W/23/3320175

LPA ref:

22/P/01175

Yours sincerely



Claire Upton-Brown
Executive Head - Planning Development

17.08.23 20:56

FAO the Councillors: Help Requested - National Effort to Protect Neighbourhood Development Plans

Dear Councillor,

I'm writing to you because I believe your Parish or Town has either made, or is in the process of making, a Neighbourhood Development Plan (NDP). We wish to make you aware of a recent planning inspector's decision (see attached) to allow a housing development in Staffordshire that is in direct contravention of our "made" NDP (Chapel and Hill Chorlton, Maer and Aston, and Whitmore NDP). In his decision document, the inspector effectively nullified the NDP and we feel he erroneously applied the law with regards to the weight that the NDP carries in the planning process.

We suspect the decision will have national ramifications because if left to stand, it has set a precedent and will be quoted in all future planning applications and appeal hearings where an NDP is a factor. In effect, this constitutes an assault on local planning and we feel that the only way to remedy the situation is with a national, coordinated response from those areas that have a vested interest in their NDPs being respected. We are concerned that if not addressed, the NDPs that many have spent a lot of time and effort on will become effectively irrelevant when put to the test.

I would like to draw your attention to the attached letter that the residents of Baldwins Gate sent to our MP, Sir William Cash. The letter sets out the reasons for our opposition to the appeal decision, and in it we ask him to intervene by bringing the matter to the attention of the Secretary of State for Levelling Up, Housing and Communities. We humbly ask that you as a Parish Council or Neighbourhood Group consider writing to your own MP, and with some haste, to request that the matter be brought to the Secretary of State on behalf of their constituents and your own NDP. Our hope is to build some form of national pressure to respect the NDPs.

Please feel free to either use our letter as a basis, or to indeed just forward it to your own MP expressing your concern about the arguments made within it and how they will affect local constituents. It would be helpful if you can specifically request that the MP contacts the Secretary of State to ask for intervention in the matter.

Clearly we have a bias in this case, and our aim is to see the appeal decision overturned. However, this really is of greater importance and we believe it is a bit of a watershed moment. The fact that a precedent has now been set that will allow planning inspectors to effectively ignore NDPs leaves us all vulnerable to uninhibited development which will be uncontrollable at a local level.

Finally, I would appreciate it if you would let me know if you intend to write to your MP (and who your MP is), so I can keep track of how much support we are building.

Many thanks,

Chris Knight (on behalf of the signatories to the attached letter)



Appeal Decision

Inquiry held on 16–18 May and 23–25 May 2023

Site visit made on 23 May 2023

by Philip Mileham BA(Hons) MA MRTPI

an Inspector appointed by the Secretary of State

Decision date: 12th July 2023

Appeal Ref: APP/P3420/W/23/3314808

Land at Baldwins Gate Farm, Newcastle Road, Baldwins Gate, Newcastle Under Lyme ST5 5ES

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant outline planning permission.
 - The appeal is made by Richborough Estates against the decision of Newcastle-under-Lyme Borough Council.
 - The application Ref 21/01041/OUT, dated 3 November 2021, was refused by notice dated 14 October 2022.
 - The development proposed is the construction of up to 200 dwellings set within a community parkland.
-

Decision

1. The appeal is allowed and outline planning permission is granted for the construction of up to 200 dwellings set within a community parkland at Baldwin's Gate Farm, Newcastle Road, Baldwin's Gate, Newcastle Under Lyme, ST5 5ES in accordance with the terms of the application, Ref 21/01041/OUT, dated 3 November 2021, subject to the conditions set out in the attached schedule at Annex A.

Preliminary Matters

2. The proposal has been made in outline form with all matters reserved except for access. A parameter plan and an illustrative masterplan have been provided which are indicative and I have determined these on the same basis.
3. A legal undertaking has been submitted along with this appeal which secures a number of planning obligations and I discuss these later in my decision.
4. The final sitting day of the Inquiry was 25 May. It was agreed that the signed planning obligation was to be submitted by not later than 9 June and this was subsequently provided on 5 June.

Main Issues

5. The main issues are:
 - Whether the proposed development would be in a suitable location for new housing having regard to the availability of public transport;
 - the effect of the proposed development on the character and appearance of the area; and
 - the effect of the proposed development on best and most versatile agricultural land.

6. The decision will also consider the benefits that would arise from the proposed development and this forms part of the planning balance as set out below.

Reasons

Suitable location

7. The appeal site is located on the edge of the village of Baldwin's Gate, outside of the settlement boundary for planning policy purposes. Baldwin's Gate contains a number of existing services and facilities, and my attention was drawn to an appeal decision on an adjacent site known as the 'Meadowbank' site¹ where the Inspector had identified the village as being reasonably well served in terms of facilities and concluded that the village was a sustainable settlement. I concur with the previous Inspector's assessment as the village still contains a range of facilities including a Primary School, petrol filling station, shop, village hall, doctor's surgery and a public house. As such, there is an acceptable level of services available for meeting the majority of day-to-day needs. However, there is no dispute between the parties that the village has limited employment and retail opportunities and therefore future occupiers of the proposed development would need to access these in other higher order settlements, such as Market Drayton and Newcastle Under Lyme.
8. The Council's main concern in terms of the location of the site is with regard to public transport serving the settlement. Baldwin's Gate is principally served by the Number 64 bus service which provides access to the larger nearby settlements of Newcastle Under Lyme and Market Drayton where a range of employment, shopping and leisure opportunities can be found. The bus service provides an opportunity for existing or future residents to access employment and leisure opportunities and other convenience and comparison goods shopping which are not otherwise available in the village.
9. The submitted evidence shows that the Number 64 bus service, in common with many others nationally, has seen services reduce following the coronavirus pandemic because of lower passenger demand. At the Inquiry, it was agreed by the parties that there are 6 buses per day to Newcastle Under Lyme and Market Drayton on weekdays and 5 per day to each location on weekends. The service times indicate that potential users would be able to get the bus to Newcastle Under Lyme before 9am and return after 5pm on weekdays. However, there is currently no service that would enable residents of Baldwin's Gate to reach Market Drayton before 9am on either a weekday or a Saturday. Although there remains a reduction in off-peak services to Newcastle Under Lyme and Market Drayton compared to the pre-pandemic position, the Number 64 service would still allow same-day return trips to these settlements. The Number 64 service would enable opportunities to access employment as well as shopping and leisure facilities in Newcastle Under Lyme which are not available within the village. Although there is no service to Market Drayton before 9am, I do not find this would be harmful due to the extent of employment and services available in Newcastle Under Lyme commensurate with it being the main urban centre in the Borough.
10. The appellant has proposed a financial contribution within the submitted unilateral undertaking towards improving the number of bus services. This would result in a rise to 7 and 8 buses Monday to Friday, and 6 and 7 buses on

¹ CD11.1 – Appeal reference APP/P3420/A/14/2218530

Saturdays to Newcastle Under Lyme and Market Drayton respectively. Nevertheless, the Number 64 bus service, even with the proposed enhancements, would still not offer the level of services that were available prior to the pandemic. The proposed contribution would enable a Monday to Saturday morning commuter service to Market Drayton where there is not one currently available and this would provide a benefit to existing as well as future residents. However, as there is already the ability to undertake a daily return service to Market Drayton, I consider the extent of existing bus service provision to be acceptable in providing a genuine choice of a non-car mode of transport. As there is already a commutable service available to Newcastle Under Lyme, the contribution would not be necessary to make the development acceptable in planning terms. Furthermore, even if it were necessary, it would only support the enhancements to the service for a period of 5 years and it is unclear what may happen to the additional service beyond this period.

11. Whilst concerns were raised about the future of the bus service, evidence put forward indicates the review of the bus service has been postponed until September 2023. I therefore find no clear evidence of any imminent withdrawal or amendment to the bus timetable. As such, I can only base my findings on the evidence of bus services currently before me. In doing so, I find that future occupiers would have access to an acceptable level of bus provision for employment, shopping and leisure opportunities in Newcastle Under Lyme.
12. Turning to bus services for accessing education, a commercial bus service is available from the village for pupils attending Madeley High School. Whilst there is no evidence before me of the level of patronage of the high school bus service, the fact that it is being operated on a commercial basis would indicate there is currently sufficient patronage for it to remain operational. The appellant's evidence also demonstrates that the Number 64 bus to Newcastle Under Lyme would also allow access to Newcastle Under Lyme School and Blackfriars Academy Secondary school. The Number 64 bus utilises the main bus station as its destination which would be less convenient than a school bus which would take pupils directly to school. Using the Number 64 for schools in Newcastle Under Lyme would also require pupils to walk around 8 mins to and from the bus station. However, I do not find this would be an unreasonable walking distance. As such, this provides a further opportunity to maximise the use of non-car modes of transport to access a key service (secondary education) which is not otherwise available in the village.
13. Paragraph 105 of the National Planning Policy Framework (the Framework) states, amongst other things, that significant development should be focussed on locations which are or can be made sustainable, through offering a genuine choice of transport modes. The services and facilities available within the village would enable future occupiers to purchase a limited range of top-up supplies from the local shop, access the primary school and utilise the bus to higher order settlements. However, the appeal proposal would undoubtedly result in some additional private vehicle trips for employment, larger weekly shopping trips and leisure activities. This is because the bus services would not be able to meet every individual's particular needs nor would a bus taking a pre-defined route be able to stop directly at every conceivable major employment, shopping or leisure facility in the area. It would also be challenging to utilise the bus service to undertake a larger weekly shopping trip.

14. However, paragraph 105 of the Framework goes on to reflect the fact that opportunities to maximise sustainable transport solutions will vary between urban and rural areas. The existing bus service would enable acceptable peak-time services, weekend services and sufficient off-peak services to higher order centres. Although this level of service may be less frequent than in a larger urban area such as Newcastle Under Lyme itself, in the context of a rural village the availability of bus services from Baldwin's Gate provides the choice to utilise a non-car mode of transport.
15. The existing level of bus service would therefore provide a genuine choice for future occupiers. The Framework does not require public transport options to be as convenient as private cars, but to offer a genuine choice as well as maximising sustainable transport solutions. I am satisfied that an acceptable level of choice would be available.
16. In light of the above, I conclude that the proposal would be in a suitable location for new housing having regard to the availability of public transport. As such, it would accord with Policy SP3 of the Newcastle Under Lyme and Stoke on Trent Joint Core Spatial Strategy (2009) (the CSS) which seeks to maximise the accessibility of, amongst other things, new residential development. The proposal would also accord with paragraph 105 of the Framework in this regard for the reasons set out above.

Character and appearance

17. The appeal site is currently a working dairy farm including a farmhouse and courtyard associated with the farmstead. The appeal site also includes a large area of farmland which at the time of my visit was predominantly laid to pasture. A large mature tree is located within the centre of the site and there are several large specimen trees located on or close to the northern and western site boundaries. The site is adjacent to residential development to the east, including the site known as Meadowbanks which I refer to above. The site is bounded to the south by the A53 road which exerts visual and audible influences over the frontage of the site.
18. The Council's Landscape Character Assessment (2022) (the LCA) identifies the site as being within an area defined as settlement fringe. The LCA goes on to subdivide each character area down to a more granular character type level and the appeal site falls within Local Character Area C3 – Whitmore Ancient Redland Farmlands (LCT3). LCT3 has been identified within this assessment as having a 'medium sensitivity' to change, one of 9 character areas which have this designation in the LCA.
19. The site includes a number of features including part of the historic field pattern and a network of hedges separating the field parcels which make a positive contribution to the character of the area. These features along with the pasture land itself, the extensive inward and outward views and the openness of the landscape are features which indicate that the site would be more susceptible to change. However, the poorly integrated settlement edge arising from adjacent residential development, the limited other historic features present on the site along with the condition of hedgerows are factors that would make the landscape less susceptible to the development scenario considered by the LCA.

20. The appeal site is adjacent to residential development at Meadowbanks and Sandyfields which exert a significant visual influence over the eastern part of the site. In particular, the rear gardens, visible roof planes and domestic paraphernalia of the adjacent properties at Meadowbanks visually dominate the land to the east of the main central farm track. I therefore disagree with the Council's position that the site, as a working farm, is wholly rural. I find the eastern part of the site has a clear sense of settlement fringe due to the visual effects of the adjacent residential development and the extent of visibility.
21. The larger area of pasture to the west of the site has a distinctly more open rural character and does not experience the level of dominance resulting from the development at Meadowbanks and Sandyfields as the eastern part of the site. As such, the sense of settlement fringe to the west is lessened and consequently the impact of the proposal on the western extent of the site would be greater than that for the east. The presence of a farm might usually indicate the presence of a strong rural character, however in this specific case, I find that the influence of the adjacent settlement to the east, the A53 road, and the linear development along Madeley Road diminishes the extent of the rural character of the site. As such, I do not ascribe high value to the site within the landscape as the Council does, and I fall closer to the appellant's position of moderate.
22. The Council considers that Baldwin's Gate Farm provides a gateway characteristic to the village contributing to its sensitivity. The farm would be one of the first features visible when travelling along the A53 into Baldwin's Gate from the west. The illustrative masterplan shows that residential development would be sited to the west of the farmhouse, altering the visibility of the farmhouse and courtyard when approaching by road. The parties do not consider the residential development on Madeley Road to the west of the site to be characterised as part of the settlement. However, the linear alignment of residential properties nonetheless frame part of the western extent of the site partially impacting the ability for glimpsed views into the appeal site from the A53. The proposed block of residential development to the west of the site shown on the illustrative masterplan would obscure the farmhouse when arriving from the west. However, the proposed access roundabout in combination with the retention of the farmhouse and courtyard would nonetheless provide a gateway reference point when arriving into the village. As a result, the proposal would still provide a gateway characteristic and therefore there would be no harm in this regard.
23. The Council considers that LCT3² identifies farmsteads arranged around a loose or rectangular courtyards as being characteristic of a working rural farm which contributes to its sensitivity. Baldwin's Gate farmhouse is locally listed and the illustrative plan shows that the farmhouse would be retained along with the courtyard. The more modern milking barns and silo on site also provide visual reference points indicating the site's use. Although the appeal development would result in the older milking barns to the east of the farmhouse, the modern barns and the silo being removed, the indicative masterplan shows that the frontage of the site following the removal of these buildings and structures would be more visually open. This would allow views of the farmhouse and courtyard when travelling away from Baldwin's Gate towards the south-west on the A53. The farmhouse and courtyard would still be visually

² CD10.17 landscape proof of evidence - paragraph 4.23

distinct as historic features and thereby able to be read as a former farmstead when appreciated against the context of the proposed development. I do not therefore accept that the appeal development would diminish the legibility of the farmhouse and courtyard as the Council maintains but would still provide some visual reference to its past use. As such, the proposal would not be harmful in this respect.

24. The Council's assessment of the sensitivity of the proposal on LCT3 raised concerns that at years 0 and 15, the proposal would result in the harmful continuation of a harsh straight edge to the settlement by projecting a similar built form as per the Meadowbanks scheme. The illustrative masterplan, which could be subject to a condition for reserved matters to accord with, shows residential development in two distinct parts of the site with landscaped areas and open spaces to the north of the site. Although significant open space would be provided through the central areas of the scheme, this would be interpreted as being open space as part of a housing scheme rather than as an area of undeveloped farmland. However, the open space would nonetheless break up the residential development and would allow some views deeper into the site. Furthermore, the northern edges of the proposed residential block on the illustrative masterplan would not be completely linear, with the western block having a curved northern tip and a significant area of open space up to the site boundary. I find that these measures in combination would not result in the harmful continuation of a straight edge to the settlement. Furthermore, the Council would also have the ability to address matters relating to design and layout as part of the future consideration of reserved matters.
25. The Council considers the magnitude of change on the site from the appeal proposal to be at the highest level on their assessment scale. The proposal would introduce residential development adjacent to existing residential development. Whilst the proposal would significantly alter the character of the site, residential development would over time, experience some reduction in effect. The proposed open space and landscaping on site would become more established and serve to soften the effect of the proposal. Notwithstanding this, over the longer term there would nonetheless remain a residual level of effect by virtue of the presence of the proposed development and the permanent loss of pastureland. As a result, I do not consider the magnitude of change to be at a level of harm commensurate with the highest scale level and would fall closer to a moderate effect.
26. The appeal proposal would undoubtedly result in a significant change to the landscape. I find that the effect on the appeal site would be closer to moderate rather than large (the top of scale used by the Council) due to the existing impacts on the eastern part of the site and the presence of features demonstrating a lower level of susceptibility to change than the Council identifies. However, even a moderate effect on the appeal site at year 0 and the resultant effect at year 15 post-completion would still be at a level that would result in conflict with Policy CSP4 of the CSS which seeks to ensure that development avoids and mitigates the impact on landscape character.
27. In light of the above, the proposal would result in harm to the character and appearance of the area. It would therefore conflict with Policies CSP1 and CSP4 of the CSS, Policies N17 and N21 of the Newcastle Under Lyme Borough Council saved Local Plan (2003) (LP) and Policy NE1 of the Chapel and Hill Chorlton, Maer, Aston and Whitmore Neighbourhood Plan (2019)(NP) which

seek to avoid adverse impacts on landscape character, avoid unacceptable visual harm and the loss of landscape elements that contribute to local distinctiveness. Furthermore, it would fail to support the restoration of the landscape and ensure new development compliments the landscape setting and character of the area.

28. The proposal would also conflict with paragraph 174(b) of the Framework which seeks to recognise the intrinsic character and beauty of the countryside.

Best and Most Versatile Agricultural Land (BMVAL)

29. The appeal site is located on an area identified as being comprised of grades 2 and 3a agricultural land. Agricultural land within Grades 1, 2 and 3a are classified as being 'Best and Most Versatile Agricultural Land' (BMVAL) and paragraph 174(b) of the Framework requires recognition of the economic and other benefits of BMVAL when considering development proposals.
30. The BMVAL found at Baldwin's Gate Farm is used for pasture in connection with the existing Dairy Farm business and thereby the growing of grass rather than other crops. The BMVAL is of value to the economy as it is currently supporting the dairy industry which is part of our wider food chain. The BMVAL also performs a visual role in the rural landscape through the pastureland and this would form an 'other' benefit of BMVAL that paragraph 174(b) of the Framework requires consideration of.
31. The BMVAL identified on the Agricultural Land Classification (ALC) Extract Map³ shows the main area of best grade land (grade 2 – very good) within the holding being focussed on Baldwin's Gate farm. Despite the loss of around 11 hectares of BMVAL that would arise because of the appeal proposal, a further significant amount of land (around 77 hectares) would remain within the same landholding at Baldwin's Gate that could support dairy farming.
32. Evidence presented by the appellant demonstrates that there are parts of the appeal site which are shown on the soil maps as being grade 3 (not subdivided). Following a more detailed classification survey by the appellant, around 84% of the site was found to be consistent with grades 2 and 3a BMVAL. Although much of the land to the west of the Borough including that outside the site boundary is identified on the ALC maps as a mix of grade 2 and grade 3 land, it has not been subject to further survey. Therefore, the evidence does not indicate how much of the remaining landholding might or might not be BMVAL. However, the evidence does indicate that the quality of land found at Baldwin's Gate farm is not unusual for the west of the Borough and that many sites adjacent to communities are likely to contain a proportion of BMVAL.
33. Therefore, I do not find the Council's argument credible in regard to whether all or the bulk of BMVAL within the landholding would be lost as a result of the appeal proposal. The Council has provided no contrary evidence to suggest that the appellant's evidence from its agricultural expert is inaccurate. Furthermore, the Council state in closing submissions at paragraph 59 that they accept there will likely be areas of grade 3(a) land and even grade 2 land not identified in the ALC maps in their general vicinity.

³ CD10.11 – Appendix B

34. During the Inquiry the Council raised concerns that the loss of BMVAL would result in the closure of the dairy farm. The appellant has provided evidence to indicate that the dairy farm activity may cease in future for other reasons regardless of the outcome of this appeal. The retention of the farm for dairy uses rather than for the raising of beef cattle or other agricultural uses as a component of landscape character would have limited distinction in terms of its value. In visual terms, raising cattle for beef or for dairy would be difficult to distinguish in terms of the role that the BMVAL plays in maintaining an agricultural landscape.
35. Turning to the harm arising from the loss of BMVAL across the wider Borough, I find this would be more limited. Whilst the loss of BMVAL on the appeal site itself would be significant in isolation, the Council considers that the loss of BMVAL would not be inevitable in delivering the emerging Local Plan's housing strategy. Although the Council presented evidence to demonstrate the potential number of dwellings that could come forward through the emerging Local Plan process on land not identified as BMVAL, this was undertaken on a 'policy off' basis. Therefore, it did not reflect the fact that a number of sites presented as not being BMVAL were also within designated Green Belt or may have other policy reasons for not being appropriate.
36. Despite the extent of BMVAL that may remain in the area, the appeal proposal would nonetheless result in the loss of around 11 hectares of BMVAL (around 8 hectares of grade 2 and 3 hectares of grade 3a) on the site out of a total site area of around 13 hectares. This would represent a significant proportion of the overall site area that would be lost which would not contribute or enhance natural capital, including BMVAL that paragraph 174 of the Framework requires.
37. In light of the above, the proposal would result in some harm arising from the loss of BMVAL. As such, it would fail to accord with Policy HG1 of the NP which indicates that in order to be considered in a sustainable location, development must not, amongst other things, involve the loss of BMVAL.
38. It would also fail to accord with paragraph 174(b) of the Framework due to the effect of the loss of the BMVAL on food production and its contribution to the landscape.

Other Matters

Spatial strategy

39. Baldwin's Gate is identified in the CSS as a village within the settlement hierarchy and the appeal site would be located outside of the village envelope. Policy ASP6 of the CSS sets out the approach to locating new housing in the rural area and identifies a maximum of 900 net additional dwellings to be provided on brownfield land within the village envelopes. However, Baldwin's Gate was not identified as a settlement to accommodate any of these dwellings. Similarly, Policy H1 of the LP indicates that permission for residential development in the countryside will only be given where it is located within one of the village envelopes. Due to the proposal being located outside the village envelope, it would fail to accord with Policy ASP6 of the CSS and Policy H1 of the LP.

40. During the Inquiry the Council sought to exclude consideration of Policy HG1 of the NP as a policy for the supply of housing from the agreed position in the statement of common ground. However, Policy HG1 clearly sets out a list of policy requirements which include that housing would be supported within the village envelope or for infill housing within a built frontage. As such, I do not accept the Council's position in this regard and Policy HG1 is clearly one of the policies for the supply of housing as it provides locational guidance which would restrict residential development to particular locations. The proposal's location outside of the village envelope would therefore contradict Policy HG1 of the NP. However, due to the age of the plan being over 2 years old, the parties agree that paragraph 14 of the Framework is not engaged and the NP is not afforded any greater protection by the Framework.

Housing Land supply

41. There is agreement between the parties that the Council is currently unable to demonstrate a 5 year housing land supply of deliverable sites as required by paragraph 74 of the Framework. The Council's stated position during the Inquiry is that 4.84 years can be demonstrated. However, there is disagreement as to the extent of the shortfall, which the appellant considers to be closer to 3.66 years as a result of the inclusion of a proportion of student accommodation, the inclusion of sites where the evidence for their deliverability is questioned and the justification for the rate of windfall allowance that the Council has adopted.
42. The Council has included an allowance of 349 dwellings from student accommodation in the Borough and has provided evidence⁴ that student numbers at nearby Keele University have been rising since 2013/14. The appellant has provided evidence which indicates that plans by the University expect further rises in student numbers in future. Although the PPG does not explicitly state that it is necessary to take into account the growth in student numbers in calculating the contribution from student accommodation, such information is capable of being a valid component of an assessment of the amount of accommodation remaining or to be released into the general housing market. In the context of a rising student population, any new student accommodation provided could be outpaced by future growth in student numbers.
43. The Council's evidence shows growth in full-time students at Keele University has increased by around 1,400 students between 2013/14 and 2021/22. As such, the increasing number of students would take up the additional capacity created in student accommodation. Whilst this may limit further losses of residential accommodation in Newcastle Under Lyme for student use, in this case there is insufficient evidence to conclude whether new purpose built student accommodation would result in any meaningful contribution to housing being released back into the general housing market.
44. In relation to the disputed sites within the land supply, the proposed Care Home at Langley House, Sandy Lane, accounts for a contribution of 11 homes. I recognise that the site can provide accommodation under Class C2 of the Use Classes Order for residents with long-term need bedspaces as well as short-term respite care. However, there is no clear evidence before me that even the long-term bed spaces indicated would release a resident's home back into the

⁴ CD10.18 - figure 6 – Housing Land Supply proof of evidence

housing market as such residents may have partners or family remaining in their homes.

45. In relation to the redevelopment of the Seabridge Community Education Centre site for 55 dwellings⁵, I note that outline planning permission has been granted, that the site is in public ownership and that demolition has taken place. The existence of pre-application correspondence, whilst giving a positive indication of development aspirations for the site, does not provide sufficient evidence that there is a clear timetable for the submission of reserved matters. Furthermore, there is no indication that any progress has been made in relation to the discharge of any of the pre-commencement conditions or any agreement to confirm the delivery intentions of the development such as anticipated start on site or build-out rates which the PPG⁶ suggests.
46. The Council's windfall allowance of 93 dwellings per annum in years 4 and 5 relies upon windfall from 2016 which, according to the appellant and not disputed, included three large-scale office to residential conversions totalling 211 dwellings. However, there is no clear evidence before me that windfalls of such scale have occurred since or are likely to come forward again at a similar rate. If the windfall completions were averaged over the full period they are available (2008-2022)⁷, this would equate to around 60 dwellings per annum. Even with the inclusion of the 2016 year which contained the large office to residential conversions described above, the rate currently relied upon by the Council would be higher than the long-term average for which the completion rate is known.
47. Taking all of these points in the round, whilst there is some evidence which points to the Council's land supply shortfall being greater than their current stated position, there is insufficient evidence to conclude, even if it were necessary, on what the figure should be.

Non-designated heritage asset

48. Baldwin's Gate Farmhouse is identified as a locally listed building and thereby a non-designated heritage asset. The Farmhouse is being retained along with its courtyard barns. Whilst the proposed access road would remove one of the barns to the east of the site which has previously been altered, there would be sufficient separation between the access and the farmhouse and courtyard to avoid any adverse effect on its setting. In light of these factors, I am satisfied there would be no harm to the significance of non-designated heritage assets.

Other Material Planning Considerations

49. Concerns have been raised by interested parties that the proposal would place additional pressure on public services including on the local Doctor's surgery and on the availability of pupil places in the local Primary school. Additional school places and primary care capacity would be addressed via contributions secured by the unilateral undertaking.
50. Concerns were also raised that opportunities for wildlife would be lost. However, proposals for biodiversity net gain could be secured by the suggested conditions if I were to allow the appeal.

⁵ Council planning reference 19/00515/OUT

⁶ Paragraph: 007 Reference ID: 68-007-20190722

⁷ CD10.12 - table 6.2 - appellant's proof of evidence - Housing Land Supply

51. My attention has also been drawn to comments from Severn Trent Water which it is alleged do not relate to the appeal scheme. However, the connection of the proposal's water supply would be a matter for the water utility provider to ensure connection, whilst the approach to wastewater discharge and foul drainage could be addressed through the imposition of a planning condition to secure their details and subsequent agreement. As such, this has not altered my decision.

Planning balance

52. There is common ground between the parties that the Council cannot currently demonstrate a 5 year housing land supply. A significant amount of Inquiry time was spent debating various inclusions within the 5 year land supply. Whilst there is disagreement over the extent of the shortfall, the evidence on the shortfall is inconclusive. However, for the purposes of my decision even if I take the Council's best-case position, only 4.84 years housing land supply can be demonstrated. Where a local planning authority cannot demonstrate a 5 year supply of deliverable housing sites, the policies which are most important for determining the application are deemed out of date for the purposes of paragraph 11 of the Framework. The presumption in favour of sustainable development therefore applies. For decision-taking, this means granting planning permission unless the application of policies in the Framework that protect areas or assets of particular importance provide a clear reason for refusing the development, or, any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the Framework taken as a whole.

Benefits

53. The appeal proposal would provide a number of benefits. It would make a significant contribution to meeting housing needs in the Borough where there is currently an identified shortfall. The proposal would also provide 25% of the proposed dwellings as affordable housing in an area where there is significant unmet need for affordable housing. There are around 1,677 households on the Council's waiting list for homes and completions for affordable dwellings have not fully met this need. I therefore afford substantial weight to the provision of both market and affordable housing that would be delivered by the proposal.
54. The proposed Primary School contribution would provide additional school places, which would allow the school to become a full single form entry school rather than the current situation which has mixed age classes and thereby has a wider benefit to the school. The scheme would also provide funding for primary care at Baldwin's Gate surgery. Public open space above policy requirements would also be provided. The scheme would provide highway safety improvements albeit these are of limited weight as ensuring highway safety would be a requirement of all development.
55. The appeal proposal would result in economic benefits by virtue of the jobs created through the construction of the proposed dwellings and in the accompanying materials supply chain, albeit these would last only for the duration of the construction period. Social benefits would occur through future residents contributing to village activities and supporting the existing services within Baldwin's Gate. Environmental benefits would arise through the proposed biodiversity net gain (BNG) which the appellant identifies at around 42% for habitats and 34% for hedgerow units. This would be significantly in

excess of the Government's expectations that development secures at least a 10% increase in BNG which I afford moderate weight. Due to the scale of the proposal, I afford the economic, social and environmental benefits moderate weight.

Adverse effects of the proposed development

56. Whilst the proposal is acceptable in terms of the opportunities to utilise non-car modes of transport via the local bus service, adverse effects would still arise as a result of future residents of the proposal out-commuting by private vehicles for employment, leisure and shopping which cannot be met within the village. This is because although the use of the bus service remains a choice, there would still be future residents who will choose to use private vehicles for trips regardless of the public transport on offer.
57. As identified in the main issues, the proposal would result in harm to the character and appearance of the area. Further adverse effects would also arise due to the loss of BMVAL on the site, as well as the effect of the loss of BMVAL on the economy and its use as pastureland.
58. There would be further adverse effects as a result of the conflict with policies of the development plan in relation to the supply of housing and the spatial strategy for the area including those of the made Neighbourhood Plan.
59. Collectively, the adverse effects of the proposal are afforded moderate weight.

Conclusion

60. The appeal proposal would accord with Policy SP3 of the CSS in relation to the suitability of the location in relation to public transport. However, there would be conflict with Policies CSP1 and CSP4 of the CSS, Policies N17 and N21 of the LP and Policy NE1 of the NP in relation to the harm to the character and appearance of the area. Having regard to the findings of the LCA which identifies a moderate capacity for change, the effect of adjacent development and the extent of open space and landscaping proposed, the extent of harm would be moderate. There would also be conflict with Policy HG1 of the NP regarding the loss of BMVAL, and conflict with Policies H1 of the LP, ASP6 of the CSS and HG1 of the NP due to the location of the site outside the village envelope boundary of Baldwin's Gate. As a result, the proposed development would fail to accord with the development plan for the area when read as a whole.
61. However, having regard to the agreed position that that the Council cannot demonstrate a 5 year housing land supply, I find that the conflict with the policies for the supply of housing and the spatial strategy carries limited weight in this instance.
62. Whilst the proposal would not accord with paragraph 174(b) of the Framework in relation to the landscape impacts, it is common ground that the appeal site does not fall within any statutory or local designation relating to landscape quality. Although there would also be conflict with paragraph 174(b) in relation to the loss of BMVAL, the proposal would otherwise accord with the Framework when read as a whole.
63. The Council considers that the shortfall in housing supply will be short-lived and therefore not persistent as a result of the emerging Local Plan seeking to

rectify this position. However, the Council's timetable for the adoption of the plan appears optimistic on the basis that the pre-submission consultation period has not yet commenced and the plan has not been submitted for examination. As such, I afford limited weight to the emerging Local Plan at this time. Furthermore, any sites that may eventually be allocated through the new Local Plan to meet identified housing needs will still require progression through the development management process and thereby take some time to come on-stream. As such, the duration of the shortfall is likely to be more persistent than promoted by the Council.

64. On the other hand, the appeal proposal would result in substantial benefits in terms of the overall contribution that the dwellings would make to addressing the identified shortfall in housing land and from the contribution to meeting affordable housing needs in the Borough. The proposal would also have moderate economic, social and environmental benefits. The proposal would also provide for additional school pupil places which would support the creation of a full single form entry Primary School and is afforded moderate weight. There would also be highway safety improvements and a contribution towards bus passes for future residents, albeit these are afforded limited weight as ensuring highway safety is an expectation for all development, whilst the bus pass scheme will only be of relevance to some future occupiers.
65. Therefore, I find that the adverse effects of the proposal arising from harms to character and appearance of the area, loss of BMVAL, extent of potential out-commuting and the conflict with policies for the supply of housing and the spatial strategy are not sufficient to significantly and demonstrably outweigh the benefits as set out above.
66. I therefore conclude overall that the other material considerations arising from the substantial and other benefits justify a decision not in accordance with the development plan in this case.

Legal undertaking

67. The appeal is accompanied by a unilateral undertaking made under section 106 of the Town and Country Planning Act (1990) that would secure 25% of the dwellings as affordable housing (50 units). A contribution of £620 per dwelling would be made to primary healthcare. Contributions would also be made on a per dwelling basis to primary and secondary education utilising an agreed formula. These are all required in order to provide mitigation towards local infrastructure and are necessary to make the development acceptable.
68. As I find there would be no harm in terms of the suitability of the location having regard to public transport, the proposed sustainable travel obligation to bus service enhancements is not necessary to make the development acceptable in planning terms. The proposed contribution of £3,000 for the County Council to provide a County Monitoring Fee is necessary in order to ensure that the progress of the scheme in relation to the timing of obligations is kept under review. The monitoring fees are necessary to make the development acceptable in planning terms and fairly and reasonably related in scale and kind.
69. The undertaking includes an obligation of £10,000 towards the monitoring of a travel plan. Notwithstanding my findings in relation to the bus contribution, the travel plan is necessary in order to minimise private vehicle usage arising from

the proposal. As a result, the Travel Plan is required by condition and consequently it is necessary for this to be monitored. The travel plan monitoring fee is therefore necessary to make the development acceptable in planning terms and fairly and reasonably related in scale and kind.

70. The obligation would also provide for open space maintenance obligations and land which would accord with adopted planning policy and secure the ongoing management of the proposed open space which is necessary in order to make the development acceptable in planning terms and fairly and reasonably related in scale and kind. A proposed contribution of £100,000 towards an off-site Multi-Use Games Area (MUGA) is necessary in order to mitigate the effects of the development and accords with the Council's Open Space Strategy Supplementary Planning Guidance which reflects the Fields in Trust (FiT) guidance that developments of this scale contribute towards a MUGA.
71. Having regard to the evidence before me, including the Council's Community Infrastructure Levy (CIL) compliance statement, I am satisfied that with the exception of the bus service contributions the submitted legal undertakings are necessary to make the development acceptable, are directly related to the proposal and fairly and reasonably related in scale and kind to the development. As such, they would accord with the requirements of paragraph 57 of the Framework and Regulation 122 of the CIL Regulations (2010).

Conditions

72. I have considered the conditions included in the schedule which were discussed and updated following a round table session during the Inquiry against the tests set out at paragraph 56 of the Framework, only including those which meet those tests subject to any minor amendments for clarity, consistency and enforceability. There are a number of pre-commencement conditions necessary which the appellant has agreed to in writing as required by the Town and Country Planning (Pre-commencement Conditions) Regulations 2018.
73. In addition to the standard requirements for the identification of the approved plans, and the timing of commencement of development, a condition requiring the submission of Reserved Matters is necessary in order to provide an acceptable form of development. A condition is also required to provide a phasing plan if there is to be more than one phase of development which is necessary due to the way the site may come forward.
74. Conditions 6, 7 9 are necessary in the interests of pedestrian and highway safety. Having regard to the first main issue above, condition 8 is required in the interests of securing sustainable travel measures.
75. In order to ensure that the proposal does not result in harm to the living conditions of nearby occupiers, conditions 9, 10, 11 and 12 are necessary to secure a Construction Environmental Management Plan, to control the use of machinery and construction traffic, to secure noise and air quality mitigation measures. I have amended condition 11 to include a suitable trigger. I have also amended condition 12 to remove the costs for the requirement for the bus pass as this is not necessary. Whilst I find that the proposal would be in a suitable location having regard to available public transport, the provision of a bus pass is necessary in order to maximise the usage of the existing bus services, and is thereby necessary to make the development acceptable.

- 76. Conditions 13, 14, 15, 16 and 17 are necessary in the interests of human health in regard to contamination.
- 77. Condition 18 is required to ensure appropriate infrastructure is provided for electric vehicle charging.
- 78. Condition 19 is necessary to ensure that foul and surface water drainage details are provided. In the interests of flood risk, condition 20 is necessary to ensure that the proposed development would not result in flooding on or beyond the site.
- 79. In the interests of archaeology, condition 21 is necessary to secure a scheme of investigation, and depending on results, carry out a programme of works.
- 80. In the interests of ecology, condition 22 and 23 are necessary to secure a tree protection plan has been provided and approved, and that an arboricultural method statement has been similarly submitted and approved. Condition 26 is also necessary to ensure that biodiversity mitigation measures are secured.
- 81. Condition 24 is necessary to specify the minimum amount of open space to be provided on the site, whilst condition 25 is necessary to provide the details of the open space.

Conclusion

- 82. For the reasons given above I conclude that the appeal should be allowed.

Philip Mileham

INSPECTOR

23.08.23 12:26

Guildford-Horsham Rail Reopening

Dear All,

There's been a lot of talk and campaigning over the years to get this rail line reopened for regular passenger and possible freight-by-rail use.

To these ends, how ERTA operates is for people to join as members and offer to voluntarily assist with tasks which need doing. Having more local people involved brings not only the wealth of their local knowledge, but also the prospect of more other local people identifying and being willing to also join and get involved.

ERTA could do once a year public meetings in Guildford and Horsham to gather the great and good, but we need a pulling together Working Group meeting in Guildford to pursue and take-on delegated roles and collaborate loosely together with a view to moving the agenda towards ultimate delivery.

Getting a study needs local people to write to existing and prospective politicians and winning their support, getting councils on board. They demand audits and studies, which we are not equipped to do and road upgrades are evaluated by professionals at cost, not lay people, so we need equitable standards and values operating between road and rail for example.

If you are interested in the Working Group idea, starting preliminaries in November 2023 with a bi-monthly chipping away February 2024.

Things we need are:

1. Field Officers to know the line well 'now', compile lists and photographic evidence of issues to be addressed in a systematic and chronological order. E.g. level crossings/bridges, pinch-points, any blockages or threats of blockages. To keep on top of it.
2. Specific council/including Cranleigh Town Council with a view to winning them over that the gains outweigh the pains.
3. Getting professionals interested and establishing a funding pot - be it via council or ring-fencing via ERTA.
4. Building local support along and at both ends and feeding into ERTA Membership.
5. Seeking to act at Local Area Reps for ERTA, seek stalls and recruit support and members.
6. Write to local media selling the good idea concept of reopening and encourage the good idea to be adopted in planning policy and actions to forward towards processes for rebuilding the line as a local, modern public transport asset - heavy rail solution for more people and goods by rail.
7. I understand it is MP's to Councils to Government and public support. Then we need a power with authority to be able to say 'here's the cheque, move please'. I am convinced there's an overwhelming need, case and demand for this missing rail link. Further afield, the Arundel Curve for Horsham to South Coast to Brighton wrap around and then the issue of whether a direct new-build Shoreham rail link can be done, should be done and how to do given blockages and issues abounding including Tim Loughton MP saying over 20 years no-one has suggested reopening the railway and there's no case or it is too far gone? This is the sort of work a roving Working Group could usher along. It need not be the only effort, we can all update each other and liaise. But a pulse is needed and life needs to be put into the collective effort to progress matters.

If interested in going on a list for future looping, please email back to that effect. I attach 2 diagrams, not the last word, but a planting of ideas of intent. The Working Group can produce others for its purposes and cross 'i's and dot t's.

Yours sincerely, Richard Pill ERTA CEO

28.08.23 11:48

Guildford-Horsham and beyond with an Arundel Curve

Dear All,

Thanks to all who responded to my email about a Working Group. I am compiling a list for looping purposes and a date will be set ideally for November to have a preliminary meeting.

Meanwhile, we have been fortunate to get some coverage on our initiative: <https://guildford-dragon.com/campaign-group-invites-support-in-bid-to-reopen-guildford-to-horsham-railway/> and this is very welcome. Indeed I wish more media outlets were as easy to engage with and as interested to give us the best results.

Yours sincerely,

Richard Pill
ERTA CEO

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Chief Executive Officer, Media and Newsletter Coordinator, Bedfordshire Area Rep., General Advisor

Peruse and recommend our links to others.

<https://ertarailvolunteer.blogspot.co.uk/>
<https://www.facebook.com/RichardPillERTA>
<https://twitter.com/ERTACampaigns>
<https://www.linkedin.com/in/richard-pill-erta/>
<https://ertarail.co.uk/>

Disclaimer: This email loop is open to everyone we deem fit to be on it and who genuinely are interested in the affairs of either ERTA, better public transport, Richard Pill or Bedford. We add on request subject to certain candidacy and delete on request providing original email is included. Please be patient with us as it is not unknown to delete an email only to find it has later been reinserted. ON GDPR, we are voluntary. We are an unincorporated association reliant on membership primarily for financial continuation. The straight-jacket of business versus charity status chokes community action to usher in the kind of improvements or benefits if our calls are heard by powers and authorities. As the news has revealed, a charity as an end in itself is no guarantee or panacea per se, campaigning is often forbidden, contracts can gag free speech and it takes all to make a world. If people want to be deleted, we always do that wherever possible i.e., if we have the right email provided. Otherwise, we assume people want to stay connected. As it is, we're getting new people asking to be linked with us and that is encouraging. If you want to unsubscribe, send the original email with a request. Please support and encourage others to join our loop and voice. Thank you.

24.08.23 12:03

Woodhill Sandpit Planning Application

Dear Clerk,

I just want to make sure you are aware of this application to refill a sandpit on Woodhill Lane/Farley Green Lane. A link to the website called "[Protect Woodhill Now](#)" which explains the application and the implications is [here](#).

I realise it looks a long way away from Ripley but - bear with me...

If successful, the application would result in the movement of **44 x 20 tonne tipper trucks** (32 tonnes when fully loaded) **PER DAY** to and from the site **5½ days a week** for a **minimum of 4 years**.

I know it seems quite a distance away but, the application says that trucks will be told to approach and leave the sandpit via Newlands Corner, Sherbourne, Albury Heath etc. If any of those trucks come via the M25, there is the inevitable possibility that the truck drivers will opt for the Ripley, Clandon route to Newlands Corner in order to avoid Guildford.

I know that Clandon residents are registering their formal objections to the application because they suffered a great deal during the infilling of a pit below Newlands Corner. I'm not sure whether your councillors will feel it is too remote to be concerned about but, as a resident of Ripley High Street for 20 years, I wanted to give you the heads up anyway.

Please could you visit the [website](#) which explains what the issues are and how to object effectively and publicise it to your parishioners as you see fit.

Please note the **deadline for objections is September 6th**.

Many thanks,

Eppy Anderson

Eppy Anderson
Chair
Shamley Green Village Association

30.08.2023 11:21

Proposals to modify Burpham Neighbourhood Area and designate a new forum

Dear Sir or Madam,

Proposals to modify the Burpham Neighbourhood Area and designate a new neighbourhood forum

We have received an application to:

- modify the Burpham Neighbourhood Area, and
- designate a new neighbourhood forum for Burpham.

We will consult on these proposals from midday 30 August to midday 12 October 2023.

Please visit the [consultation page](#) to find out more about the proposals and to have your say.

We have written to you because you asked us to tell you about planning policy consultations. If you do not want us to send these notifications, please contact us at planningpolicy@guildford.gov.uk.

Yours faithfully,

Dawn Hudd

Strategic Director – Place, Guildford and Waverley Borough Councils

11.09.2023 13:03

Planning Application 23/P/01070 – Objection

Dear Jim

The residents of Kiln Lane want to share with the Parish Council our objections to this planning application.

Please see below and attached.

Regards

Ben Gamble

----- Forwarded message -----

From: **Ben G**

Date: Mon, 11 Sept 2023 at 12:51

Subject: Planning Application 23/P/01070 - Objection

Dear Sirs

Planning Application 23/P/01070

Use of site for 6 Travelling Showpeople plots, with associated access, supporting infrastructure and other associated works. Land at Garlick's Arch, Send Marsh/Burnt Common, Portsmouth Road, Send

On behalf of the residents of Kiln Lane, Ripley GU23, I attach our object to the above application.

Our objection is based upon six grounds, which are:

1. Missing information
2. Significant roadworks required to Kiln Lane
3. Inadequate infrastructure
4. Flood relief and drainage
5. Environmental impact
6. More suitable sites with better access

Please could you acknowledge receipt of this email and confirm that this objection will be considered as part of the planning process for this application.

September 2023

Guildford Borough Council: Planning Application 23/P/01070 – Use of site for 6 Travelling Showpeople plots, with associated access, supporting infrastructure and other associated works.

Land at Garlick's Arch, Send Marsh/Burnt Common, Portsmouth Road, Send

This paper has been written on behalf of the residents of Kiln Lane, Ripley in objection to the above planning application. It is signed by all the residents of the road:

Suzie Powell-Cullingford	Hay Place, Kiln Lane, Ripley
Andrew Powell-Cullingford	Hay Place, Kiln Lane, Ripley
Simon Levene	Croxteth Hall, Kiln Lane, Ripley
Niall Brunker	The White House, Kiln Lane, Ripley
Laura Brunker	The White House, Kiln Lane, Ripley
Andrew Dougherty	Woodfield, Kiln Lane, Ripley
Karen Dougherty	Woodfield, Kiln Lane, Ripley
Gill Haig-Brown	Grove Heath Farm, Grove Heath Road, Ripley
Nicola Barber	Grove Heath Farm, Grove Heath Road, Ripley
Alex Barber	Grove Heath Farm, Grove Heath Road, Ripley
Ben Gamble	Kiln House, Kiln Lane, Ripley
Emily Gamble	Kiln House, Kiln Lane, Ripley
Joshua Kovacs	Easterbrook, Kiln Lane, Ripley
Anthony Brown	Hay Cottage, Kiln Lane, Ripley
Sarah Brown	Hay Cottage, Kiln Lane, Ripley

It is the contention of the Kiln Lane residents that application 23/P/01070 should be rejected by Guildford Borough Council (GBC) on six grounds:

1. Missing information
2. Significant roadworks required to Kiln Lane
3. Inadequate infrastructure
4. Flood relief and drainage
5. Environmental impact
6. More suitable sites with better access

The residents have set out below their case against each of these reasons and ask that GBC refuse planning permission for this application to proceed.

Introduction

The site is located at the end of Kiln Lane next to the A3 with no current access to it or the wider Garlick's Arch masterplan site. It is in the northeastern corner of the wider Garlick's Arch masterplan site and has an outline designation as suitable for use as Travelling Showpeople (TSP) plots as part of the hybrid application 19/P/02223 granted 15 months ago, but with its own separate access from Kiln Lane, not as part of the Garlick's Arch masterplan site.

Policy A41 of the Guildford Local Plan, covers the principle of the use of this site for TSP plots.

Now a detailed application for the use of this site under Policy A41 is forthcoming, the residents of Kiln Lane have severe misgivings that a number of fundamental points are not being given sufficient weight

in the planning process. This objection set these points out in detail below.

1. Missing Information

The information supplied by the applicant is seriously deficient in a number of areas and the local planning authority (LPA) cannot proceed to satisfactorily determine the application until all the necessary information is supplied.

It is common practice for a LPA to require full applications of this nature to be accompanied at submission with all the necessary reports and evidence required for the proposals to be implemented. It may be possible to leave some points of detail, such as the colour of finishing materials or the species of trees to be planted, to be conditioned, but fundamental points like “can the site be safely accessed by the very vehicles it is designed to accommodate?” or “will the people living at the site for prolonged periods have fresh water, electricity and sanitation?” should be clearly and unequivocally addressed and satisfactorily answered before an application can be safely determined, let alone granted permission.

For this reason alone this application should be rejected as inadequately detailed with fundamental information missing.

As shown in the sections to follow, four essential areas of highways, drainage, infrastructure and environment are inadequately addressed and the limited information that is supplied points to an unsound application that should be refused.

It is also unclear from the information submitted with this application whether Thames Water has been contacted for a Groundwater Risk Management Permit pursuant to Informative 2 of the earlier permission granted by hybrid application 19/P/02223. Similarly, it is unclear from absent information if Surrey County Council (SCC), as Lead Local Flood Authority has been contacted to obtain prior written Consent for proposed site works affecting an Ordinary Watercourse. Or if the Environment Agency has been given proof of the surface water treatment necessary to achieve and maintain water quality resulting from the proposed works likely to result in infiltration of surface water to ground within a Source Protection Zone standards as set out in Informative 3 of hybrid application 19/P/02223. The application is also silent on whether prior approval has been obtained from SCC, as the Highway Authority, for all the necessary highways and access works to Kiln Lane, and its junctions, from Portsmouth Road to the proposed site at the A3.

If all these works cannot be legally undertaken, and paid for by the applicant, prior to commencement of works the site cannot be used for its intended purpose. Surely the LPA needs to be assured of these basics before it proceeds any further?

2. Kiln Lane Roadworks

It is accepted by the applicant that Kiln Lane, in its current state and configuration, is not suitable for use by vehicles of the type, size and weight employed by Travelling Showpeople (TSP). Therefore, without significant upgrades the road could not provide satisfactory, safe or environmentally compliant access to the proposed site as currently planned.

A test run was carried out on 7th October 2019 organised by the applicant, LSL. Please see photographic evidence from the test run at Annex A. A lighter and smaller van than that which might be typical of the vehicles use by travelling show people, even with a proposed weight

restriction, was used for the test. However, even with the aid of a banksman to guide the driver, the relatively small truck could not comfortably and safely drive the length of Kiln Lane and turn into the proposed site. The test run took almost an hour to get the truck the full length of Kiln Lane and there were several point where the vehicle damaged the banks of the road and snagged trees, all on private land owned by existing residents of Kiln Lane.

One of the main pinch points is just beyond Hay Place where a very large Ash tree, on private land including the bank, restricts safe passage along Kiln Lane for even medium sized trucks. Many residents have experienced on many occasions the Council's on waste collection vehicles reversing out of Kiln Lane and onto Portsmouth Road. Many delivery vans, especially if delivering larger items will reverse down the lane from Portsmouth Road, or will reverse out again as the narrower section of Kiln Lane is just too small to comfortable turn round in.

It is also the case for many properties that their boundary fences are set back from the actual property boundary with Kiln Lane. This can give the impression at some verges, banks and ditches are part of the public highway when they are actually included within the curtilage of private land.

The harsh reality is that the test run conducted by the applicants demonstrated that Kiln Lane in its current configuration is not capable of safely taking the traffic required by even restricted TSP users. Furthermore, the limited roadworks that are proposed for the first section of Kiln Lane are inadequate to address the real problems for the second two thirds of the road leading down to the TSP site. Even if the limitation of this very narrow section of Kiln Lane were to be addressed by the application, there is limited potential to widen this stretch of Kiln Lane as the land required to do so is in private ownership on the east side of the road and the west side is protected ancient woodland.

None of these points, where the existing carriageway would need to be widened requiring additional land currently in various private ownerships beyond Hay Place, have been considered by the applicants. Neither the applicant's Operational Management Strategy (OMS), nor the Transport Assessment (TA), or the Technical Note it includes, properly addresses these very real concerns of Kiln Lane residents, and even fails to recognise that there are problems ignored by this application. The images and drawings that are included in the OMS and TA do not accurately reflect the reality of Kiln Lane or take account of land and trees in private ownership. These required works are in addition to the limited works proposed by this application and will require the road surface to take current verges and ditches away and require trees to be cut back, have their crowns raised, or even be felled and removed.

There is no indication from the GBC website that the applicants have supplied the additional information requested by SCC on 1st August 2023 regarding road layout, junction improvements and swept path analysis for Kiln Lane. Some of the land required for the proposed roadworks may not be in public ownership or in the gift of the applicant.

There is mention in the application that a weight restriction of 18 tonnes will be placed on the whole of Kiln Lane, yet a fully loaded waste collection vehicle can weigh up to 32 tonnes (although 26 tonnes is more typical) but a fully loaded fairground truck may weigh considerably more than that. Will this mean that GBC's standard waste collection trucks will no longer be able to collect from the houses in Kiln Lane and Hay Place, or indeed from the new TSP site? Whereas waste collection trucks and emergency vehicles may be exempt from the proposed weight restrictions, the impact of their weight on the road will not. At the moment these vehicles tend to only

regularly to go as far as Hay Place. If these proposals are permitted, heavy vehicles far in excess of 18 tonnes will be required to regularly travel the full length of Kiln Lane and enter the proposed TSP site for waste collection or for emergencies.

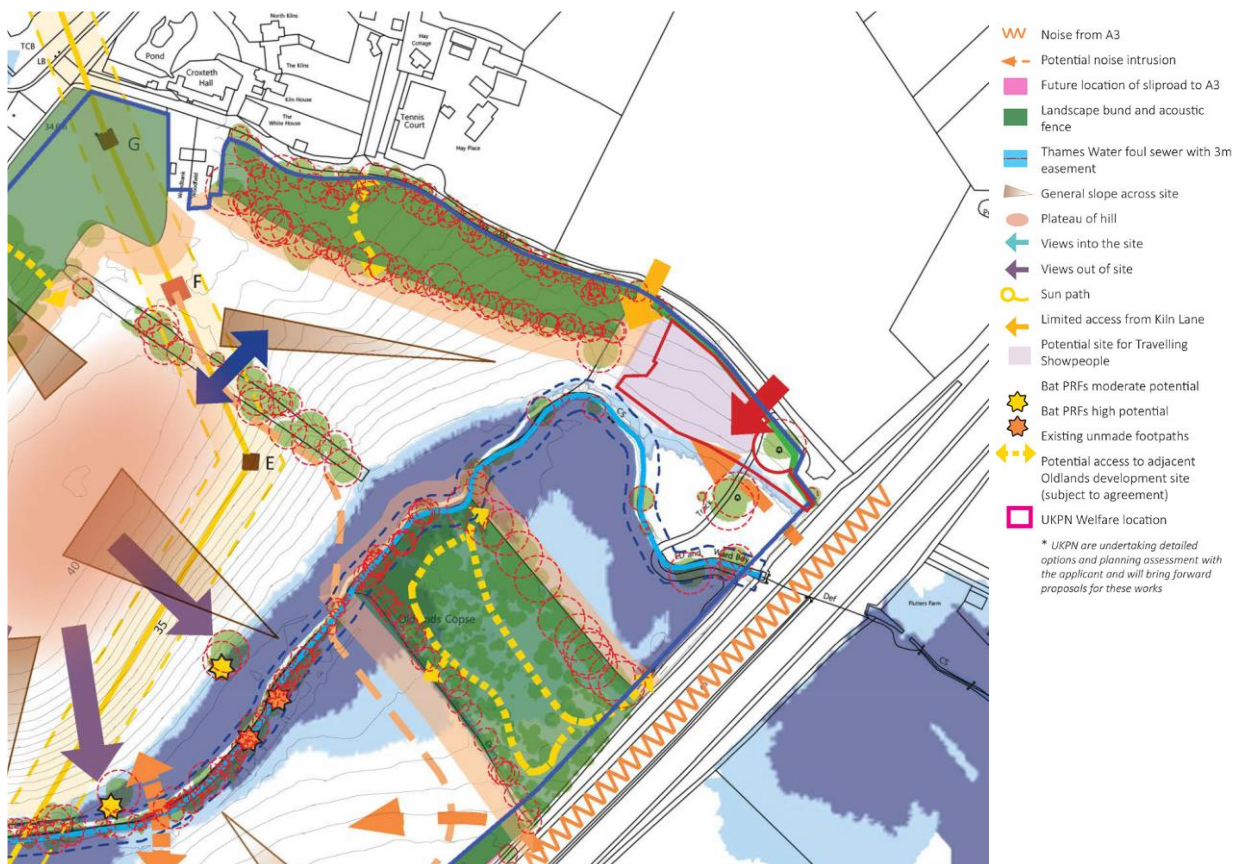
It is important to realise the limitation of 18 tonnes will severely restrict the type of vehicles that will be able to access the TSP site. Yet we are told in the application that, “... *the plots will be flexible to respond to the changing needs of the occupiers* ...” How long will it be before a request to remove the weight restriction is forthcoming in order to, “*respond to the changing needs of the occupiers*”?

The current drawings, outlining roadworks required on Kiln Lane, only go as far as Hay Place. Local residents contend that for true road safety of all users: current, future and visitors – by HGV, car, cycle or on foot, significant works to the surface and width of Kiln Lane beyond Hay Place all the way to the proposed TSP site will be required to strengthen and widen the road and remove and raise existing tree and shrub/hedge growth.

All the existing houses on Kiln Lane are family properties yet no thought seems to have been given to pedestrians or disabled street users, unsupervised children and younger ones in buggies, etc. or the needs of cyclists.

3. Inadequate infrastructure

On page 5 of the applicant’s Design and Access Statement the diagram below shows a number of features of the wider Garlick’s Arch masterplan with the TSP site outlined in red (replicated below). The plan’s legend indicates ‘Thames Water foul sewer with 3m easement’ but it can be seen from the plan that there is no sewer anywhere near the proposed TSP site. There is a small pipe supplying fresh water and a limited electricity supply.



The planning statement contends, *"Each plot will be connected to an electricity supply, water and foul drainage."* But there is no supporting plans or documents to show where these essential services will come from or connect to, or how they will be made adequate for the TSP users and their heavy plant, equipment and vehicles. Neither is there any indication of the environmental impact of creating such infrastructure that would inevitably be coming from a considerable distance away.

This vital information must be satisfactorily supplied, ensuring no adverse impact on ancient woodland or the watercourse of the East Clandon Stream and other local habitats.

4. **Flood relief and drainage**

The proposed TSP site is currently never-developed, open countryside in Flood Zone 1. It is however within a few metres of the East Clandon Stream's floodplain which is Flood Zone 3.

The applicant's drainage strategy intends to *"retain (as far as possible) the natural flow paths"* and *"mimic existing flow rates"*. The residents of Kiln Lane have not been able to find a report that details how these assertions will be achieved. The drainage strategy also claims that *"water will be treated to remove pollutants."* but, once again, there is no indication of how or where this water treatment will take place or how such a drainage system that includes it could be described as *"low maintenance."*

What we do however detect from the limited flood risk and drainage information provided is that the entire site will become one huge soakaway. *"The proposed strategy is to create an unbound permeable pavement or platform, avoiding the need to have impermeable surfaces and associated drainage pipes and channels."*

Given the nature of the TSP vehicles intended to be stored at this site, it is highly likely that washing and maintenance of the vehicles will also take place there. There is no mention how the *'permeable pavement'* will prevent the site, as well as the surrounding land, floodplain and the East Clandon Stream, from becoming contaminated by the site's intended use.

With no supporting report or drawings we are expected to take it on trust that the *'permeable pavement'*, which page 9 of the Design and Access Statement shows covering the entire site, will be capable of withstanding vehicle movements in excess of 30 tonnes (the potential weight of refuse vehicles if not the fairground trucks' prolonged static parking) without compacting the ground beneath preventing *"the runoff to soak into the pavement and subsequently be stored in the subbase."* and, eventually, *"water will be slowed down and find natural flow paths to the East Clandon Stream."*

We would hope that the LPA had a more inquiring mind in reaching its determination than by the paucity of evidence and information that the applicant seems capable of offering.

5. **Environmental impact**

This application is concerned entirely with the redline site specified and should be subject to its own biodiversity net gain requirement. The planning statement accompanying the application states, *"There is no current policy requirement to achieve a specific net gain,"* yet national policy guidance sets a 10% net gain target. The proposals will strip the site entirely of all its natural habitats, its vegetation, wildlife and topsoil will all be removed and covered with hard surface materials. A substantial biodiversity net gain must be required specifically to address the considerable environmental harm done by these proposals. The CO₂ storage capacity of 0.35ha will

be lost for ever and the proposals will also instantly release a significant quantity of contaminant into the atmosphere. How is this being addressed by the Council's drive for net zero?

The planning statement also says, *"The proposals will not result in the removal of any existing trees, as there are no trees within the site."* Sadly, it makes no mention of the trees likely to be affected by the roadworks required by the widening of Kiln Lane. Fairground trucks can be over 4m in height and would require substantial crown lifting for the ancient woodland trees that line the route beyond Hay Place to the proposal site. None of this impact is even mentioned in the proposals, let alone detailed and accounted for.

It is considerate of the LPA that in framing Local Plan Policy A41 it considered the environmental impact the proposed TSP site would have on the future residents of the Garlick's Arch development by ensuring, *"The plots should be provided at a location within the site that reduces the need for large vehicles to travel through the village, but is sensitive to the visual impact of the storage of large machinery, and potential noise disturbance."* Unfortunately, no such consideration is given to the existing residents of Kiln Lane. We firmly believe that this principle should be equally applied to all local residents, not just those that the applicant seeks to financial benefit from through the creation of their new development.

This leads us to our final point ...

6. Alternate Site

A short distance along the A3 trunk road towards Wisley, it is proposed to create a new slip road off the M25/A3 junction. This will provide far more convenient access on and off the main road network for large vehicles such as those used by TSP. There are a number of plots of land in that vicinity, similar to that at the end of Kiln Lane, that could produce the facilities required for 6 TSP plots. This alternative should be carefully considered by GBC as a much better option for all concerned to provide the same facilities without the damage, upheaval and disruption this application's proposals will cause.

Conclusion

The application before the Council reads, **"Use of site for 6 Travelling Showpeople plots, with associated access, supporting infrastructure and other associated works."** This is a full planning application following the principle set out in Local Plan Policy A41 and in the granting of hybrid application 19/P/02223. However, it is demonstrably deficient in properly detailing almost all aspects of the proposals.

We are told that the plots and site layout are only indicative because things may need to change and remain flexible to meet the differing and changing needs of the occupants. It is our contention that no other planning application for any other use, anywhere else in the borough would be permitted with such loose wording, ill-described definition and such lack of detail and evidence.

This application amounts to little more than, "Trust us, it will all be alright!" The residents of Kiln Lane, and we hope our elected representatives, expect far better from our Council and we believe that local and national planning policy does too. We call on Guildford Borough Council to reject this application in its entirety for the reasons given above.

Annex A: Photographic Evidence taken from LSL's 'Test Run' on 7th October 2019



Test truck coming from Portsmouth Road



Damage done to private verge



Truck taking more than full width of Kiln Lane mounting private verges and snagging overhanging tree in ancient woodland.

GBC – Local Plan Policy A41

Land at Garlick's Arch, Send Marsh/Burntcommon and Ripley – Travelling Showpeople plots:

- The plots will be private (tenure)
- The plots should be provided at a location within the site that reduces the need for large vehicles to travel through the village, but is sensitive to the visual impact of the storage of large machinery, and potential noise disturbance.
- The plots should include sufficient space for mixed use yards to allow residential accommodation and space for storage of equipment.
- The plots should be sold at an appropriate price, in consultation with the Showmen's Guild, the Local Authority and Local Travelling Showpeople, and if needed, with regard to an independent valuation. Travelling Showpeople with a local connection should have priority for ownership.
- Following completion of the site, if the site remains unsold, the future use of the land should have regard to an up to date Traveller Accommodation Assessment (TAA) and Strategic Housing Market Assessment (SHMA), with specific consideration of the land for affordable housing.

12.09.2023 11:20

Flood Forum

Dear Parish Clerk

For some time, Ockham Parish Council have been keen to set up a flood forum locally. Our intention is to meet a couple of times a year and invite SCC Highways and Flood teams, SCC Cllrs, GBC ward councillors, DEFRA, the EA and our MPs to join us.

We feel there would be benefit in joining together with other members of our 8 Parishes group for these meetings as we share common ground/concern about local flooding. There is the additional benefit of making it harder for statutory bodies to swerve engagement if we are a collection of local parishes rather than just flying solo!

There is also an issue with foul water flooding locally and if we can involve Thames Water so much the better. With so much local development, they have stated that they have a forward plan and we have no doubt we would all like to know more about this and how they plan to implement it.

Are you able to share our thoughts with your Cllrs please and come back to us? We would look to try and set up an initial meeting soon to get the ball rolling and then to meet 3 or 6 monthly.

With best wishes

Rebecca Neish