

JOINT PLANNING COMMITTEE

23 APRIL 2019

UPDATE SHEET

Correspondence received and matters arising following preparation of the agenda

Item A1

WA/2018/2032

LAND NORTH OF THE RUNWAY EXTENSION, DUNSFOLD PARK, STOVOLDS HILL, CRANLEIGH

Responses from Consultees

Council's Economic Development Team	Support: <ul style="list-style-type: none">• Support the economic benefit to the local economy that the company would bring.• Currently based in Shalford and employing over 130 people.• Applicant well established in the local area.• Firm has a strong global design reputation and would provide a complementary business to others in the area, and many potential skilled work opportunities for local people.• Understand its products seek to cut production costs for manufacturers and lower fuel emissions with the wider positive implications that brings.• Consider that overall, the company would be an asset to the area
-------------------------------------	---

These comments from the Economic Development Team align with the economic benefits identified within the agenda report.

Additional representations

Two additional representations have been received raising objections on the following grounds:

- Traffic usage on Stovolds Hill of primary concern and not suitable for use by HGVs
- Local roads are too dangerous to cycle at present
- Already substantial planning permission for the area, more being added is of great concern
- How many conditions will be eased or removed in favour of building here
- Roads outside Dunsfold Park not wide enough for walking, tow paths not suitable for hiking or walking to work
- Speed limits are commonly broken

- Junction with Hall Place at crest of the hill will become even more treacherous
- South West trains are already running at above capacity, train service getting worse
- Cumulative increase in cars once houses are complete in and around Cranleigh as well as Dunsfold Park itself would see the A281 grind to a halt, Markwick Lane not able to cope with additional traffic

Matters of highway safety and travel are addressed within the agenda report. The report notes that the current proposal is not in addition to the floorspace or traffic movements permitted as part of the new settlement. The cumulative highway impacts have been considered as part of each of the housing applications referenced, and where necessary, improvements to the highway have been secured.

Additional comments from Rutland (DAL) Ltd for Dunsfold Airport (certificate B party to application)

Letter expresses support:

- Significant opportunity to establish a world class automotive research and development centre within the Borough of Waverley and also as a key component of the new Dunsfold Park Masterplan.
- Whilst the Gordon Murray application has been progressed in advance of the reserved matters for the Dunsfold Park Masterplan, this application is consistent with the Dunsfold Park Masterplan.
- The quantum of floor area in this application, is not in addition to the floor areas permitted in the Dunsfold Park Masterplan
- The quantum of traffic movements generated by in this application, is not in addition to the traffic movements generated by the Dunsfold Park Masterplan
- The design and layout of this application, is consistent with the Dunsfold Masterplan and it does not compromise the implementation of the Masterplan
- This application seeks detailed approval for access and car parking for Phase 1 only
- Phase 2 of this scheme remains subject to the approval of reserved matters by Waverley BC
- Separately and by way of background, a detailed planning application for a new site access road to Dunsfold Park is currently being prepared and is due to be submitted to Waverley BC during May 2019
- Should planning permission for a new site access road be granted by Waverley BC, then construction of a new site access road is likely to be completed within 6 months of commencement.

The timescales in respect of the new settlement, and a new access to serve it, are included for information only. The current scheme is a standalone proposal capable of being delivered in isolation.

In respect of a future reserved matters application in relation to access for phase 2, it is likely that this will utilise the new roundabout junction onto the A281 (as indicatively shown on WA/2015/2395).

Recommendation

The recommendation(s) remain as set out on page 60 (recommendation A) and page 79 (recommendation B).
