

AREA PLANNING COMMITTEE
UPDATE SHEET

Correspondence received and matters arising following preparation of the agenda.

Item A2

WA/2020/2055

Tuesley Farm, Tuesley Lane, Godalming

Additional Representations

Since the publishing of the agenda, two additional letters of representation have been received, including one from The National Trust. These raise the following points:

- There have been multiple amendments to this application and it is not clear what is being applied for.
- Is rotation being continued?
- Which fields are being added for polytunnel usage?
- Incorrect stating of 'facts' in response to consultees.
- Increased flooding and run off onto Station Lane.
- Residents concerns and views regarding flooding ignored.
- Lack of assessment of the impact of additional HGVs.
- Business case does not stack up as the relatively marginal gains are outweighed by the costs to residents.
- National Trust is the owner and custodian of Hindhead Commons and the Devils Punchbowl which is AONB, including Gibbet Hill.
- Existing polytunnels significantly detract from the otherwise unspoilt views.
- If application is approved then the extended area would be in the sightlines of these views, detracting from the quality of these views.
- Council urged to give the landscape visual assessment due consideration to ensure all possible mitigation measures are included to minimise additional landscape and visual impacts.

Additional Comment from Parish Council

Since the publishing of the agenda report, Hambledon Parish Council has made further representations:

- Reiteration of comments submitted in letter dated 11th February 2021 with particular regard to increases in HGVs on narrow roads.

- This leads to increased danger to residents and also slows down traffic.
- No significant steps taken to mitigate impact of the farm operations in an area so close to a school with narrow pavements and congested junction.

Additional comment from the County Highway Authority (CHA)

As part of the planning application, Bellamy Roberts submitted a Transport Statement which explored and addressed transport related implications of the proposal. The report confirms that the business currently picks fruit between May and October (inclusive), meaning that the seasonal operations at the site are limited to these dates. The proposal would lead to an extension of the season with an additional 2 months added to the site's operations, rather than an increase during the existing operations of the site. Point 3.4 of the report details that the proposal will not "intensify the quantities picked during the current peak season, but to increase the yields towards the beginning and end of an extended season, thereby resulting in an increased annual production". As such, any increase in vehicle movements will take place over an extended period rather than intensification of the existing fruit picking season.

Local residents have identified concerns relating to the current use of the site and the HGV movements related to this. Surrey County Council carried out ATC surveys on Station Lane in 2016 and the traffic count data demonstrated an average weekday 2-way flow of 5248 vehicles on Station Lane of which HGVs account for 69 movements. Road safety data indicates that there have been no reported accidents on Station Lane that involve HGVs, however as part of the Milford Golf Club development (planning application WA/2018/1815), works will be carried out to widen footways on Station Lane and speed calming measures will be implemented which will provide a safer pedestrian route in the surrounding area.

As discussed in the virtual meeting with WBC, the inclusion of a Transport Management Plan as an additional condition for this planning application, WA/2020/2055, was suggested by Waverley Borough Council to aid the management of vehicles travelling to/from the site. Whilst such conditions have been used elsewhere in the borough and the county, the inclusion of such a condition for this planning application may not be appropriate as it may not meet policy guidance. As there will not be an intensification of vehicular movements in the existing fruit picking season, such a condition would not be relevant or necessary to this planning application. As noted above and in the formal response to WBC dated 28th April 2021, the proposed development is unlikely to lead to a significant intensification of traffic, instead HGV movements will be extended over a greater period of time in the year due to extended seasons. However, should it be

decided that a Transport Management Plan is taken forward for this planning application, please see the below for suggested wording for such a condition:

The proposed extended season at the site shall not be commenced unless and until a HGV Delivery Management Plan to include but not be limited to details of;

- Location of Deliveries clearly marked on a Location Plan.
- Times of Deliveries and Collections each day, including communication of delivery timings.
- A commitment to avoid HGV movements between AM and PM peak travel times.
- An approved route for all HGVs accessing the site via Tuesley Lane, Station Lane and the A3100.
- Number of Deliveries and Collections each day.
- Size and type of the vehicles used.
- Detailed design of loading/unloading areas within the site, including measures to prevent private cars from parking in the HGV loading/unloading bays.

has been submitted to and approved in writing by the Local Planning Authority. The site shall thereafter operate in all respects in accordance with the approved details.

Amended Recommendation

Officers' recommendation for the above item is unchanged.