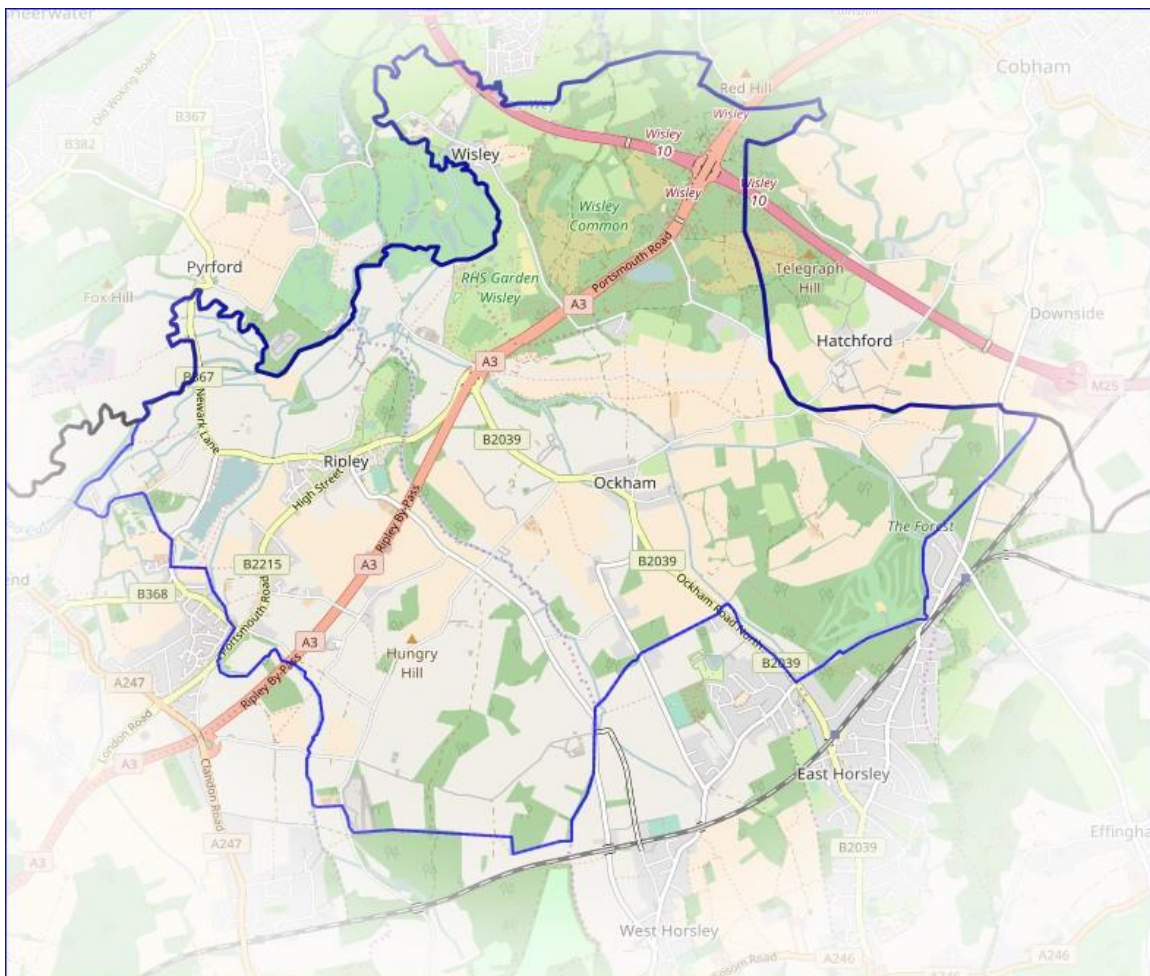




THE LOVELACE NEIGHBOURHOOD PLAN
A plan for Ripley, Ockham and Wisley
2019 – 2034



Adopted Version - May 2021

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Contents

1. Introduction to the Lovelace Plan	2
Community Aspirations	3
2. Lovelace Profile	4
Ripley	6
Ockham	9
Wisley	10
3. Constraints and Challenges	13
Green Belt	13
Environmental Constraints	13
Pipeline of Projects	13
Future Development	13
Proposed Sites – GBLPSS 2019	16
4. Lovelace Vision and Objectives	19
5. Housing Policies	21
Introduction	21
Suitability of Development Sites	23
Policy LNPH1: Suitability of Development Sites	23
Housing for All	26
Policy LNPH2: Housing For All	27
Housing Design and Density	30
Policy LNPH3: Housing Design and Density	30
6. Environment Policies	33
Introduction	33
Local Green Spaces (LGS) and Local Views	36
Policy LNPEN1: Local Green Spaces (LGS) and Local Views	36
Biodiversity and Natural Habitats	39
Policy LNPEN2: Biodiversity and Natural Habitats	39
Flooding	42
Policy LNPEN3: Flooding	42
Light Pollution	46
Policy LNPEN4: Light Pollution	46
Air Quality and Traffic	48
Policy LNPEN5: Air Quality and Traffic	49
7. Infrastructure Policies	54
Introduction	54
Infrastructure	55
Policy LNPI1: Infrastructure	55
Public Transport and Sustainable Travel	56
Policy LNPI2: Public Transport and Sustainable Travel	56
Cycling and Walking	60
Policy LNPI3: Cycling and Walking	60
Policy LNPI4: Parking	62
Community Facilities	67
Policy LNPI5: Community Facilities	67
Healthcare and Educational	69

Policy LNPI6: Healthcare and Education	69
8. Business and Employment	71
Introduction.....	71
Business and Employment.....	73
Policy LNPBE1: Business and Employment.....	73
Agricultural and Horticultural Land Use.....	76
Policy LNPBE2: Agricultural and Horticultural Land Use	76
9. Glossary	78
10. References	82
Appendix 1 – Community Aspirations	90
Appendix 2 – Local Green Spaces	92
Appendix 3 – Local Views	95
Appendix 4 – Lovelace Design Standards	103

Acronyms

ACV	Asset of Community Value
AONB	Area of Outstanding Natural Beauty
AURN	Automatic Urban and Rural Network
BOA	Biodiversity Opportunity Area
BOATs	Byways Open to All Traffic
CAA	Conservation Area Appraisal
CCG	Clinical Commissioning Group
CEMP	Construction and Environmental Plan
CIL	Community Infrastructure Levy
CPRE	Campaign to Protect Rural England
DEFRA	Department for Environment Food and Rural Affairs
DoG	Diocese of Guildford
EIA	Environmental Impact Assessment
FWA	Former Wisley Airfield
GA	Garlick's Arch
GBC	Guildford Borough Council
GBC 2003 LP	Guildford Borough Council 2003 Local Plan
GBLPSS 2019	Guildford Borough Council Local Plan Strategy and Sites 2019
Ha	Hectare
HE	Highways England
LAA	Land Availability Assessment
LAQMA	Local Air Quality Management Area
LDO	Local Development Order
LGA	Local Government Association
LGS	Local Green Spaces
LNP	Lovelace Neighbourhood Plan
LNPG	Lovelace Neighbourhood Plan Group
LNR	Local Nature Reserve
LPA	Local Planning Authority
LRN	Local Roads Network
MHCLG	Ministry of Housing, Communities and Local Government
NDO	Neighbourhood Development Order
NPPF	National Planning Policy Framework
ONS	Office for National Statistics
OPC	Ockham Parish Council
PPG	Planning Practice Guidance
RCA	Ripley Conservation Area Appraisal
REH	Rural Exception Home
RES	Rural Exception Site
RHS	Royal Horticultural Society
RPC	Ripley Parish Council
RSPB	Royal Society for the Protection of Birds
SAMM	Strategic Access Management and Monitoring
SANG	Suitable Alternative Natural Green Space
SCC	Surrey County Council
SCREF	Surrey Countryside and Rural Enterprise Forum
SHMA	Strategic Housing Market Assessment
SNCI	Site of Nature Conservation Importance
SPA	Special Protection Area
SRN	Strategic Roads Network
SSSI	Site of Special Scientific Interest
STW	Sewage Treatment Works
SWT	Surrey Wildlife Trust
TBHSPA	Thames Basin Heaths Special Protection Area

1. Introduction to the Lovelace Plan

- 1.1 In 2014 Ripley Parish Council resolved to prepare a Neighbourhood Plan for the area, allowing residents, workers and stakeholders to give their views on their vision of the neighbourhood for the next 15 years. After consultation with the adjacent parishes, it was decided that the most appropriate area for such a plan would be the Lovelace Ward of Guildford Borough, which includes rural villages of Ripley, Ockham and Wisley.
- 1.2 As all three civil parishes will be similarly affected by major development proposals, major road network changes and other factors over the next decade or so, the Lovelace Neighbourhood Plan (LNP) covers the whole ward.
- 1.3 Guildford Borough Council designated Lovelace as a Neighbourhood Plan Area in July 2015. Ripley and Ockham Parish Councils agreed to a working party of volunteers setting up the Lovelace Neighbourhood Plan Group (LNPG) with the aim of providing a draft neighbourhood plan for consideration by the people of Lovelace Ward.
- 1.4 The LNP has been drawn up in accordance with the Town and Country Planning Act 1990, the National Planning Policy Framework (NPPF), the Planning Practice Guidance (PPG), the Planning and Compulsory Purchase Act 2004, the Localism Act 2011 and the Neighbourhood Planning Regulations 2012 (amended 2016). The plan is in general conformity with the strategic policies of the adopted Guildford Borough Local Plan Strategy and Sites (GBLPSS) 2019 and with the remaining saved policies of the former Guildford Local Plan 2003. Once accepted, the LNP will be in force for 15 years, i.e. between 2019-2034, unless superseded by a later version, and will inform all planning decisions in the area.
- 1.5 The purpose of the LNP is to:
 1. Define how and where development takes place during the next fifteen years.
 2. Provide guidance for developers and planning authorities as to the character, density and other parameters which all future developments must meet.
- 1.6 The Lovelace Profile and Constraints and Challenges (section 3) provide background and context to the policies.
- 1.7 The policies and reasoned justifications each cover a different aspect of the development framework for the area against which planning applications will be assessed. The background against which the policies have been drafted is summarised in the Lovelace Profile (section 2). When considering applications, decision makers should take into account the whole policy, including sections referred to by the policies in the boxes.
- 1.8 The policies and justifications reflect the NPPF recommendations and have considered the views of residents, local businesses, community groups and visitors to the area. The LNP steering committee carried out public and targeted surveys which have formed the objectives and policies of this plan.
- 1.9 The Regulation 14 Public Consultation took place between September and November 2018 and the policies and justifications were amended. Independent consultants reviewed the amended LNP and it was formally submitted for independent examination.
- 1.10 The examination took place in March and April 2020 and the examiner recommended modifications to the plan . The plan is subject to a referendum of voters within Lovelace ward who will decide whether to accept or reject the LNP. If accepted, planning decision-makers must take account of the policies within this Plan when considering planning applications.
- 1.11 **N.B.** All maps and diagrams have been taken from internet sources or have been specially prepared for the Lovelace Neighbourhood Plan, to clarify LNP content for the independent Examination. Maps and diagrams with copyright have been included as fair use material from

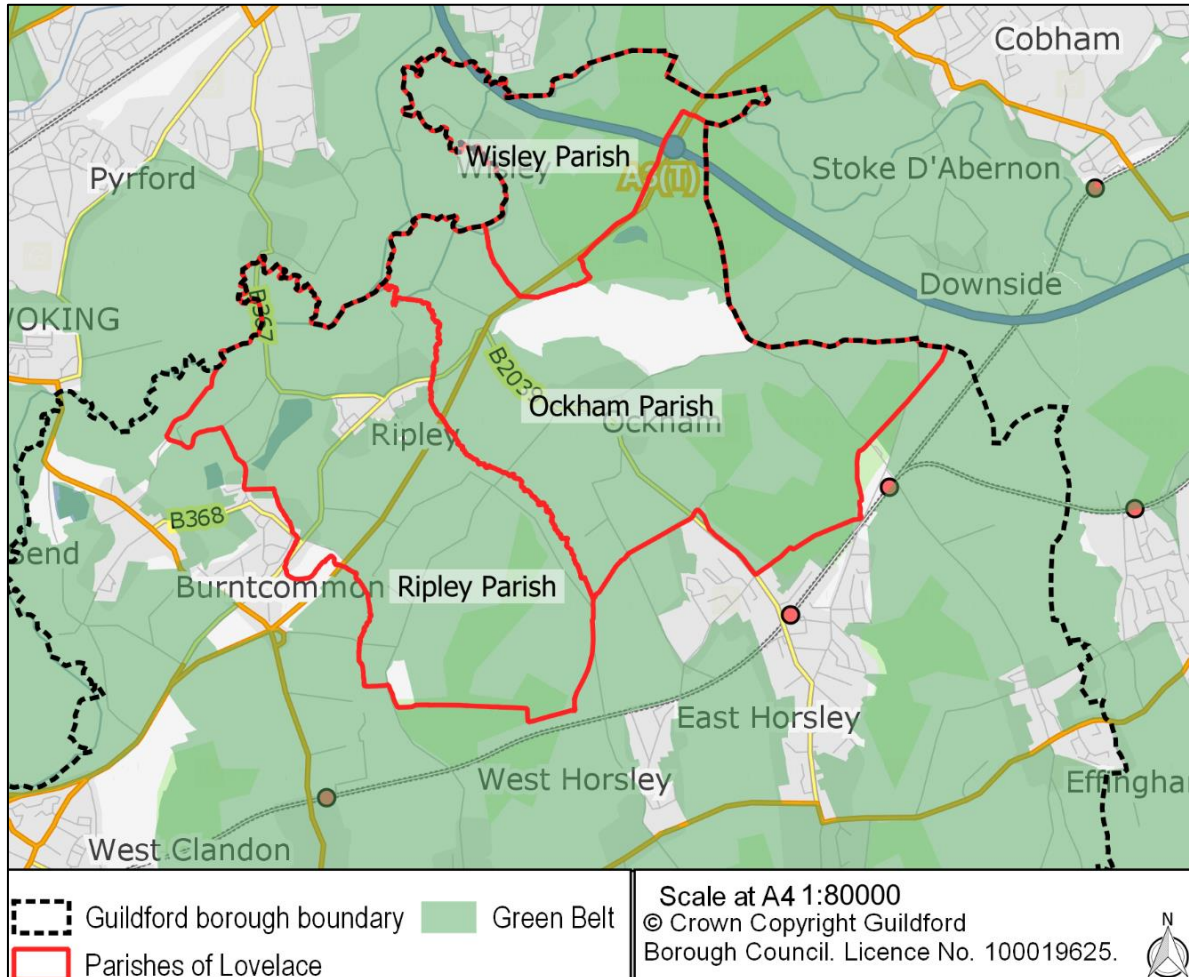
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Community Aspirations

- 1.12 As a result of the community consultation that has been carried out a number of issues have been raised that particularly concerned the community and on which they wished to see action taken. The Parish Councils recognise that in some respects the concerns raised involve matters which the Neighbourhood Plan cannot directly influence as they are not directly related to the development and use of land. Nevertheless, as these matters have been derived from the Neighbourhood Plan questionnaires the Parish Councils wish to set these out as community aspirations and which they wish to see actioned complementing the planning policies and helping the implementation of the neighbourhood plan.
- 1.13 The list of community aspirations is set out at Appendix 1 at the end of the Plan.

2. Lovelace Profile

- 2.1 Lovelace is centrally located in Surrey, in the north-eastern part of Guildford Borough, south-west of London. The conurbations of Woking are to the west, Weybridge to the north west, Cobham to the north east and Guildford town to the south west. The majority of Lovelace lies within the London Metropolitan Green Belt, which prevents the merging of these conurbations.



Map 1 Lovelace Boundary

- 2.2 Neighbouring parishes include Send, West Clandon, East Clandon, West Horsley, East Horsley and Effingham in Guildford Borough; Woking town, Pyrford, Byfleet and West Byfleet in Woking Borough, and Cobham in Elmbridge Borough. Some have produced neighbourhood plans, but not all.
- 2.3 The LNP area comprises three civil parishes, Ripley, Ockham and Wisley, collectively known as Lovelace Ward and represented by one councillor at Guildford Borough Council (GBC). Lovelace Ward forms part of the Horsleys electoral division of Surrey County Council, along with East Clandon, East and West Horsley, and Effingham parishes, and lies in the north-western corner of Mole Valley parliamentary constituency.
- 2.4 Predominantly rural, Lovelace includes European and UK environmental designated areas known as the Thames Basin Heath Special Protection Area (TBHSPA) and Site of Special Scientific Interest (SSSI) at Wisley and Ockham Commons which are also a Local Nature Reserve (LNR), Sites of Nature Conservation Importance (SNCIs) alongside Ockham Common and at Ripley Green and ancient woodlands. The remainder of the area is mainly farmland. To the eastern boundary is the River Wey and the Wey Navigation, a significant

historic feature owned and managed by the National Trust. The Wey Navigation is a conservation area. Together, these areas make up approximately 11% of Lovelace.

- 2.5 The land is relatively flat in nature with exceptions being Battleston Hill, within the Royal Horticultural Society (RHS) flagship gardens at Wisley village, and the disused runway at the Former Wisley Airfield (FWA), which is situated on an elevated ridge with views to the Area of Outstanding Natural Beauty (AONB) to the south.
- 2.6 The farmland, commons and green surrounding the settlement areas include well-established ancient and veteran trees, mature trees and ancient hedgerows, providing important wildlife corridors and stepping-stones linking woodlands and fields, creating a network which sustains the ward's biodiversity. Most local roads are unlit which supports nocturnal wildlife.
- 2.7 Flooding is an issue in parts of the ward, particularly surface flooding caused by fluvial flooding and, in some cases, old infrastructure. The River Wey and various other watercourses pass through Lovelace and a large area within Wisley parish is in the flood plain. There have been numerous local flood events in the recent past, some caused by the management of river flows (using the weir system on the Wey Navigation) and some by inadequate and antiquated drainage systems throughout Lovelace. There was substantial disruptive, long-term, flooding throughout the ward in the winter of 2013/14, as was the case in much of the country.



Figure 1 Surface Water Flooding in Newark Lane



Figure 2 Manholes near The Hautboy, Ockham

- 2.8 Lovelace is bisected by the London to Portsmouth A3 running north-east to south-west, it has the M25 on its northern side and the A3/M25 junction 10 (Wisley Interchange). There is a strong relationship between traffic conditions on the A3 and those on the Local Roads Network (LRN). Ripley is often used as a route to by-pass severe, high volume, rush hour congestion on the A3 and the M25 or, as an alternative route when there are problems on the A3.
- 2.9 The area is badly served by public transport and does not have a railway station. Woking is the most popular station as it provides frequent, fast, non-stop services to London Waterloo. WestByfleet, Horsley and Effingham Junction are also popular stations, but Guildford station is not. Guildford station is not easily accessible by car due to its location alongside the problematic gyratory system, and higher cost and extended journey time travelling to Waterloo. All stations are typically accessed by car and morning drop-off and evening pick-up are frequent.
- 2.10 Cycling tends to be limited to experienced cycle enthusiasts as the rural roads linking the

villages are very narrow, unlit, have no cycle lanes and traffic tends to travel at speed. Off-road, Lovelace has an extensive network of Public Rights of Way including footpaths, Permissive Footpaths, bridleways and Byways Open to All Traffic (BOATs).

- 2.11 People are attracted to Lovelace by the quality of life and environment and tourists and visitors enjoy Ripley village, the RHS Gardens, and the surrounding local countryside. The rural areas have visitor car parks at Boulder Mere, Ockham Common and Chatley Heath, Wisley Common and Ripley Green, all well used by dog walkers, ramblers, and off-road cyclists. Surrey County Council recently introduced parking charges at these locations, other than Ripley Green, which has seen a noticeable increase in visitors.
- 2.12 The nearest NHS doctors surgeries are in the neighbouring parishes of Send and East Horsley and the nearest hospitals are Guildford (6 miles), Chertsey (9 miles) or a 12-hour walk-in centre at Woking (6 miles). There is one dentist in Ripley offering private and NHS services.
- 2.13 Lovelace no longer has a state primary school. Ripley Primary School closed in 2018, although there are hopes of its re-opening. Its pre-school facility is guaranteed until July 2020. Ripley has one private school, Ripley Court, for children aged 3-13, Ockham has a Montessori nursery, Wisley does not have a school and its children used the Ripley school. The nearest state primary schools are in Send (4 miles away) and Pyrford (a similar distance), neither within walking distance of Ripley, Ockham or Wisley.
- 2.14 Gas is available in parts of Lovelace, but not in all rural areas. Broadband access in Ripley village is relatively good but in rural Ripley, Wisley and most of Ockham it is extremely poor.
- 2.15 Lovelace has healthy business activity split between the retail and service centre of Ripley and the rural industries of agriculture, horticulture, equine, national gardens (the RHS) and golf clubs. There are a few larger offices and the 2011 census showed 16.6% Lovelace residents worked from home. Considering the increase in internet activity since 2011, the number of home workers would probably have increased.
- 2.16 The three Lovelace villages all have Conservation Areas, settlement areas, moderate to good agricultural land and are surrounded by countryside, but have very different characteristics and history.

Ripley

- 2.17 Ripley is located west of the A3 and south of Wisley village. It is a parish of 910 homes (2016) with a population of approximately 2,000, the largest in Lovelace, (80%). Located on the 'old' London to Portsmouth A3, bypassed by the 'new' A3 in the 1970s
- 2.18 The Conservation Area covers the central area of Ripley village and contains most of its 57 Grade II and one Grade I listed buildings, plus other buildings of varied architectural style and extensive historical interest dating back to the 15th and 16th centuries. In 2017 Guildford Borough Council produced a Conservation Area Character Appraisal for Ripley¹. The Parish church in Ripley is St Mary Magdalene (Church of England), a 12th century foundation.
- 2.19 Ripley village is the commercial centre of Lovelace. Early activities provided accommodation and social facilities for sailors and travellers between London and Portsmouth, changing in the 1950s when antique shops, pubs and service retailers dominated. Today it is a thriving village and the numerous social events throughout the year bring visitors into the village, a direct benefit to traders.

¹ Guildford Borough Council - Ripley Conservation Area Appraisal, 2017

- 2.20 Some small light-industrial areas are gradually being redeveloped for housing, whilst permitted development allowing change of use from business to residential is reducing the commercial stock.



Figure 3 An aerial view of Ripley Village and the Farmers Market

- 2.21 The village centre comprises a mix of small terraced and semi-detached properties with a range of housing styles. There have been a number of infill and windfall developments in the village in recent years with further planning applications approved or in the pipeline.
- 2.22 The Green Belt and Countryside Study commissioned by Guildford Borough Council in 2013 found that Ripley does not have *'an open character that contributes to the openness of the Green Belt'*. The adopted GBLPSS 2019 insets (takes out of the Green Belt) the settlement area of the village, facilitating further housing projects within the settlement boundary.
- 2.23 Ripley has one of the largest village greens in England (approximately 67 acres), with a cricket club and clubhouse dating from the mid-eighteenth century. It is home to the football club and is the site of the monthly Farmers Market, the famous Ripley Bonfire, annual fetes, and celebrations.
- 2.24 The Green is in the centre of Ripley village, extending from Newark Lane to the boundary with Ockham Parish and virtually to the Royal Horticultural Society at Wisley. A Site of Nature Conservation Importance (SNCI), it survived the Enclosure Acts of the early 1800s and remains as common land managed by Ripley Parish Council on behalf of Surrey County Council.
- 2.25 Ripley opened a new nature reserve with a pond in Spring 2017, on the formerly derelict land adjoining the Ripley churchyard, which abuts the current village settlement boundary. In 2018, a mix of 28 fruit trees were planted as an orchard alongside the new reserve in memory of the 28 soldiers who died in World War 1. Each tree has a plaque commemorating the individual.
- 2.26 Papercourt Lake in Newark Lane is managed by Natural England and, together with two areas of the floodplain alongside the River Wey, are designated and regulated by Natural

England as parts of the composite Site of Special Scientific Interest (SSSI) called Papercourt. The three areas of open water at Papercourt SSSI are all former gravel workings, now artificial lakes, the largest used by a sailing club and fishermen. The large meadow to the west of Papercourt Lock, the only one of its type in Surrey, supports a variety of plants, some quite rare.

- 2.27 The Ockham and Burnt Common roundabouts are at either end of Lovelace and Ripley village. Traffic from Ockham accessing the southbound A3 at Burnt Common drives through Ripley. Traffic from Send accessing the northbound A3 at Ockham roundabout drives through Ripley High Street.
- 2.28 Traffic from Ockham, Effingham, and Horsley travel through Ripley to access the Newark Lane, the nearest road to Woking or Byfleet. The narrow width of Newark Lane creates hold-ups and causes major traffic and air quality problems at the Newark Lane junction, the Rose Lane junction opposite and Ripley High Street.



Figure 4 Newark Lane in the centre of Ripley, the main route to Woking from Ripley

- 2.29 Public transport is inadequate and car is the main form of transport in Lovelace. Parking is a severe problem for Ripley village residents, businesses and visitors. A combination of inadequate parking facilities, together with inappropriate parking, creates safety hazards.
- 2.30 Cycling has been popular in Ripley since the late 19th century, with The Anchor pub in the High Street a mecca for early cyclists from London. Following the 2012 Olympic cycling route passing through Ripley village, and the annual Ride London event along the same route closing
- 2.31 Ripley High Street for some hours, there has been a notable increase in experienced leisure cyclists on the local roads, causing local traffic disruption on narrow roads without cycle lanes or footpaths.
- 2.32 Ripley has many active clubs and societies, including the local history society, cricket, bowling, sailing and football clubs, an over-sixties club, a scout troop, the Royal British Legion, the Fuchsia Group, Ripley and District Horticultural Society, Probus Club and Rotary Club.
- 2.33 The village hosts many events each year. The annual bonfire and funfair attracts tens of thousands of visitors, the Summer Event, Ripley Rocks music festival, the monthly Farmers Market, the annual Ride London event, and the Christmas Market with its small funfair. The bonfire and funfair attract 10,000± visitors and a field is set aside for parking. Many outdoor events are held on Ripley Green or nearby locations. Combined, these events attract thousands of visitors, providing direct benefits to retailers and catering businesses.

- 2.34 Ripley Village Hall is the main venue for indoor events, and utilised for amateur dramatics, antiques fairs, motor-cycle clubs, musical performances, talks, yoga and keep-fit classes and toddler play groups. Owned by a charity, it is in poor condition overall and funds are being raised to provide a replacement.



Figure 5 The Manor House, Ripley



Figure 6 The History Museum, next to the Village Hall, Ripley

- 2.35 Ripley Parish Council owns allotments at the edge of the village which are over-subscribed.
- 2.36 Send & Ripley Matters (a printed quarterly booklet), the Ripley Grapevine (online) and the Ripley Parish Council's website with its online 'Ripley Reporter' provide information about local activities and events in Ripley.

Ockham

- 2.37 Ockham is located east of the A3 and south of the M25. It is a diverse, low-density, area with just 187 households and a population of approximately 450 residents. Unlike traditional villages comprising a single settlement, it is made up of small hamlets and dwellings scattered over 2,000 acres. Ockham has been in existence since the bronze age and is a rural and historic area made up of eight hamlets including Elm Corner, Hatchford End, Martyr's Green, Mays Green, Bridge End, Church End, Alms Heath and Ockham Mill.
- 2.38 Ockham has no shops, offices or pub. The former post office, a small office complex and the Hautboy Inn (now seven apartments) have been converted to residential. Commercial activities are agricultural and horticultural or administrative/home office based.
- 2.39 Ockham has two conservation areas and a number of listed buildings; 29 are Grade II listed and Ockham is notable for the Grade I listed All Saints' church (C of E) built between the 12th and 15th centuries and restored and extended in the late 19th century. It is the home of the Chatley Heath Semaphore Tower on Ockham Common (grade II listed). The tower is open to the public, has views to the next semaphore tower south towards Guildford and overlooks the FWA.
- 2.40 Ockham is the birthplace of William of Ockham, the originator of Occam's Razor, and was the home of Ada Lovelace, Lord Byron's daughter, known for her work on Charles Babbage's proposed mechanical general-purpose computer, the Analytical Engine.
- 2.41 Most of the properties comprise single-family dwellings with an exceptionally high proportion of listed buildings. The village has a distinctive rural and peaceful character.
- 2.42 Large swathes of Ockham are in the Thames Basin Heath Special Protection Area (TBHSPA).

Ockham Common comprises approximately 135 hectares of Surrey heathland and is also designated a Site of Scientific Interest (SSSI) and a Local Nature Reserve (LNR). The FWA was formally designated a SNCI in 1996, extended in 2007. Ockham Common has two car parks, a café and many footpaths and bridleways, including those accessing Wisley Common via a footbridge and a bridleway over the A3, and footpaths crossing the FWA.



Figure 7 The Old Post Office, Ockham



Figure 8 The Former Hautboy Inn, Ockham

- 2.43 There are areas of woodland at Hatchford End and alongside the A3, both in Ockham, which are on the Natural England Provisional Ancient Woodland inventory. There is open farmland throughout the parish. The roads in Ockham are rural, narrow and winding, without footpaths or street lights. It is not safe to walk these roads and few locals cycle on these roads. The only public transport is on the A3 and there is no public transport at all in the Ockham hamlets.
- 2.44 Ockham has a cricket club, with football facilities and its pavilion and the Parish Rooms are used for village social events. It has an active Ockham and Hatchford Residents Association who meet socially monthly. The Friends of All Saints' church take an interest in the historic affairs of the village. The Black Swan public house is situated on the boundary of the village with Cobham, at the junction of Old Lane and Ockham Lane and has become a gastro-pub since a major refurbishment. The former Hautboy Inn was converted to residential flats around 8 years ago.

Wisley

- 2.45 Wisley village located west of the A3, south of the M25 and north of Ripley village. This community is unusual in that 90 of the 111 properties in the village belong to the Royal Horticultural Society (RHS), with a total population of 168 (March 2018).
- 2.46 Wisley village is an ancient farming hamlet, occupied since the iron age, which changed in character after the Royal Horticultural Society opened their first garden there in the early 20th century, now their flagship garden.
- 2.47 The Conservation Area in Wisley comprises two listed buildings, the Grade I church and the adjacent Grade II Elizabethan farmhouse. Arts and Crafts style buildings are featured at the RHS with the main building listed Grade II and the Garden itself listed as Grade II* Historic Parks and Gardens.
- 2.48 Apart from the listed and older properties the majority of properties in Wisley village are

semi-detached or flats, built in the 20th century. Wisley has a small Norman church known only as Wisley Church (C of E).

- 2.49 The majority of Wisley village is owned by the largest employer in Lovelace, the Royal Horticultural Society, whose world-famous flagship Wisley RHS Gardens is the second most-visited garden in the United Kingdom (Kew being the first). It currently attracts 1m visitors per annum (planned to rise to 1.4m by 2024-5), including 20,000 children who use the RHS education facilities. The RHS expansion plans include redeveloping the plant centre, gift shop and restaurant, relocating laboratories and adding a new science centre, at a cost of some £65 million.
- 2.50 The housing situation was until recently not typical for Lovelace, or even Guildford as a whole. Most of the inhabitants of Wisley village used to be RHS employees and their families but this has changed and the RHS decided to refurbish and privately rent its properties.
- 2.51 The privately-owned homes are generally located near Wisley church.
- 2.52 The RHS has a longer-term aspiration to build additional properties to rent, in order to allow Wisley village to develop into a more mixed community with village facilities and a life beyond the RHS. There is no current evidence of specific housing needs but the RHS's recent experience in renting out properties suggests that the village is attractive to incoming residents and could be successfully expanded, subject to infrastructure availability and, the constraints of being in Flood Zones 2 and 3b and lying within the TBHSPA.



Figure 9 RHS Wisley Village



Figure 10 The former shop, Wisley Village

- 2.53 Wisley Common is part of the TBHSPA and comprises 142 hectares of heathland. There is adequate parking and the commons are used by walkers, dog-walkers, rambles, off-road cyclists and horse-riders, with access to Ockham Common via the bridge at Elm Corner. Wisley and Ockham Commons are managed by Surrey Wildlife Trust, a charity. The RHS gardens at Wisley, approximately 71 hectares, may be considered an open space although entry is not free although there are fenced public footpaths running through it. The RHS borders Wisley Common and the Wey Navigation canal and much of the northern part of Wisley is flood plain.
- 2.54 The roads through Wisley Village are very narrow with a number of bends in the village itself. They are used by some RHS visitors, Thames Water sewage lorries accessing their site at the Church end of the village, as rat-runs to and from Woking and Byfleet to avoid congestion in Ripley and now by construction traffic preparing for the M25/A3 construction work. The verges are often rutted as vehicles have difficulty passing. There are pavements in the village centre only and no cycle lanes.

- 2.55 The RHS would like to see improved walking and cycling routes to the Gardens, in particular the change of Muddy Lane, near the church, Wisley, to a bridleway to encourage cycle travel to and from Byfleet and Woking. The RHS support improvements to the A3 cycle route between Lovelace and Guildford. The RHS accommodate visitor parking within their grounds.
- 2.56 The RHS are the owners of the disused cricket pitch and pavilion, which are available for hire to the local community. They also provide allotments for people within the village and the wider ward.
- 2.57 Although there are currently no shops or other amenities within the village the garden centre, shop and coffee shop at RHS Wisley are accessible without entering the Gardens. The Anchor pub at Pyrford Lock, is some 500 yards beyond the end of the village at the church end.
- 2.58 Currently, a number of RHS employees walk to work, some cycle but the majority drive. The number of employees driving to work will undoubtedly increase as many RHS-owned properties in Wisley, currently used for employee accommodation, are changing to non-employee accommodation.

3. Constraints and Challenges

- 3.1 In order to provide a balanced view of the area, and evidence of why our policies have been created, this section looks at the unique major constraints and challenges facing Lovelace over the next 15 years, with particular regard to severely increased traffic and air pollution.

Green Belt

- 3.2 The Green Belt was introduced on 3rd August 1955. In 1988 the Principles of the Green Belt were incorporated in Planning Policy Guidance Note No. 2 (PPG2) issued by the Government. PPG2 has now been superseded by the National Planning Policy Framework.
- 3.3 The Green Belt provisions have been sufficient to limit development outside the settlement boundaries. However in preparing the GBLPSS 2019 the Borough Council has reviewed the extent of the Green Belt and has removed two areas from the Green Belt for development at the former Wisley Airfield and at Garlick's Arch as well as inseting the village of Ripley.

Environmental Constraints

- 3.4 Lovelace is predominantly rural and includes the environmental designated areas of TBHSPA, SSSIs, SNCIs, LNRs and ancient woodlands. These areas make up approximately 11% of Lovelace and include Ockham and Wisley Commons, the former Wisley Airfield, Ripley Green, Papercourt Lake, and the River Wey and Wey Navigation. The designations cover a significant area of Lovelace and the remainder of the area is either Common Land or farmland.

Pipeline of Projects

- 3.5 Lovelace faces challenges during the next 10 years due to a number of major projects either already approved or proposed, all of which will be happening at more or less the same time. Some are from government organisations such as Highways England (HE), Surrey County Council (SCC) and Guildford Borough Council (GBC); others are private initiatives. Challenges will be managed through the policies of the adopted GBLPSS 2019 and this neighbourhood plan.

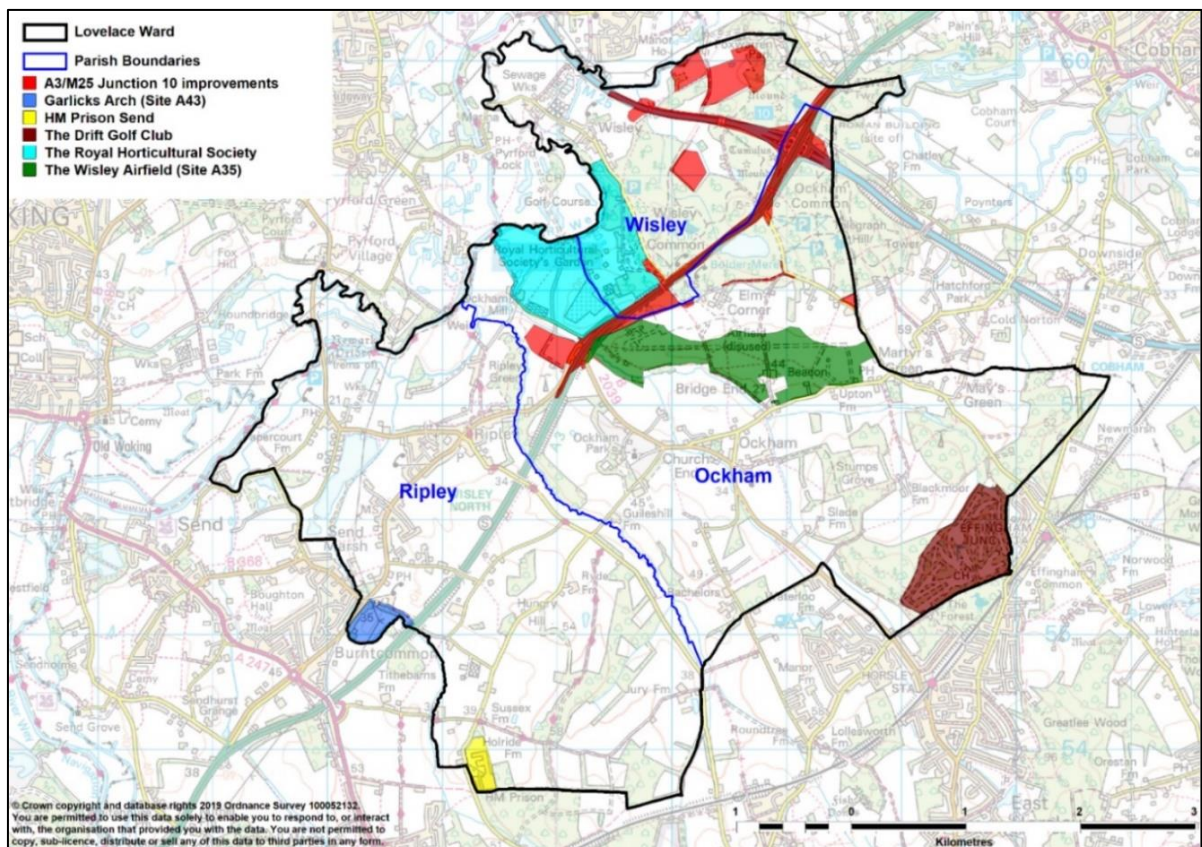
Future Development

Owner / Site Location	Planning Applicaton Ref.	Summary of Proposal	Likely Dates
Planning Permission Granted:			
Royal Horticultural Society (RHS), Wisley. Site: RHS Gardens	Planning Reference: 16/P/01080 ² Cost: £60m	Redevelopment of facilities. Target increase in annual visitor numbers from 1m to 1.4m by 2024-5	Started: 2017. Completion: 2021.
The Drift Golf Club, Ockham. Site: The Driift Golf Club.	Planning Reference: 14/P/01718 ³	Redevelopment of existing facilities.	Start date: TBC Completion: TBC
Pending:			
Highways England. Site: Junction 10	Cost: £100-250m	Interchange Improvements to Junction 10.	Start date: 2020-21 Completion: TBC,

² Guildford Borough Council, 2016 - Application Summary - 16/P/01080

³ Guildford Borough Council, 2014 - Application Summary - 14/P/01718

Interchange, A3/M25.		Additional lane on A3 in both directions between Ockham and Painshill Roundabout	probably 2-3 years
Proposals in Guildford Borough Council Local Plan 2019:			
Wisley Property Investments Ltd. Site: FWA	Policy A35 ⁴	2,000+ dwellings, employment area, care home, primary and secondary school, traveller accommodation and associated facilities	No planning application. GBC Main Modification suggest start date: 2022-23. Finish date: 2033-34
Ptarmigan Land. Site: Garlicks Arch	Policy A41 ⁵	550 dwellings	No planning application
Wisley Property Investments Ltd Site: Garlicks Arch/Burnt Common Slip Roads. (Yet to be approved by Highways England)	Policy A42 ⁶	New north facing A3 slip roads at Burnt Common. Partly in Lovelace, partly in Send. To service Garlicks Arch/Burnt Common sites, and some FWA/RHS traffic	Start date: TBC Finish date: TBC. 2 years approx. after commencement.
Land at Talbot Hotel, Ripley	Policy A44 ⁷	26 dwellings and 90sq m retail or services (A1-A4)	



Map 2 Current and proposed future projects in Lovelace

⁴ Guildford Borough Council, 2019 - Policy A35

⁵ Guildford Borough Council, 2019 - Policy A41

⁶ Guildford Borough Council, 2019 - Policy A42

⁷ Guildford Borough Council, 2019 - Policy A44

RHS Wisley Expansion⁸

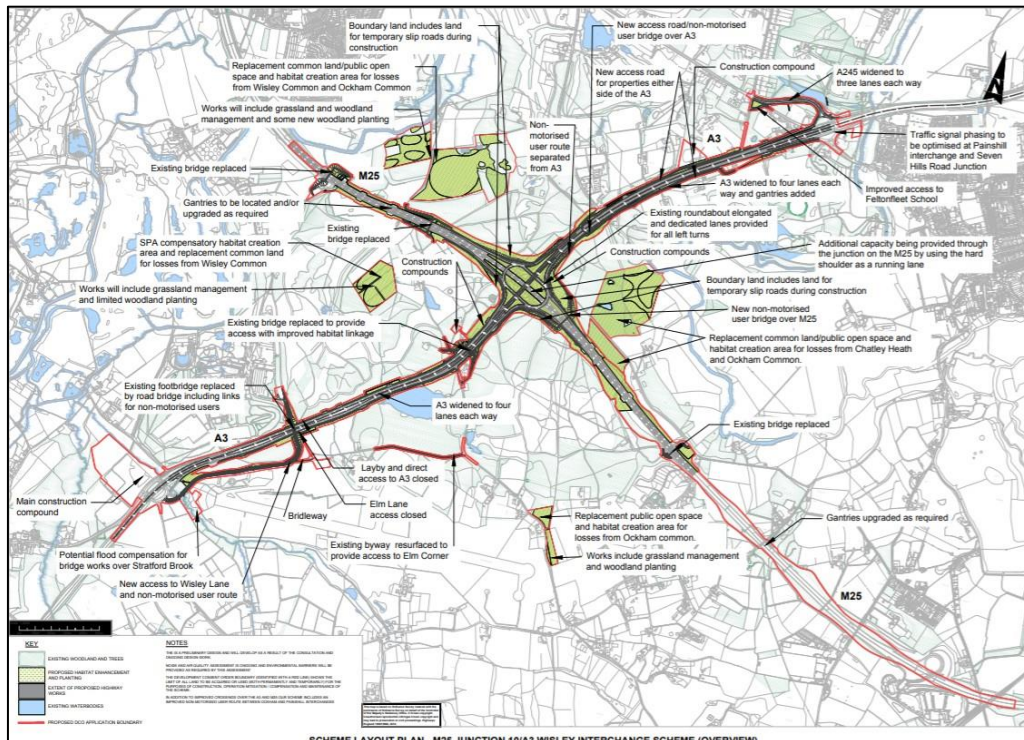
- 3.6 The RHS plans to expand its annual visitor numbers from the current 1m to 1.4 m by 2024-25 which will bring a significant increase in traffic on local roads. It will significantly increase traffic at the Ockham roundabout and the SRN and on the LRN if visitors pass through the villages, i.e. Ripley, Horsley, Wisley. This could have some effect on the TBHSPA.

The Drift Golf Club⁹

- 3.7 The approved redevelopment of the Drift Golf Club course in Ockham is for a golf teaching academy, new maintenance buildings and an irrigation lake. The work is expected to take nine months and involves the transport onto site of some 87,805 tonnes of inert waste materials along various local routes and 8,000 individual HGV movements along local roads, but work has not yet commenced¹⁰. This movement of the inert waste materials required Surrey County Council (SCC) approval.

M25 / A3 – Junction 10 Improvements

- 3.8 Highways England (HE) plan significant changes at the M25/A3 Junction 10 to reduce congestion at the junction. The A3 will be widened to four lanes each way between the Ockham roundabout and Painshill Roundabout.¹¹ HE believe these improvements will save an average of 2-5 minutes on travel time at the junction and reduce personal injury accidents by an average of 14 per year.
- 3.9 HE acknowledges there will be changes to levels of air and noise pollution and loss of habitat for rare species due to TBHSPA/SSSI land being commandeered for this purpose.
- 3.10 The proposals are all under consideration.



Map 3 M25 Junction 10/A3 Wisley Interchange Scheme (Source: Highways England)¹²

⁸ Guildford Borough Council, 2016 - Application Summary - 16/P/01080

⁹ Guildford Borough Council, 2014 - Application Summary - 14/P/01718

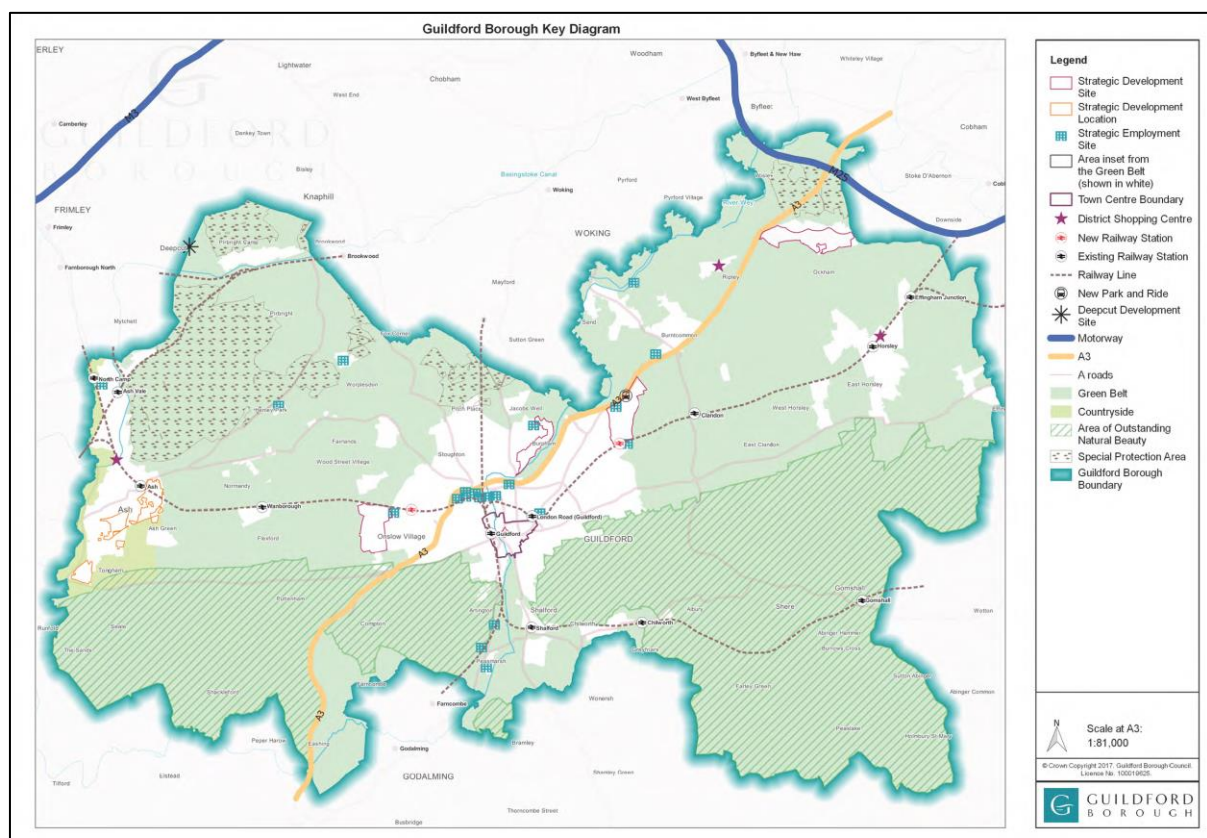
¹⁰ GBC Planning Applications - The Drift Routing Plan Map, pg 5, 2014

¹¹ Highways England - M25 Junction 10 / A3 Wisley Interchange, 2018

¹² Highways England, 2019 - Junction 10 - A3/M25 Wisley Interchange Map

Proposed Sites – GBLPSS 2019

- 3.11 A Strategic Housing Market Assessment (SHMA) for Guildford Borough was commissioned by the Borough Council as a foundation for the housing element of the emerging GBC 2019 LP and addressed the need for new dwellings at 562 per annum across the borough over a 19-year period. This allows for insufficient provision of housing in previous years and included an allowance for a shortfall in the neighbouring Woking Borough. The SHMA draws upon population projections produced by the Office of National Statistics (ONS) and household projections produced by the Ministry of Housing, Communities and Local Government (MHCLG) as a baseline and should include a 20% buffer as required by the NPPF.¹³
- 3.12 The ONS revised its housing projections In September 2018 and the Guildford Borough housing need was reduced to the figure of 562 p.a. with a 37% buffer.
- 3.13 Much of the southern half of Guildford borough is designated an Area of Outstanding Natural Beauty (AONB) and developments of more than 10 homes are prohibited in Policy P1 of the GBC LP, except in exceptional circumstances. The larger major housing developments are proposed alongside and to the north east of the borough, alongside the A3 (red sites in diagram below), with some development in Ash.
- 3.14 There are a number of smaller developments and brownfield sites proposed for development across the borough, including a few surface car parks in Guildford town.



Map 4 GBC Strategic Sites (Source: GLPSS 2019)

Former Wisley Airfield¹⁴

- 3.15 The FWA is situated wholly in Lovelace and surrounded by the eight hamlets of Ockham. The airfield is a strategic allocation in the adopted GLPSS 2019 for 2000 homes and supporting infrastructure, services and community facilities including primary and secondary schools.

¹³ NPPF, 2018 - para 73, c)

¹⁴ Guildford Borough Council - Policy A35, Infrastructure, point 6, 2018

The site would be developed over a period of at least 10 years; but the effects could be longer due to the considerable infrastructure work required.

Garlick's Arch¹⁵

- 3.16 Garlick's Arch (GA) is at the southern end of Ripley Village, co-adjointed with the neighbouring parish of Send. The adopted GBLPSS 2019 allocates the area for a development of a total of 550 dwellings, uplifted from an earlier figure of 400, with the nearby employment site at the proposed expanded Burnt Common industrial area uplifted from 7,000 sqm. to a minimum 14,000+ sqm.¹⁶ The timetable for these developments to start is also likely to be during the next 2/3 years.

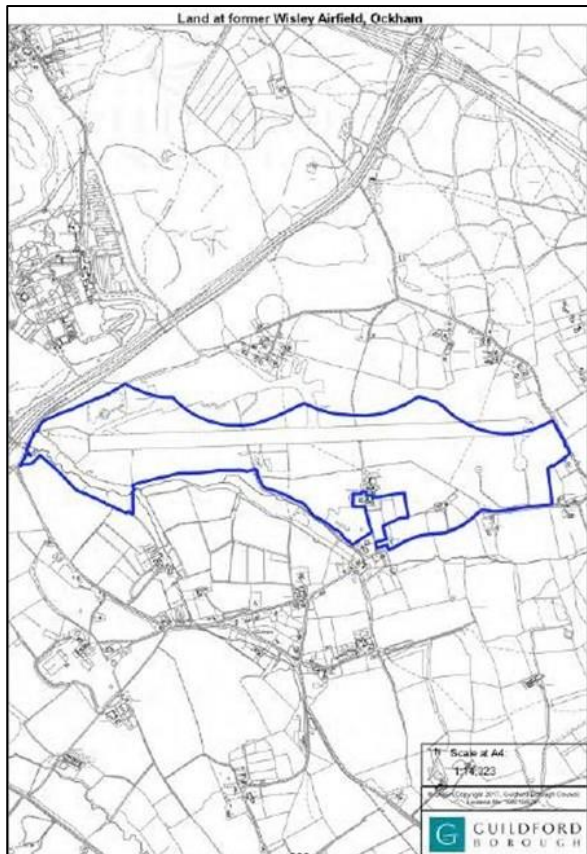


Figure 11 Former Wisley Airfield site
(Source: Guildford Borough Council LP 2018)

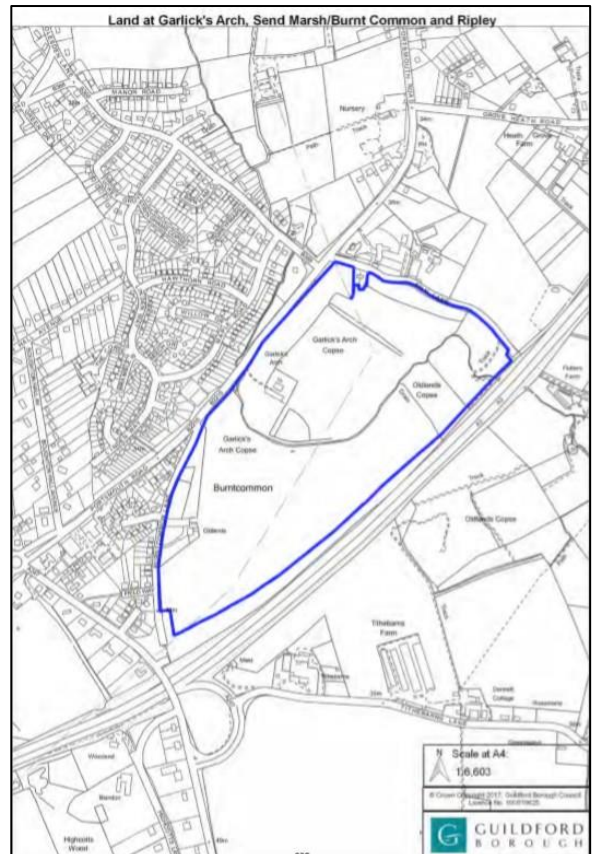


Figure 12 Garlicks Arch

Burnt Common Slip Roads¹⁷

- 3.17 Burnt Common is currently a two-way junction to the south of Ripley, in neighbouring Send. The GBC 2018 LP proposes two new on/off slip roads on the A3 at Garlicks Arch/Burnt Common to create a full four-way junction. It is unlikely this could commence whilst the A3/M25 improvements were under construction, just two miles north on the A3, so this may commence around 2024 and take up to 2 years. Highways England has yet to approve the Burnt Common slips.

Other Development Sites

- 3.18 Other Lovelace developments include 26 new homes and 2 retail units on land behind The Talbot hotel in Ripley village (see figure alongside). There are other brownfield sites in

¹⁵ Guildford Borough Council - Policy A43, Garlicks Arch, 2018

¹⁶ Guildford Borough Council - Policy A58, 2018

¹⁷ Guildford Borough Council - Policy A43a, 2018

Lovelace which will probably become available in time.

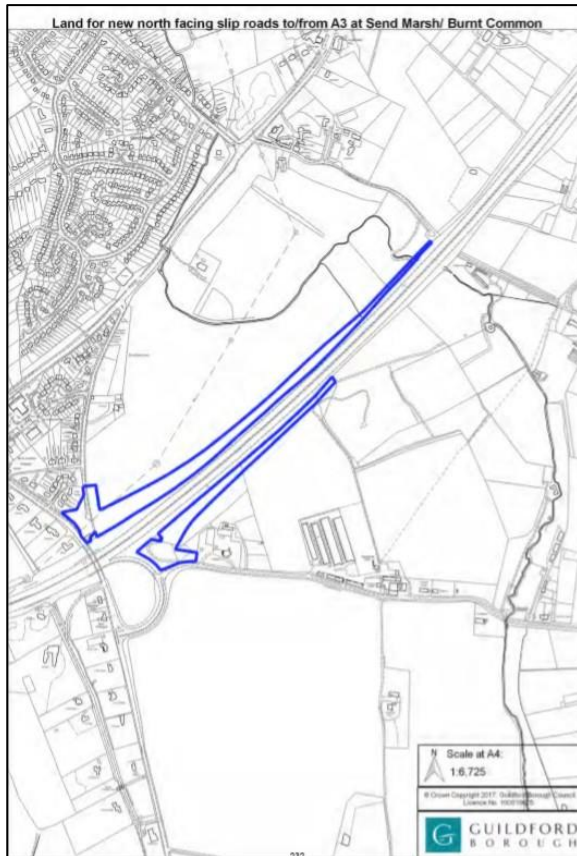


Figure 13 Burnt Common Slip Roads
(Source: Guildford Borough Council LP 2018)

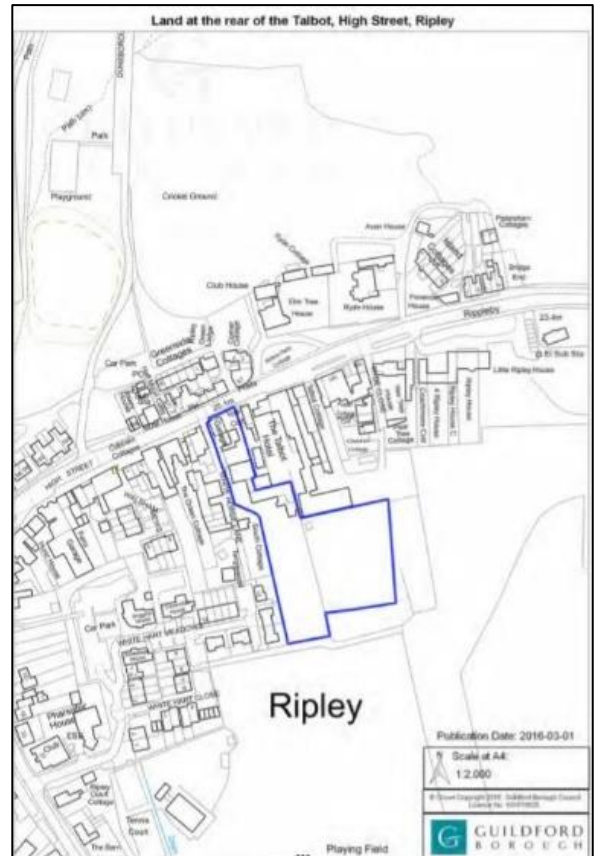


Figure 14 Talbot Site

Summary

- 3.19 The six major projects described above will require careful planning and design to ensure there will be no long-term effects on Lovelace and its community.

4. Lovelace Vision and Objectives

- 4.1 The responses from public consultations since 2015 have shown that residents, businesses and visitors have the vision of Lovelace retaining its charm and rural feel. Housing is required to be in locations which minimise car usage and provide for the range of needs of residents who want to stay in the area. Any development is required to respect and enhance the local character and density of the villages and rural areas, with urban development considered inappropriate.
- 4.2 Protection of the physical environment is encouraged, particularly the European designated TBHSPA and SSSI. The requirement is to minimise severe additional traffic in Ripley village, with its proven air quality issues, and on the local road network.
- 4.3 Infrastructure and local facilities are adequate for current usage, although could be improved. Bus services to Woking and Guildford are considered inadequate for daily use. Social facilities are required to be maintained and expanded. The retention and expansion of business and employment facilities are encouraged and the loss of employment is resisted where suitably located and which do not cause nuisance to residents.
- 4.4 The objectives and relevant policies below summarise the views of the residents and stakeholders in the area obtained through the public surveys and consultations.

Objectives	Policies
Housing	
Any development to be located on sites which do not significantly increase car usage, have good public transport, do not have an impact on the European environmentally designated areas and are appropriate to the character and landscape of the area.	Policy LNPH1: Suitability of Development Sites
Meet the need of the local housing requirements plus a proportion of the numbers required by the Local Authority. Ensure any major development provides a mix of housing type to meet the established local need. Provide maximum affordable housing.	Policy LNPH2: Housing Mix
Provide housing design and density which are appropriate to the surrounding streetscape and landscape.	Policy LNPH3: Housing Design and Density
Environment	
Protection of Local Green Spaces of community value. Protection of views which provide an open aspect surrounding the villages.	Policy LNPEN1: Local Green Spaces (LGS) and Views
Protect and enhance natural habitats and biodiversity. Protect the environmentally designated sites, particularly the European and UK Thames Basin Heath Special Protection Area and Sites of Scientific Interest (TBHSPA) and the Local Authority Sites of Nature Conservation Importance (SNCI).	Policy LNPEN2: Biodiversity and Natural Habitats
Mitigate surface water flooding, protect vulnerable flood areas and ensure pollution does not enter the TBHSPA.	Policy LNPEN3: Flooding
Control light pollution in the rural areas.	Policy LNPEN4: Light Pollution

Reduce the current above legal limits for air pollution in Ripley. Maintain or improve air quality in the environmentally sensitive locations, e.g. TBHSPA. Avoid significant future traffic in Ripley and LRN.	Policy LNPEN5: Air Quality and Traffic
Infrastructure and Facilities	
Avoid pressure on current infrastructure and ensure future infrastructure is in place when needed.	Policy LNPI1: Infrastructure
Encourage reduced car usage by ensuring frequent bus services to Woking and Guildford are provided as required. Avoid pollution on the environmentally sensitive sites.	Policy LNPI2: Public Transport and Sustainable Travel
Ensure any cycle lanes and footways are safe and well-lit. Avoid increased recreational pressure on the environmentally sensitive sites.	Policy LNPI3: Cycling and Walking
Ensure all developments include sufficient off-street parking to avoid on-street parking pressure. Ensure domestic and retail premises retain any current off-street parking facilities. Consider additional public parking facilities.	Policy LNPI4: Parking
Increase the provision of community facilities to meet the needs of all members of the community. Provide recreational spaces that do not cause harm to the TBHSPA and SNCI.	Policy LNPI5: Provision of Community Facilities
Ensure sufficient health and education facilities are available when required and accessible by public transport.	Policy LNPI6: Healthcare and Education
Business and Employment	
Retain and expand commercial activities in Ripley Village centre. Encourage new business where it does not have an adverse effect on residents.	Policy LNPBE1: Commercial Development
Encourage countryside related business which does not significantly increase traffic and does not cause nuisance to neighbouring residents.	Policy LNPBE2: Agricultural and Horticultural Land Use

5. Housing Policies

Introduction

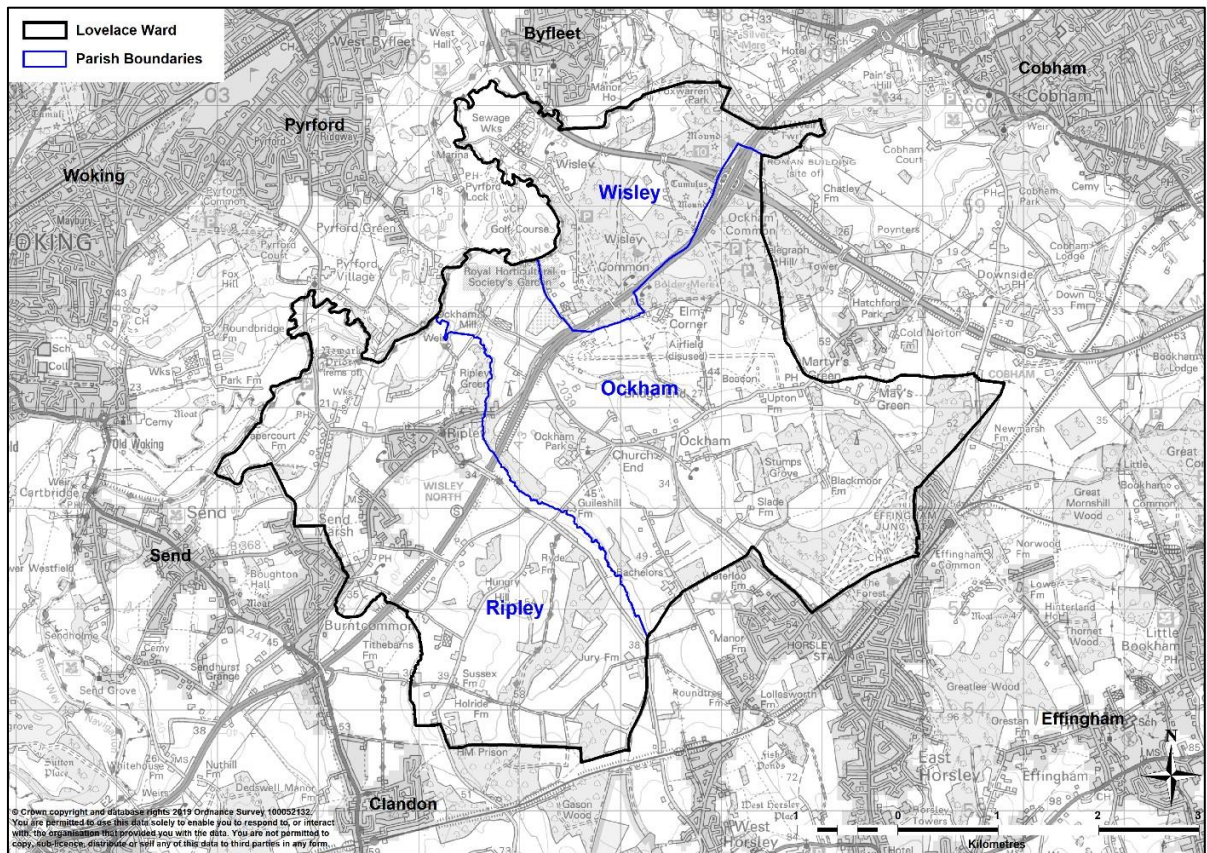
- 5.1 Lovelace has a wide variety of housing stock which has seen a significant change over the last half century from a broad mix of social housing, tied housing, privately-owned and rented small cottages, farmhouses and large family homes to a predominantly privately-owned stock of housing of above average market value. There is now little social or affordable housing.
- 5.2 In the last four years Lovelace has provided new housing at a rate which is proportionately seven times the average level for the borough as a whole. Within the borough, between 2012 and 2017, new homes were built at a rate of 3.8 houses per 100 Lovelace inhabitants, 0.5 houses per 100 Guildford inhabitants, and 0.4 houses per 100 inhabitants in the remainder of the borough.
- 5.3 Nearly all the Lovelace new-builds in recent years have been in Ripley village. Over the past five years or so, the village centre has added 109 new homes, including infill and office change of use through permitted development. They have generally improved the quality of housing stock in the area and are considered to be sustainable, although they have had the cumulative effect of creating further traffic congestion in the village centre and increasing the parking problems.
- 5.4 The eight Ockham hamlets have seen an increase of approximately 10% of new dwellings over the last five years.
- 5.5 Wisley has not had any new residential development. There are just 10 or so privately-owned properties in Wisley village, with one block of flats owned by a housing association.
- 5.6 This represents a cumulative 12.5% increase in the villages housing stock, i.e. 1.75% p.a. growth during 2012-17. In the same period Guildford has built approximately 1,650 new homes, a cumulative increase of under 3%, or just over 0.5% growth p.a.
- 5.7 Two other proposed sites in the adopted GBLPSS 2019 have moved forward, The Paddocks site in Rose Lane already accommodates 4 travellers pitches, and the land behind the Talbot Hotel has already received planning permission for 26 new homes.
- 5.8 Ockham has a brownfield site where a planning application for 25 dwellings was refused in March 2018, due to scale and massing having a greater impact on the openness of the Green Belt than the existing development on the site,¹⁸ which would have resulted in the loss of an industrial site.
- 5.9 The Garlick's Arch site at the Southern end of Ripley and partly in co-joining Send ward is excluded from the Green Belt in the adopted GBLPSS 2019 and is allocated for development of 550 homes, around 200 of which will be in Ripley Parish and the remainder in Send.¹⁹
- 5.10 The former Wisley Airfield site in Ockham Parish is also excluded from the Green Belt in the adopted GBLPSS 2019 and allocated for 2000 homes plus social and community infrastructure.²⁰ A Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) agreement would be included in any development proposal as it would be within 5km of the designated TBHSPA/SSSI at Ockham and Wisley Commons.
- 5.11 This most important section of Housing Policies addresses the community's requirement for suitable, sustainable sites for infill and small (up to 10 homes) developments. It addresses

¹⁸ Guildford Borough Council - Decision 17/P/02488, 2018

¹⁹ Guildford Borough Council, 2017 - Policy A43, pg 228

²⁰ Guildford Borough Council, 2017 - Policy A35, pg 212

the need for homes that are genuinely affordable for those on lower to medium incomes and proposes the type of housing required to meet their needs, as well as providing market value homes.



Map 5 Lovelace and surrounding conurbations

- 5.12 It aims to be in general conformity with the Guildford Borough Council Local Plan to meet a proportion of housing needs for the borough, without that being disproportionate to the area, and is primarily concerned with local need.
- 5.13 The policies included in this section are:
 - Suitability of Development Sites (H1)
 - Housing Mix (H2)
 - Housing Design and Density (H3)
- 5.14 Homes in Lovelace command a high value. The LNP proposes that they must also benefit the community by including a proportion and a range of affordable homes.
- 5.15 The LNP is in favour of sustainable development and limited infrastructure improvements without overwhelming the local communities. Development which favours market value 'homes in the country', with a minimal provision of affordable homes, are not supported or considered to be addressing the local or borough-wide needs.
- 5.16 The housing policies set guidelines for all developments, which will require them to have regard to the effects on local communities and the character and landscape of the rural areas.
- 5.17 They also reflect the views of the residents from the initial survey through to the Regulation 14 public consultation.
- 5.18 The community supports new dwellings on smaller, sustainable, developments closer to the settlements and not requiring the necessity for a car.

Suitability of Development Sites

- 5.19 Policy H1 is designed to ensure that development sites in Lovelace conserve the characteristics of the area and are in sustainable locations which will not increase car usage. They are required to offer a choice of safe and convenient means of transport (i.e. public transport, walking, cycling), encourage car sharing and the use of low emission vehicles.

Policy LNPH1: Suitability of Development Sites

Residential development in addition to the site allocations of the GBLPSS and existing commitments will be supported within the settlement boundaries and where it is consistent with national policy and does not harm the TBHSPA, Green Belt or rural character of the Lovelace area and meets the following criteria:

- a) Major developments demonstrate sustainability in terms of infrastructure, environmental impact and social cohesion.
- b) It respects the historic environment, heritage assets and original local buildings and does not harm the historic open setting and rural landscape.
- c) Residential development is not located within 400m of the TBHSPA.
- d) New residential development should not have an adverse impact on the TBHSPA.
- e) It does not result in the loss of a Local Green Space or Community Facility.
- f) It does not significantly extend existing, or create new, ribbon development.
- g) Other than permitted development, it does not result in the loss of existing viable employment sites.
- h) Major developments are within 500m of permanent public transport options or within easy walking distance of retail and social facilities.
- i) There is proven capacity within the existing infrastructure to accommodate increased demand, or adequate additional infrastructure is provided in time to meet needs.
- j) It does not adversely affect neighbouring amenity or have a significant adverse impact on existing developments by way of noise, smell, increased carbon emissions and reduced air quality or other environmental factors.

Development adjoining settlement areas on rural exception sites to provide affordable housing will also be supported

Reasoned Justification

- 5.20 The LNP public surveys (2015-2018, Consultation Statement) shows the community's views on development in Lovelace to include:
- Protection of the Green Belt and retention of rural feel and character
 - No substantial increase in traffic through the villages and local roads
 - No large development
 - Preference for small-scale development
 - Prevention of ribbon development
 - New housing to be within easy walking distance of local facilities and bus stops
 - Support for affordable and/or social housing for those who want to remain in the area

5.21 In line with the 5 purposes of the Green Belt, the communities do not want the character of the Green Belt significantly changed by any further alteration to boundaries or extent. This is supported by NPPF protection of the Green Belt, which is very clear on development site priorities (Section 13):

- Once established, “Green Belt boundaries should only be altered where exceptional circumstances are fully evidenced and justified”²¹ and new Green Belts “should only be established in exceptional circumstances.”²² “Very special circumstances” will not exist unless potential harm to the Green Belt “is clearly outweighed by other considerations.”
- The Government “attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open. The essential characteristics of Green Belts are their openness and their permanence”.²³
- Complete redevelopment of previously developed land should “not have a greater impact on the openness of the Green Belt than the existing development or cause substantial harm to the openness of the Green Belt.”²⁴
- LPAs are advised to “consider the consequences for sustainable development of channelling development towards urban areas inside the Green Belt Boundary, towards towns and villages inset within the Green Belt or towards locations beyond the outer Green Belt boundary.”²⁵
- Where development is on land released from the Green Belt, the “first consideration should be given to land which has been previously-developed and is well served by public transport”.²⁶

5.22 GBC’s required housing numbers were reduced in January 2019 to 10,678 from the 2018 figure of 12,426. GBC has included an uplift of 37% to provide a potential supply of 14,602 dwellings over the 19-year plan period from 2015 to 2034.

5.23 The adopted GBLPSS 2019 makes provision for this figure including 2 large site allocations within Lovelace at former Wisley Airfield and at Garlick’s Arch. Given the scale of these developments the strategy of the neighbourhood plan is to see residential development outside of these allocated sites restricted to smaller developments and, other than on rural exception sites and previously developed sites, restricted to the settlement areas. Guildford has the opportunity to provide a large number of new dwellings in sustainable locations offering good public transport and facilities and would reduce the need to provide homes in locations removed from the Green Belt and which would increase traffic and carbon emissions.

5.24 The Lovelace community require development sites in Lovelace to be proportionate and well-located where new residents can easily walk or cycle to facilities. Developments which do not have sufficient transport facilities for everyday use increase the sense of isolation and car usage.

5.25 The nature of the neighbourhood area is such that new residential development in the Green Belt is most likely to take 3 forms – infilling in villages washed over by the Green Belt, rural exception sites for affordable housing and the redevelopment or partial redevelopment of

²¹ NPPF, 2018 - para 136

²² NPPF, 2018 - para 133

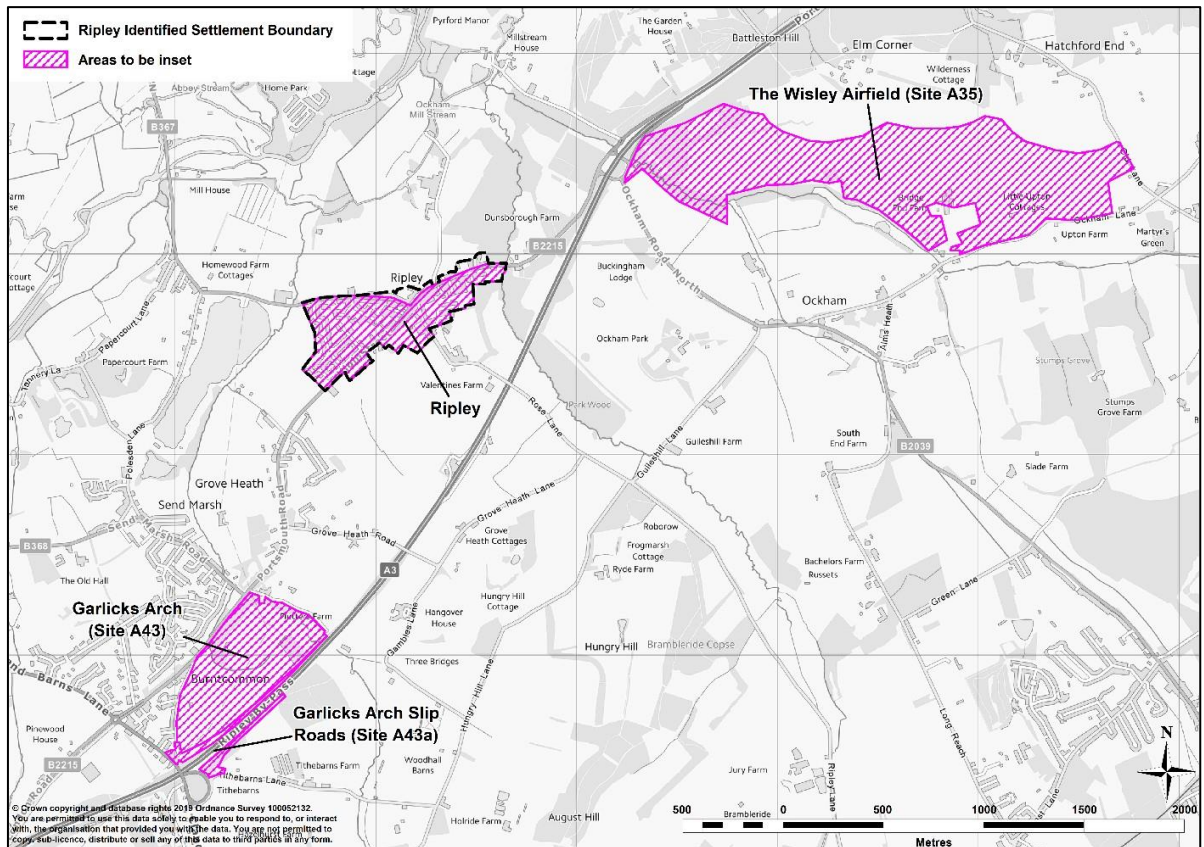
²³ NPPF, 2018 - para 133

²⁴ NPPF, 2018 - para 145, g)

²⁵ NPPF, 2018 - para 138

²⁶ NPPF, 2018 - para 26

previously developed land.



Map 6 Areas inset from the Green Belt in the GBLPSS 2019

- 5.26 Infilling is development of a small gap in an otherwise built-up frontage, i.e. small-scale development and redevelopment with at least 3 sides of existing built development alongside.
- 5.27 Rural Exception Sites (RES) in small sites situated in the Green Belt alongside the villages are encouraged in order to provide affordable housing in perpetuity. They meet a local need by offering rental or part rent/part buy accommodation for those with local or work connections and allowing local people to remain in the locality.
- 5.28 To avoid overdevelopment, Previously Developed Land (PDL, i.e. brownfield sites) which are or were occupied by a permanent structure, together with any associated fixed surface infrastructure, need not have the whole of the curtilage developed and decision-makers are required to balance development with the need to protect the intrinsic character and beauty of the countryside.

Housing for All

- 5.29 Lovelace comprises mainly privately owned or rented homes which are generally not within the price range of those on a low to medium income. The cost of purchasing is high, £300,000+ for a one-bedroom home, and rentals are between £910 - £2,500 per calendar month. The average private rent for the whole South East region is the second most expensive after Greater London²⁷.
- 5.30 This policy supports the provision of affordable, sustainable, homes to meet the local needs for young people, key workers, families, downsizers and the less-able and those on a low or medium income. For some people the national definition of 'affordable housing' is beyond their financial reach so Rural Exception Sites (RES) and social housing are also supported. Policy H2 recognises the need to provide market value homes to subsidise the provision of affordable homes. Affordable homes in the policy include a mix of options for renting or buying.
- 5.31 Analysis carried out by Savills, on behalf of the Local Government Association (LGA), found that a couple on average salaries would struggle to buy a home at a 20% discount in almost half of all Local Authorities in England. They state that buyers on median incomes would face a cash shortfall in 48% of areas – and virtually all of London and the South East – when buying a Starter Home. In the South East, buyers would come up short in 90% of areas.²⁸
- 5.32 Similarly, an analysis published by Shelter compared the median house price in each local authority at a 20% discount against the amount different types of households on varying wages in the area could afford to borrow. The analysis suggests that starter homes will only be affordable for a small proportion of the people who aspire to home ownership and London and the South East have the lowest number of areas where affordable Starter Homes under the scheme's threshold could be built, despite high demand in these areas.²⁹
- 5.33 On the basis of the impact assessment data, the LGA suggested that for every 100 starter homes built through section 106 agreements, between 56 and 71 affordable or social rented homes (and a small proportion of low-cost home ownership) homes would not be built.
- 5.34 The Government has emphasised that it expects starter homes to be delivered alongside shared ownership, rent-to-buy, and other innovative affordable housing products as part of a "*mixed package of affordable housing of all tenures that can respond to local needs and local markets*".
- 5.35 In view of their contribution to meeting housing needs, starter homes are exempt from section 106 affordable housing or tariff-style contributions used towards providing new infrastructure for an area or about the impact on the local area.

²⁷ Homelet, 2018

²⁸ Cromarty, Starter Homes for First Time Buyers (England), 2018 - pgs 22-23

²⁹ Cromarty, Starter Homes for First Time Buyers (England), 2018 - pg 22

Policy LNPH2: Housing For All

Development proposals that meet identified needs of the Lovelace community in terms of housing mix will be supported. Developments may include affordable homes to rent, shared ownership, discounted market sale homes, social housing, right to buy, starter homes, help to buy together with self-build projects and market-value housing.

- a) All developments of 5 or more dwellings should include a minimum of 40% in the affordable category.
- b) On developments of between 6 and 10 dwellings a financial contribution in line with Local Plan policy H2(2a) may be payable to GBC for the provision of new affordable homes by GBC prioritising the Lovelace Ward as an alternative.
- c) The 40% affordable homes element of Major sites should provide the following mix of affordable homes other than where an up to date local housing needs assessment justifies an alternative percentage split:
 - i. A minimum of 25% will be 3 or more-bedroom dwellings
 - ii. A minimum of 25% will be 2-bedroom dwellings
 - iii. A maximum of 25% will be 1-bedroom dwellings
- d) Rural Exception Sites in Lovelace may include a limited proportion of market value housing, subject to GBC's approval to facilitate the project's viability.

Reasoned Justification

- 5.36 To assess Lovelace housing needs Surrey Community Action carried out an independent Housing Development Survey in April 2016³⁰. The Survey was delivered to 1177 households in Lovelace and received a response of 22%.
- 5.37 This Survey showed the combined highest need for local people is for starter homes, affordable homes to rent and homes for single people, but not necessarily one-bedroom properties. It evidences the ongoing need for 'traditional' affordable housing continuing to be the priority, primarily for 2-3-bedroom homes.
- 5.38 The Survey showed 116 homes available for affordable rent (as defined in the glossary) of which GBC owns 82 properties, with a further 34 belonging to a housing association. Turnover on these properties is very low, with just 5 becoming available in 2015/16 and 36 households were on the GBC housing register at the date of the Survey, excluding those who have registered an interest in shared ownership. Social rented housing is shown to be a requirement in Lovelace as much as affordable housing for sale.

³⁰ Surrey Community Action (SCA), 2016

5.39 The 2011 Census shows the number of bedrooms per household in Lovelace as:

Breakdown	Ripley Parish	Ockham Parish	Wisley	Guildford Borough
One bedroom	9.4%	5.5%	21.7%	11.6%
Two bedrooms	29.1%	11.6%	21.7%	24.2%
Three + bedrooms	61.4%	82.9%	55.3%	64.2%

5.40 Whilst Ripley closely follows the overall Guildford Borough housing distribution across all three categories, Ockham and Wisley display extreme variations at either end of the spectrum. The Wisley figure is highest for one-bedroom dwellings as the RHS accommodates students at the gardens.

5.41 The Lovelace Housing Survey 2016 summarised that there is a limited number of smaller properties available for older people looking to downsize and for first time buyers. It confirmed that starter homes, affordable homes for rent, small 2-3-bedroom homes and retirement properties were the most popular choice of homes to be developed⁴⁴.

5.42 254 respondents stated local housing need³¹ to be:

Small Family Homes, 2-3 beds	138 (54%)
Starter homes	113 (44%)
Affordable homes for rent	100 (39%)
Homes for single people	82 (32%)
Retirement properties	81 (32%)
Medium family homes 3-4 beds	59 (23%)
Large family homes, 4+ beds	30 (12%)

5.43 Affordable Homes includes a mix of options for renting or buying.

5.44 Ripley has one Rural Exception Site comprising 10 rented homes, which is fully occupied, and recognises the need to provide more. Wisley, which is currently changing its demographic by the RHS privately renting the former employee homes, could perhaps benefit from a RES for the Royal Horticultural Society (RHS) employees. The requirement for a RES in Ockham is less clear.

5.45 Looking to the future, 45 households expect to move in the next 15 years with 30 looking to remain in Ripley.³² Reasons for moving include a requirement for larger/smaller accommodation or retirement and their requirements are for 2-bedroom (43%) and 3-bedroom (30%) properties.³³

5.46 In recent years Ripley has had an increase of smaller properties at White Hart Court (64) including the RES, Lutidine House (18), The Courtyard (11), Walsham Mews (8), but most are privately owned and do not qualify as affordable. Within Ripley village smaller houses are being extended, either through permitted development or with planning permission, reducing the stock of smaller homes for sale and rent.

5.47 The adopted GBLPSS 2019 includes an affordable homes requirement borough-wide as 40% one bedroom, 30% two bedroom, 25% three bedroom and 5% four bedrooms. Market-value homes would have 10% one bedroom, 30% two bedroom, 40% three bedroom and 20% four bedrooms.³⁴

³¹ Surrey Community Action, 2016 - Question 15, Page 15

³² Surrey Community Action, 2016 - Pgs 19 and 20

³³ Surrey Community Action, 2016 - Pg 22

³⁴ Guildford Borough Council - Local Plan 2017 - Homes for All, pg 31, 4.2.3, 2017

- 5.48 The mix of development in Lovelace Policy H2 c) i. and ii. aligns with GBLPSS policy. c) iii is lower as the Lovelace housing survey and ONS figures do not show the need for a high level of one-bedroom homes, an urban rather than rural need.
- 5.49 The Starter Homes Regulations consultation of 2017 showed a strong preference for the starter homes requirement to be set at a local level, taking into account local needs and circumstances.
- 5.50 The NPPF also supports the development of entry-level homes for first time buyers which are “adjacent to existing settlements, proportionate in size to them, not compromise the protection given to areas of particular importance in this Framework” e.g. Green Belt land³⁵ and environmentally designated sites.
- 5.51 The policy reflects the sustainable housing requirements and the social and community needs of all local residents including families, older and less-able residents who may not drive. The mix proposed is intended to provide maximum affordable properties for rent and sale, alongside market value properties.

³⁵ NPPF, 2018 - para 71, a)

Housing Design and Density

- 5.52 The character of Lovelace is a major factor in its popularity. It contains numerous listed buildings as well as others of significant historical and architectural interest, which contribute to a much-valued built environment and enhanced sense of community.
- 5.53 The requirement for developments to provide density balance which complements the surrounding area by density, height and mass is crucial to maintain the character of the area.

Policy LNPH3: Housing Design and Density

Development proposals will be supported providing they are well designed, enhance the special qualities of each location and are sympathetic to local character and history, and where:

- a) They follow the guidelines within the most recently adopted design guidance from Surrey County Council, the adopted GBLPSS 2019 Policy D1, where appropriate, and the GBC Residential Extensions and Alterations SPD (2018) or any subsequent updates.
- b) Developments in Lovelace should follow the Lovelace Design Standard at Appendix 4 and in the Lovelace Conservation Areas should also be in accordance with relevant Conservation Area Appraisal guidelines.
- c) Overdevelopment and disproportionate additions to properties do not result.
- d) The design uses high-quality materials in keeping with the character of the surrounding area, whilst acknowledging the potential for innovation particularly on strategic sites.
- e) Residential developments will be built to a height that respects the character of the settlement built form.
- f) Window design should harmonise with nearby window shapes.
- g) The building line and boundary treatment will complement those of existing properties within the settlement and conservation areas.
- h) Gated developments are not permitted except for single dwellings.
- i) Outside the strategic sites residential developments will reflect the density and character of the surrounding area.
- j) Outside the strategic sites residential developments within the Ripley and Wisley settlement areas should have a minimum density of 20 per hectare and a maximum density of 40 per hectare. Developments in Ockham should reflect the current low density of the area.
- k) Gardens are provided for houses and communal gardens for flats.
- l) All major developments will provide appropriate green space for recreational use.
- m) Developments do not increase recreational pressure on the TBHSPA.
- n) All major developments must provide cycle paths and footways linking to existing public walkways and public rights of way prior to occupation.

- o) Service roads within major developments and culs-de-sac must be of a size sufficient for service vehicle to access and have turning space.
- p) Bin stores should be unobtrusive and accessible from the road.

Reasoned Justification

- 5.54 The NPPF encourages optimum density of each site yet acknowledges “the desirability of maintaining an area’s prevailing character and setting”³⁶. It also allows for a range of densities, “It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas” and minimum densities are suggested for: “city and town centres and other locations that are well served by public transport.”³⁷ Upward use of air space is allowed “where the development would be consistent with the height and form of neighbouring properties and the overall street scene”.³⁸
- 5.55 The NPPF states “Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area’s defining characteristics. NP’s can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development”.³⁹
- 5.56 The three villages have different density and characters. It is appropriate that development respects and reflects the density and characteristics of the individual village locations. Design is expected to convey the ‘flavour’ of the three individual villages and the use of local and complimentary materials in innovative ways are encouraged.
- 5.57 The three villages are mainly two-storey buildings with occasional 3-storey, e.g. The Clock House and Lutidine house. White Hart Court has three-storey blocks of flats but as it is on flat land behind Ripley Village centre and shielded by mature trees, is not dominant in the landscape.
- 5.58 The provision of gardens and green leisure space is currently advocated as being beneficial to health and wellbeing, particularly for children. Most properties have gardens. The Housing and Development Survey April 2016 received 253 responses on preferred garden size.⁵⁴ 40% felt it should equate to the footprint of an average-sized new-build home, i.e. 75 square metres, 25% said it should be larger, 13% wanted smaller gardens. The policy requires individual gardens to be provided for houses and communal garden space for flats.
- 5.59 It is also important to include appropriate green spaces in all major developments to reduce recreational pressure on the designated environmental TBHSPA located in Lovelace. All major developments are therefore required to provide green space in addition to SANG and SAMM contributions to reduce recreational pressure on the TBHSPA, due to its location within Lovelace.
- 5.60 The independent Housing Development Survey April 2016, carried out by Surrey Community Action, evidenced 47% of 253 respondents regard 6-9 homes per half hectare and 27% thought 9-12 homes per half hectare appropriate for the area. Only 2% were in favour of 13-16 homes per half hectare.⁴⁰
- 5.61 Local responses to the Regulation 14 consultation demonstrated a wish to see developments which incorporate modern building techniques combined with traditional materials, sensitively designed and positioned. Energy-saving design and materials should

³⁶ NPPF, 2018 - para 122, d)

³⁷ NPPF, 2018 - paras 123, b) and a)

³⁸ NPPF, 2018 - para 118, e)

³⁹ NPPF, 2018 - para 125

⁴⁰ Surrey Community Action, 2016 - pg 16

enhance build quality and appearance to benefit the overall development and respond to the local character and history of the area.

5.62 Pavements are required within developments for pedestrian safety, particularly for children.

5.63 There is a low crime rate throughout Lovelace and security should be appropriate to the location. Gated developments in the villages are not considered appropriate in an area where 'community' was highlighted and there is little crime. (Summer Survey 2015). Parking is addressed in LNPI4.

6. Environment Policies

Introduction

5.64 The subjects covered in this section relate to the environment in which Lovelace is situated, including:

- Local Green Spaces and Views of value to the communities (LNPEN1)
- Biodiversity and Natural Habitats (LNPEN2)
- Flooding (LNPEN3)
- Light Pollution (LNPEN4)
- Air Quality and Traffic (LNPEN5)

5.65 Other environmental subjects have been excluded as these are already covered by existing protection regulations. There is a hierarchy of international, national and local protection for sites⁴¹ with biodiversity of value, of which Lovelace has many. At a national level, the body for designating sites is Natural England, a government body under the Dept of Environment, Food and Rural Affairs. (The environment is not to be confused with Green Belt, the purpose of the latter is to regulate the growth of settlements, preserve the openness of the countryside and prevent urban sprawl).

International and National Protection

5.66 The designated protected areas within Lovelace with international and national level protections include:

- Thames Basin Heaths Special Protection Areas (TBHSPA) – *Ockham and Wisley Commons*
- Sites of Special Scientific Importance (SSSI) – Ockham and Wisley Commons, Papercourt Lake and both sides of the River Wey/Wey Navigation in the Papercourt area, Ripley

5.67 The regulations are very strict regarding these internationally and nationally protected sites (TBHSPA and SSSI).

5.68 Development “on land within or outside a Site of Special Scientific Interest, (SSSI) and which is likely to have an adverse effect on it (either individually or in combination with other developments), should not normally be permitted.”⁴²

5.69 The TBHSPA has a buffer zone of 400 metres from the perimeter where residential development is not permitted. There is a further 5 km buffer zone in which residential development may be approved, but only if the impact on the TBHSPA can be mitigated.

5.70 A proposal that would have an adverse impact on the TBHSPA may be permitted, but only where there are no alternative solutions and the proposal is necessary for imperative reasons of overriding public interest. Part of the mitigation is the provision of a Suitable Alternative Natural Greenspace (SANG), located locally elsewhere, to avoid harm to the TBHSPA from increased recreational pressure from residential development.

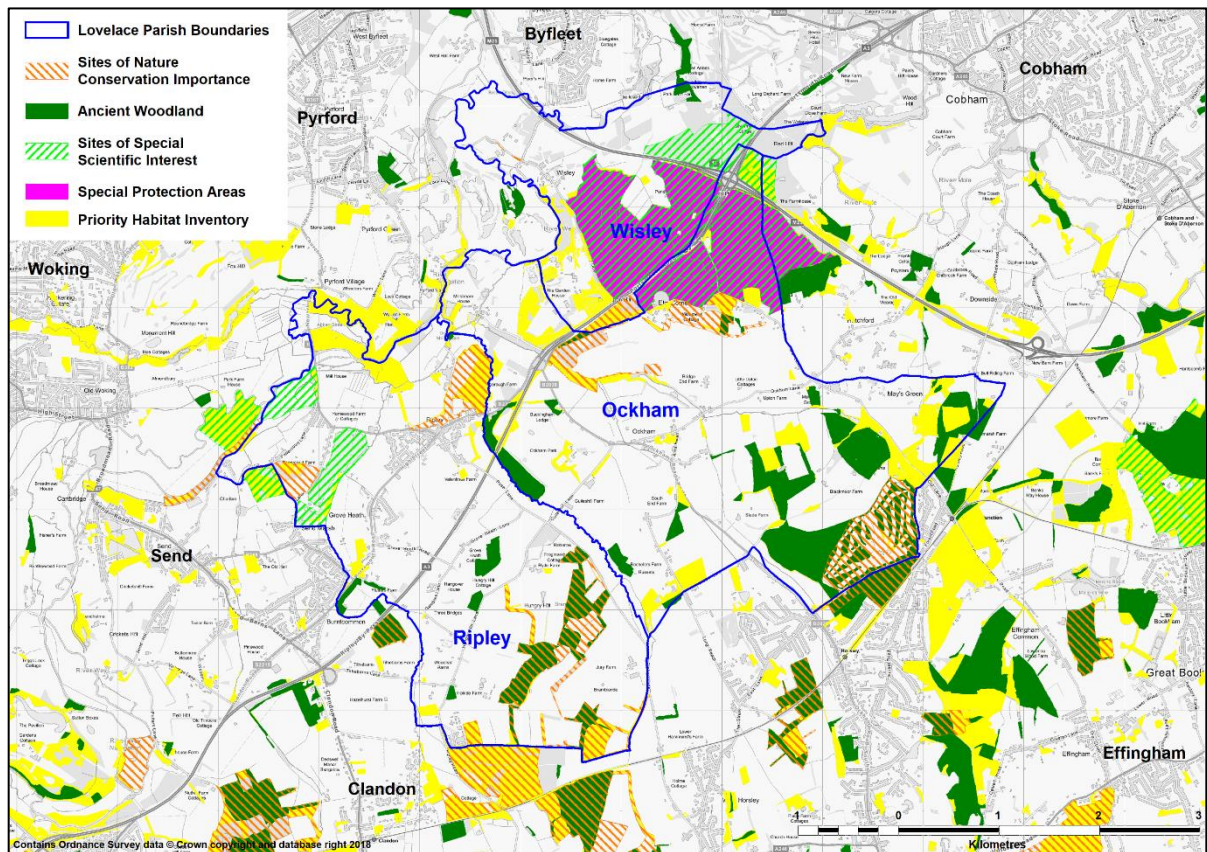
Local Protection

5.71 Local level protection consists of the areas of biodiversity and natural habitats areas designated by the Surrey Local Sites Partnership and Guildford Borough Council. These include:

⁴¹ Surrey Nature Partnership, 2014

⁴² NPPF, 2018 – para 175, b

- Sites of Nature Conservation Importance (SNCIs) - Ripley Green, Elm Corner Woods, Hunts Copse, FWA and its surrounding area
- Local Nature Reserves (LNR) – *Ockham and Wisley Commons*.
- Ancient Woodlands – Lovelace contains many ancient woodlands, forming a crescent from north of the M25 through Ockham, through the south of Ripley to Burnt Common.



Map 7 Designated and identified habitats

- 5.72 SNCIs and Ancient Woodlands do not receive legal protection but are protected through the Local Authority’s planning system.
- 5.73 SNCIs are areas of substantive nature conservation value,⁴³ but their boundaries can be amended by the Local Authorities, i.e. GBC. Local Authorities are required to apply the following principles: “*development resulting in the loss or deterioration of irreplaceable habitats, (such as ancient woodland or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists*”, for example infrastructure projects.⁴⁴

Landscape-scale Conservation

- 5.74 Biodiversity Opportunity Areas (BOAs) – areas identified for targeted maintenance, restoration and creation of priority habitats. Parts of Lovelace are included within the following BOAs: *TBH06 Wisley, Ockham & Walton Heaths, R04 River Wey (and tributaries), TBL02 Clandon to Bookham Parkland*. These do not have legal protection but are expressions of government and local policy initiatives to conserve and enhance priority habitats and biodiversity on a landscape scale in alignment with the aspirations of the

⁴³ Surrey Nature Partnership, 2014

⁴⁴ NPPF, 2018 – para 175, b

current national Biodiversity Strategy *Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services*⁴⁵. See also: *Biodiversity Opportunity Areas: The Basis for Realising Surrey's Ecological Network*. (Surrey Nature Partnership, 2015).⁴⁶

5.75 The Lovelace policies below aim to conserve and enhance the biodiversity and environment and contribute towards the Government's commitment for ours to be the first generation to leave the environment in a better state than we found it.

⁴⁵ DEFRA, 2011

⁴⁶ Waite, 2015

Local Green Spaces (LGS) and Local Views

- 5.76 The three villages all have Local Green Spaces (LGS) of recreational value close to the settlements and are special to local communities for their beauty, historic significance, recreational value (including playing fields), tranquillity or richness of wildlife but are not an extensive tract of land.⁴⁷ These are designated in accordance with the NPPF and protected by policy LNPEN1A.
- 5.77 Local views of the landscape setting to the settlements which can be seen from public rights of way or where the public has access rights- legal or customary are important in protecting landscape character. They provide a sense of tranquillity and are generally absent of buildings. They sustain the distinctive character of the Conservation Areas and contribute to their setting and demonstrate the openness of agricultural land and other land uses in and around the settlement areas.

Policy LNPEN1: Local Green Spaces (LGS) and Local Views

LNPEN1A Local Green Spaces

The Lovelace Local Green Spaces as defined in Appendix 2 are to be maintained for the community. Proposals for development in the LGS will only be supported in very special circumstances and should not result in negative impacts upon LGS nor result in the loss of any LGS unless the development is ancillary to and supports the existing uses of the LGS, such as on cricket pitches where a pavilion is needed

LNPEN1B Local Views

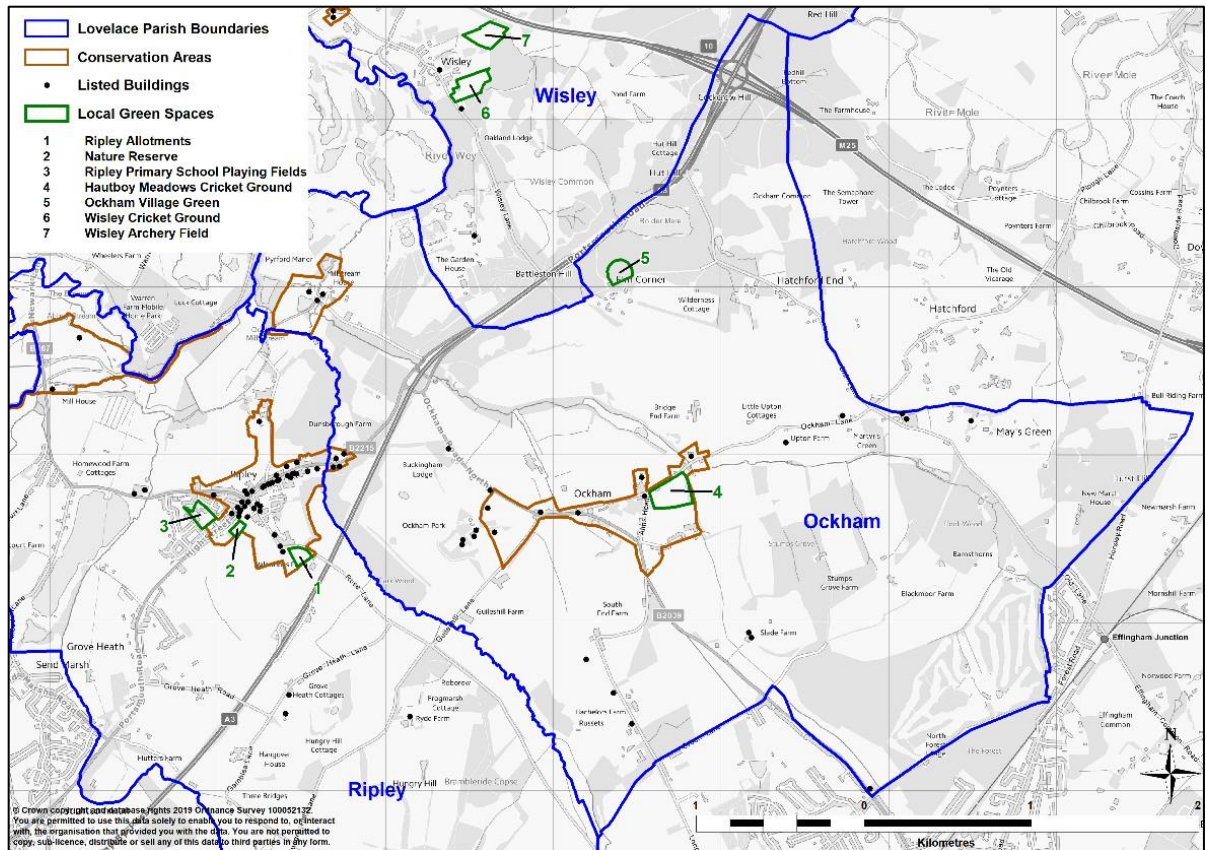
Developments should be designed to respect the existing landscape character set out in the Guildford Landscape Character Assessment and the important local views across the Lovelace landscape from within or from outside the area as identified and illustrated in the schedule at Appendix 3.

Reasoned Justification

Lovelace Local Green Spaces

- 5.78 Further protection of Local Green Spaces is deemed necessary to ensure there are no negative impacts upon the Local Green Spaces or upon the European designated sites as a result of increased visitor pressure.
- 5.79 The Woodland Trust would like to see natural recreational and local green Spaces retained and enhanced. Regulation 14 comments include:
- “Lovelace Green spaces essential to be maintained”
 - “Green space must be protected as greenbelt”
 - “Green space should include walking paths that link the spaces”
 - “All green belt needs protected
 - “Vista and open-ness of countryside needs protection; all view need protecting”
- 5.80 The Local Green Spaces below are locations which the communities consider worthy of retention and should not be developed.

⁴⁷ NPPF, 2018 - para 100



Map 8 Lovelace Local Green Spaces

Ripley

- Allotments
- Sports areas on Ripley Green
- Nature Reserve
- Ripley Primary School Playing Fields (now an Asset of Community Value)

Ockham

- Ockham Village Green, Elm Corner
- Ockham Playing Fields

Wisley

- Wisley Cricket Ground
- Wisley Archery Field.

5.81 A description and ownership of the LGSs is shown in Appendix 2. The LGS designations above exclude Ockham and Wisley Commons and Papercourt Lake which are designated TBHSPA and/or SSSI; Ripley Green and land alongside FWA, which currently both have SNCI designation and established public rights of way and bridleways; and the River Wey Navigation which is a conservation area.

Landscape Character and Local Views

5.82 The Guildford Character Assessment⁴⁸ shows Lovelace to be in Thames Basin Heath and Lowlands and the LNP 2015 public survey and Regulation 14 comments confirm that the local characteristic most valued by residents and other stakeholders is its rural character. This concurs with the NPPF requirement “*that planning policies ‘should contribute to and*

⁴⁸ Guildford Borough Council, n.d.

enhance the natural and local landscape by... recognizing the intrinsic character and beauty of the countryside' (paragraph 170)."

5.83 The three villages in Lovelace are surrounded by Green Belt countryside with, apart from the GBLPSS allocated sites, no development other than hamlets, individual dwellings, farms and non-residential sites (i.e. RHS Wisley, Send Prison, two Thames Water sewage plants).

5.84 All the settlement areas are surrounded by views which include the characteristics of:

- Demonstrating the openness of agricultural land and other land uses around the Conservation areas
- Sustain the distinctive character of the Conservation Areas and contribute to their setting
- Can be seen from public rights of way or have public access rights, legal or customary
- Provide a sense of tranquillity including the absence of buildings and human presence



Figure 15 Ripley Nature Reserve



Figure 16 Ripley Green from Newark Lane

5.85 Further views are shown in Appendix 3

5.86 The Regulation 14 and earlier consultation comments make it clear that the communities do not want to see the rural areas urbanised. This policy looks to protect Local Green Spaces of community value and retain the views around the settlement areas.

Biodiversity and Natural Habitats

- 6.1 Lovelace is a beautiful part of the Home Counties and the first essentially rural landscape encountered when heading south-west out of London towards Portsmouth. It forms a large part of the Metropolitan Green Belt buffer between London and the surrounding towns and urban areas north of Guildford.

Policy LNPEN2: Biodiversity and Natural Habitats

Developers must demonstrate measurable net gains to wildlife and biodiversity through habitat creation and enhancement. The European designated environmental sites within Lovelace require maximum protection for biodiversity and natural habitats. Developments which would increase significantly recreational use or otherwise adversely affect the European designated Thames Basin Heath Special Protection Area (TBHSPA) after taking into account mitigation and avoidance measures will not be supported.

All new development must meet the following requirements:

- a) New residential development is not permitted within 400m of the TBHSPA in compliance with the South East Plan (2009) (Policy NRM6).
- b) All developments must demonstrate no significant loss or harm to protected or other priority species.
- c) Any proposed relocation of habitat must demonstrate that the scheme cannot be designed to accommodate the habitat in its existing location.
- d) All developments are required to retain and enhance well-established species-rich features of the landscape, including ancient woodland, mature trees, hedgerows, ponds, and existing waterways.
- e) Any trees removed or lost as a result of development, other than those that are dead, dying or dangerous and of no ecological importance, should be replaced at a ratio of 2:1. Development affecting ancient trees should follow standing advice on ancient woodland and veteran trees.
- f) All development must ensure compliance with the regional approach to protection of the TBHSPA and in respect of residential development provide or contribute to SANG and SAMM as set out in GLPSS Policy P5 and the TBHSPA Avoidance Strategy SPD.
- g) Any new development must take into consideration the M25/A3 Junction 10 upgrade and ensure the replacement TBHSPA land is not impacted upon.

Reasoned Justification

- 6.2 Sir John Lawton's recommendations in 'Making Space for Nature'⁴⁹ HM Government 2011 quoted "Planning reform is seen as a further key enabler to catalyse habitat protection, restoration and creation through strategic land use decision-making that delivers truly sustainable development, designed to return more than they take from the environment."
- 6.3 The government's biodiversity strategy for England, Biodiversity 2020⁵⁰, sets out the strategic direction for biodiversity policy. Surrey Wildlife Trust's vision for Living Landscapes,

⁴⁹ Lawton, 2010

⁵⁰ DEFRA, 2011

outlined in 'A Living Landscape for Surrey'⁵¹ and 'SWT Living Landscape Strategy'⁵² translate this national policy into an effective strategy for implementation in Surrey.

- 6.4 NPPF policies recognise the importance of protection and enhancement to the habitats and biodiversity instead of loss⁵³ and for development to be allocated on land with the least environmental value⁵⁴. The Woodland Trust in their Regulation 14 response to the LNP consultation, asked for the inclusion of the statement "*There should be no harm or loss of irreplaceable habitats such as ancient trees and veteran trees*" and quote NPPF 2018, para 175, c), "*development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) should be refused, unless there are wholly exceptional reasons and a suitable compensation strategy exists*". Trees and woodland are recognised as providing healthy living and recreation spaces and can provide a key role in delivering improved health and wellbeing at a local level (Consultation Statement, Regulation 14 responses, L.EN2). All veteran trees should have a buffer of at least 15 times the diameter of the tree or 5m from its canopy⁵⁵.
- 6.5 The Regulation 14 comments and other public consultations show the community does not support any significant changes to habitat or biodiversity and believe ancient woodland and fields cannot be replaced once gone; major development cannot encourage wildlife. It is essential to retain wildlife corridors because if habitats are removed, wildlife cannot move from one corridor to the next.
- "Protect wildlife and biodiversity for future generations
 - "Development will not encourage wildlife and landscape; the evidence points to the opposite effect"
 - "Once gone, cannot be replaced – ancient woodland and fields"
- 6.6 The TBHSPA is the largest area within Lovelace with an abundance of wildlife, together with the rural countryside surrounding all the villages and hamlets. 'Green Corridors' are between and surrounding the settlement areas, with well-established mature trees, ancient woodland,⁵⁶ species-rich hedgerows, meadows, copses, bushes, orchards, woodlands, grass and lush pastures. The River Wey and the Wey Navigation form part of the local 'Blue Corridors' network, including rivers, floodplain, grazing marsh, ponds, wet woodland, watercourses, pools, canals, etc.
- 6.7 The unlit countryside and roads encourage nocturnal wildlife including some endangered birds such as the Nightjar and Dartford Warbler, which are on the RSPB's amber list. Wild deer are commonly seen and many species of bats abound. This environment supports many rare birds, invertebrates, reptiles, amphibians, mammals, heathland plants and fungi. Woodland birds include the great spotted woodpecker, woodcock and nuthatch, while skylarks and lapwing breed on the open grasslands. The area is important for wintering birds with over 90 species, including cormorant, black-necked grebe, Slavonian grebe, marsh harrier, sedge warbler, meadow pipit and reed bunting, and many wildfowl such as tufted duck, mallard, shoveller, goosander and large numbers of pochard. The lakes and streams support breeding kingfisher, great-crested and little grebes.
- 6.8 According to Surrey Wildlife Trust, certain bird species formerly seen locally have been lost in recent years, including snipe, redshank and sand martin, which reinforces the need for the

⁵¹ Surrey Wildlife Trust, 2009

⁵² Surrey Wildlife Trust, 2014

⁵³ NPPF, 2018 - paras 174, b); 175, b) and c)

⁵⁴ NPPF, NPPF, 2018 - para 171

⁵⁵ CSA Environmental, 2018

⁵⁶ NPPF, 2018 - para 175, c)

protections in the LNP biodiversity policy. Garlicks Arch is a location for water voles which inhabit the banks of the stream. This species was thought to be extinct in Surrey.

- 6.9 By way of adding to biodiversity Ripley Parish Council recently established a new Nature Reserve and pond at formerly derelict land adjoining West End Cottages and the burial ground, abutting the current village boundary. The many benefits arising from the scheme include an increase in biodiversity, alleviation of surface water flooding, outdoor recreational village amenity, an enhancement of the Green Belt and provision of an educational resource. A commemorative orchard of 28 fruit trees was recently planted in memory of the 28 Ripley village soldiers lost in World War 1. A resident of Ockham is in the process of creating a small wildlife meadow close to the Hautboy.
- 6.10 Key to development in Lovelace is the protection and enhancement of biodiversity, harmony with nature, returning more to the environment and 'make Space for nature'. Well-designed developments are required to protect and enhance habitats and the movement patterns of animals and wildlife such that the development does not unnecessarily impact on them.
- 6.11 As much of Lovelace is in close proximity to the TBHSPA, particularly the section of the SPA at Ockham and Wisley Commons, the challenge is to ensure new development does not have a significant impact on this area which this Policy LNPEN 2 along with GLPSS Policy P5 and saved Policy NRM6 and the Thames Basin Heath Avoidance Strategy SPD seeks to do.
- 6.12 Natural England and Forestry Commission guidance (known as 'standing advice') should be followed with all planning applications affecting ancient woodland and veteran trees⁷⁴. The National Trust provides Planning Guidance for development next to the River Wey, which is a conservation area.

Flooding

- 6.13 Lovelace is located alongside flood zones 2 and 3 at Wisley village and has a high water-table. Roads and drains in Ripley, Wisley and Ockham flood during heavy rainfall, drainage ditches are not kept clear and overflow causes surface water flooding. Several areas are susceptible to frequent surface water flooding and occasional extensive river flooding at times when the country experiences exceptional rainfall.

Policy LNPEN3: Flooding

Development in Lovelace will be supported where consideration is given to avoiding current areas of flood risk in Lovelace and minimising the impact of any new development in respect of flooding.

Developers must, where applicable:

- a) Provide a surface water management plan for major developments
- b) Provide mitigation measures prior to occupation to avoid adverse impacts of surface water, water pollution and flood risk. This includes new areas of hard-standing greater than 250 sqm.
- c) Design all flood prevention measures to avoid adverse impacts on the TBHSPA.
- d) Maximise the use of soft landscaping and permeable surfacing materials to increase absorption capacity.
- e) Incorporate Sustainable Drainage Systems (SuDS) in major developments in locations affected by flood risk.

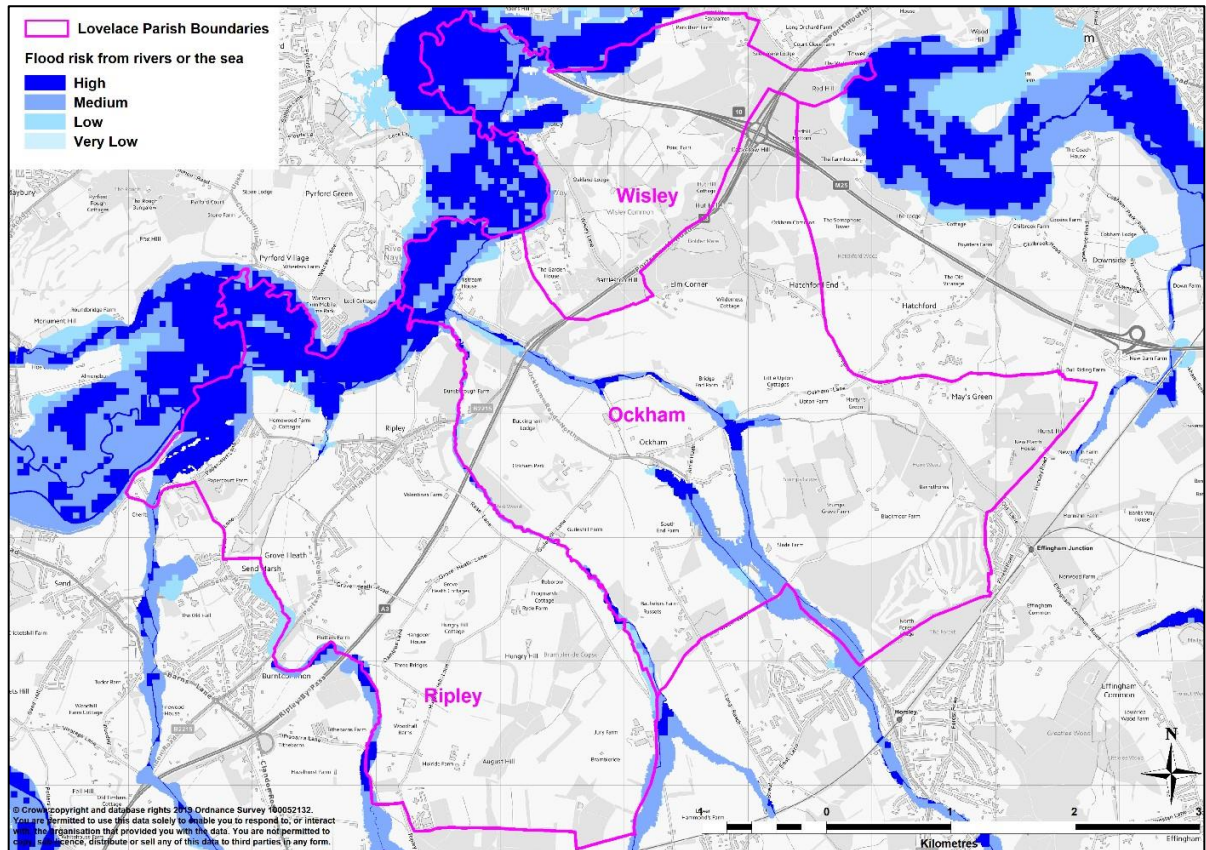
Reasoned Justification

- 6.14 The complex network of ancient drainage ditches throughout this part of Surrey has been poorly maintained in recent years so that much of the man-made drainage in the area is in danger of being permanently lost. A programme of drains clearance has been instituted in some areas, such as Pyrford (adjoining Wisley and Ripley), and by the RHS and The Wisley Golf Club (partly in Lovelace) with positive results, but much of the network remains severely obstructed by silting, tree roots and vegetation.
- 6.15 The Ripley sewers are 'combined sewers' carrying both surface water and untreated sewage. Sewage overflows occur in Ripley at the sewage works and Ockham suffers from regular flooding of its roads by a combination of surface water and untreated sewage, a problem which Thames Water has been aware of for over 10 years. Sewage in an open ditch was reported on 2nd May 2018, and the various authorities are deciding who should take care of the problem.
- 6.16 The NPPF acknowledges the increased risk of flooding as a result of climate change and sets requirements for the need for an Exception Test⁵⁷, together with any site-specific flood risk assessment required⁷⁶ to ensure flood risk is not increased in the surrounding areas.
- 6.17 Surface water flooding does occur in Lovelace and Regulation 14 comments from the community include:
- "Lovelace area has high water table and extensive development will increase greatly risk of flooding."

⁵⁷ NPPF, 2018 - para 160

- “Current combined surface water and sewage system not fit for purpose, drainage ditches not kept clear”.
- “Roads and drains in Ockham, Ripley and Horsley flood already”
- “Flood plains exist for good reason, building on Green Belt means water has to go somewhere.

6.18 Lovelace is recognised as a medium to high risk fluvial flood area, as shown in the map below⁵⁸.



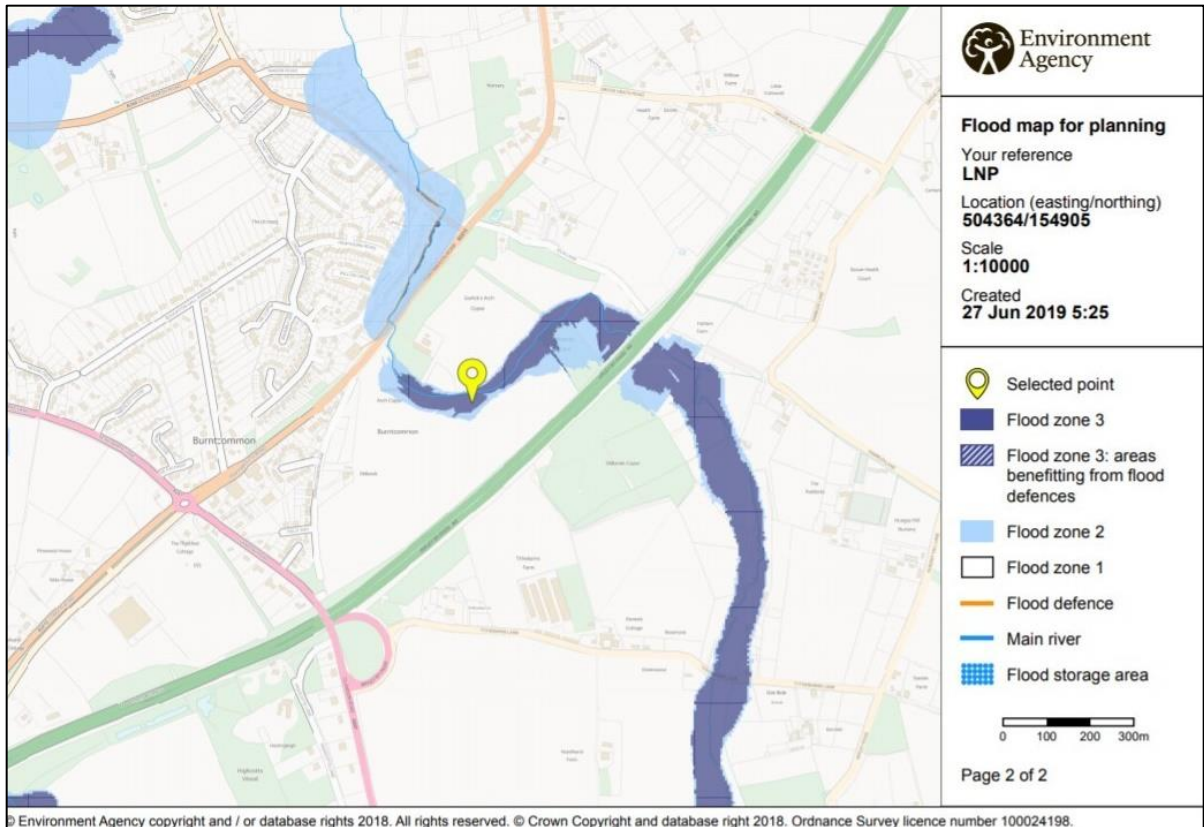
Map 9 Lovelace Fluvial Flood Zones

6.19 Local surface water flooding areas in Lovelace include:

- Old Lane at Ockham End and Hatchford End
- Ockham Road North at the junction with Guilehill Lane
- Ockham Lane near Bridge End (Most of Ockham’s lanes flood with rainwater from the adjoining fields, which are higher. Discharging sewers add to the problem.
- On the Portsmouth Road north of Ripley Village centre – traffic is forced onto the other side of the road to avoid the water
- Ripley Village centre – at the traffic lights, on The Green side
- The slip road alongside Ripley Village centre has frequently experienced heavy flooding
- Court Meadow, Rose Lane – increased flooding in recent years
- Rose Lane – road flooding
- At new houses at Peelers Place, Ripley Village centre, on the site of the old police station – ‘ridges’ were added between the pavement and properties to prevent rainwater flowing towards the houses

⁵⁸ Gov.UK, 2019

- Portsmouth Road, leaving Ripley towards Send – water flowing regularly on either side of the road
- Newark Lane – subject to severe flooding on the bend near The Seven Stars pub
- Wisley Lane
- Garlicks Arch – extensive flooding most years, particularly within the Ripley parish end of the site, alongside Kiln Lane. Part of the site was recently designated Flood Zone 3 (map below)



Map 10 Flood Zones on Garlick's Arch

- 6.20 The purpose of this policy is to ensure any development addresses water management and any potential flood risk from new development and to protect existing development from increased flood risk.
- 6.21 Changes to any existing waterways or the creation of new waterways need to be designed so they do not create further flood risk areas or allow pollution to enter the existing waterways. They should ensure there is no impact on, or pollution allowed to enter, the TBHSPA.
- 6.22 Planting additional trees can help to reduce the risk of flooding. The Woodland Trust addresses the role of trees and woods in flood protection in their publication *Stemming the Flow*⁵⁹ which addresses how trees and woodland provide a major contribution to resolving water management issues, including flooding. This should be taken into consideration for major developments.

⁵⁹ Woodland Trust, 2014

- 6.23 Flood risk must be a fundamental consideration for any development project. Both rural and urban future land use changes are likely to alter the amount of surface water as will climate change.
- 6.24 Future development is likely to change the position and numbers of people and developments exposed to flooding. Surface water runoff from development areas is likely to increase water levels within local rivers and watercourses. It is important that water management plans and relevant assessments are provided prior to commencement of any development



Figure 17 Newark Lane at the junction with Newark Close

Light Pollution

- 6.25 Ripley has minimal street lighting other than on the High Street in the village centre. Newark Lane, Rose Lane and the Portsmouth Road are dark and not sufficiently well lit for safe night-time walking. Ockham and Wisley have no street lighting.
- 6.26 Although not designated a Dark Skies Reserve area, apart from lighting on the A3/M25, it is generally a dark skies area.

Policy LNPEN4: Light Pollution

Artificial lighting on new developments must take account of the ecological impact on the rural countryside in Lovelace and employ mitigation measures to limit visible light in intrinsically dark areas of countryside. All new developments in Lovelace must conform with the Dark Skies Principles below unless it is demonstrated to be necessary and appropriate to depart from these principles.

- a) The lighting levels and type must be in character with the area and the surrounding environment.
- b) The development's external lighting, including type of light source, level of lighting and duration of lit period must not significantly harm wildlife.
- c) Lighting must not have an adverse impact on the TBHSPA.
- d) "Part-Night Lighting" should be employed to mitigate the impact on wildlife unless this can be demonstrated to have an impact on personal safety.

Reasoned Justification

- 6.27 The NPPF requires developments be appropriate to their location and take into account the likely effects on the natural environment as well as the potential sensitivity of the site, or the impacts to the wider area. This includes limiting the impact of light pollution from artificial light on intrinsically dark landscapes and nature conservation.⁶⁰
- 6.28 Factors that have to be taken into consideration when assessing the implications of development light pollution include whether it will:
- have a significant impact on a protected site or species e.g. located on, or adjacent to, a designated European site
 - have forms of artificial light with a potentially high impact on wildlife (eg white or ultraviolet light) close to sensitive wildlife receptors or areas, including where the light shines on water
 - materially alter light levels outside the development
 - have a significant effect on the locality.⁶¹
- 6.29 Major developments will require street lighting which will have an impact on wildlife, protected species and habitats as light-spill can compromise an existing dark landscape and affect natural systems (e.g. plants, animals, insects, aquatic life). The NPPF requires light pollution from artificial light to be limited on "*intrinsically dark landscapes and nature conservation*"⁶¹ and Government advice is that lighting near or above the horizon should be avoided to reduce glare and sky glow.⁶² A further point of consideration is the spread of night time light over the countryside and TBHSPA and the visual impact on the Surrey Hills

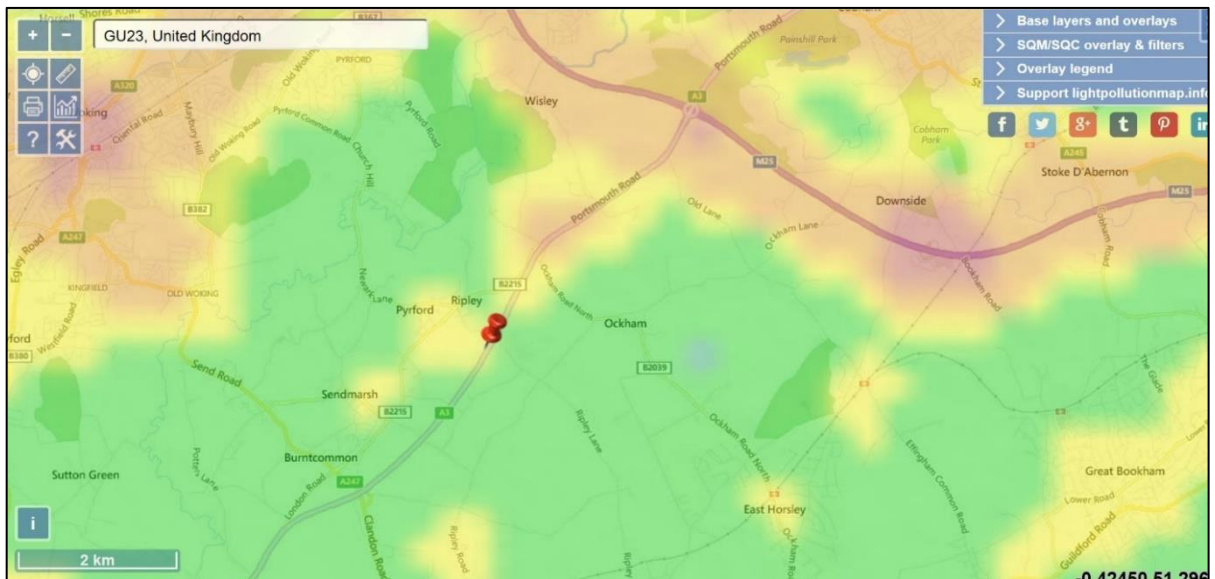
⁶⁰ NPPF, 2018 - para 180

⁶¹ Gov.UK, 2014

⁶² Gov.UK, 2014

AONB.

- 6.30 Nocturnal wildlife, including endangered birds such as the nightjar (on the RSPB's amber list), can be affected by even very low levels of artificial lighting⁶³, i.e. light pollution or “obtrusive light”, as their sensitivity to light differs from that of humans.



Map 11 Light Pollution Map⁶⁴

- 6.31 The community considers increased street lighting, other than for safety, to be out of context for the area:

- “Light pollution will endanger wildlife and create problems for them with regard to sustaining biodiversity”
- “Rural area and street lighting not a feature”
- “Ockham not an area for artificial light”
- “Need pavements to be lit too, to encourage walking”.

- 6.32 This policy aims to encourage the retention of intrinsically dark areas and protect any adverse impacts on the TBHSPA. Where illumination is essential, it should conform to the Four Principles of Dark Sky Friendly Lighting⁶⁵ below:

- minimise the amount of illumination
- minimise the area of illumination
- minimise the duration of illumination
- minimise the amount of ‘cold’ illumination, i.e. ‘blue’ light.

- 6.33 Control of street and public lighting is outside the scope of neighbourhood plan policy, but there is an aspiration that all street and public lighting should be kept below 6 metres in height, avoid light pollution, utilise the most energy-efficient light source readily available and avoid light sources emitting ultraviolet or high blue light concentrations.

⁶³ Royal Commission on Environmental Pollution, 2009

⁶⁴ Light Pollution Map Info, 2019

⁶⁵ BPBA, n.d.

Air Quality and Traffic

- 6.34 Ripley village comes to a standstill during peak hours, particularly at the High Street / Newark Lane Junction. The Portsmouth Road between the village and Burnt Common roundabout experience traffic travelling at high speed at any time of day. Occasionally traffic travels through the village centre at high speed.
- 6.35 Newark Lane has a 200m± section closest to the village which is not wide enough for two larger vehicles to pass. The junction becomes blocked when vehicles attempt to enter Newark Lane and must wait for oncoming traffic to pass. Waiting vehicles daily protrude onto the High Street creating safety issues to other traffic. Pedestrians crossing Newark Lane have to weave their way through the traffic during peak hours.
- 6.36 In 2017, the LNP steering committee, together with Ripley and Ockham parish councils, commissioned 4 months of 24-hour air quality monitoring by TRL, independent air quality consultants⁶⁶, at two locations, Ockham Common and Ripley village. Finances dictated a 4-month survey, rather than 12 months which allows for seasonal variations, but the figures were annualised by reviewing nearby monitoring data and compared to the annual average in the Guildford data to obtain the annualisation factor. The figures were bias adjusted using the DEFRA calculator and the data compared to other Automatic Urban and Rural Network (AURN)⁶⁷ urban traffic sites.
- 6.37 One continuous air quality monitoring station was located close to the Newark Lane junction, to monitor oxides of nitrogen (NO, NO_x, NO₂) with a separate unit to measure particulate matter (PM₁₀ and PM_{2.5}). Additionally, eight diffusion tubes were positioned throughout Ripley village. These tubes are widely used for indicative monitoring of ambient nitrogen dioxide (NO₂) and are particularly useful when simple, indicative techniques will suffice to give an indication of longer-term average NO₂ concentrations and for highlighting areas of high NO₂ concentration.⁶⁸
- 6.38 A second continuous air quality monitoring station was located adjacent to Ockham Bites (a small café) on Ockham Common with 7 diffusion tubes at various points on the TBHSPA at Ockham Common. The air quality regulatory level on TBHSPAs is stricter than for humans.
- 6.39 The village centre / Newark Lane junction is surrounded by residential and retail properties and air pollution from traffic is known to exacerbate those with breathing or related health problems.
- 6.40 Ripley has one private school close to the centre of the village, in Rose Lane. Ripley Primary school, located alongside Newark Lane, closed in July 2018 but efforts are being made to re-open it. Both currently have nurseries and/or pre-school alongside, or as part of the school. NO_x gases are heavier than air with a higher concentration closer to the ground and can cause health issues to children. These polluting particles and gases are primarily generated by vehicles.

⁶⁶ TRL Consultants (TRL), n.d.

⁶⁷ DEFRA, 2019

⁶⁸ DEFRA, n.d.

Policy LNPEN5: Air Quality and Traffic

Planning proposals which actively encourage the transition to a low carbon future and demonstrate that air quality will not significantly deteriorate due to increased traffic, whether temporary or permanent, will be supported.

Developments which significantly increase traffic movements in Lovelace such as to increase the level of air pollutants above European and UK legal limits or would have an adverse impact on the European designated sites by way of pollution, reduced air quality or increased nitrogen levels, will not be supported.

Major developments of 100 or more dwellings must provide measurable mitigation for any significant increase in traffic movements in sensitive locations where the level of air pollutants currently exceeds legal limits. Such proposals should meet all the provisions below when submitting a planning application:

- a) Provide alternative measurable mitigation to increasing poor air quality in areas currently above EU and UK legal limits.
- b) Provide an ecological impact assessment for the development site and its immediate surrounding area to assess the effects of developments, in particular traffic, on biodiversity, with special regard to the TBHSPA.
- c) Provide an Air Quality Assessment to assess the impact of the development on locations where air quality is currently below EU and UK legal limits, taking into account the proposed development and cumulative developments affecting Lovelace.
- d) Provide a Construction and Environmental Plan (CEMP) to manage the planning and implementation of construction and ongoing traffic with regard to the rural environment and the TBHSPA.
- e) Provision of a Construction Transport Management Plan (CTMP) for any construction traffic activities, to include details on:
 - i. Identification of potential impacts on the local road network
 - ii. HGV routing and timetabling with particular reference to Ripley Village centre, Ockham Road North, Ockham Lane, Old Lane and Wisley Lane
 - iii. How construction traffic will be encouraged to use the strategic road network where possible
 - iv. Restrictions for site deliveries (especially for HGVs) taking into account any local factors, i.e. proximity to schools.

Reasoned Justification

6.41 Every Lovelace public survey undertaken highlighted the current traffic congestion and/or traffic speed as the most important issue in the area.

6.42 EU⁶⁹ and UK^{70 71} regulations define the upper legal limits of concentrations of a variety of pollutants, including gases, principally Nitrogen Oxides (NOx) and particulate matter (PM₁₀ and PM_{2.5}). The air quality results evidenced air pollution in areas in both Ripley and

⁶⁹ European Parliament, 2008

⁷⁰ DEFRA, n.d.

⁷¹ Legislation.gov.uk

Ockham to be at least 10% higher than the maximum levels laid down by the EU Ambient Air Quality Directive (Ripley and Ockham Air Quality Reports – Appendices D3 and D4).

- 6.43 The Ripley PM₁₀ levels were exceeded twice and occurred during rush hour, below the annual mean objective limit and the NO₂ concentration was also exceeded twice. The average for the four-month monitoring period is 43.6 µg/m³, above the annual mean objective limit of 40 µg/m³. Four locations in Ripley, including Newark Lane, all exceed the annual objective.



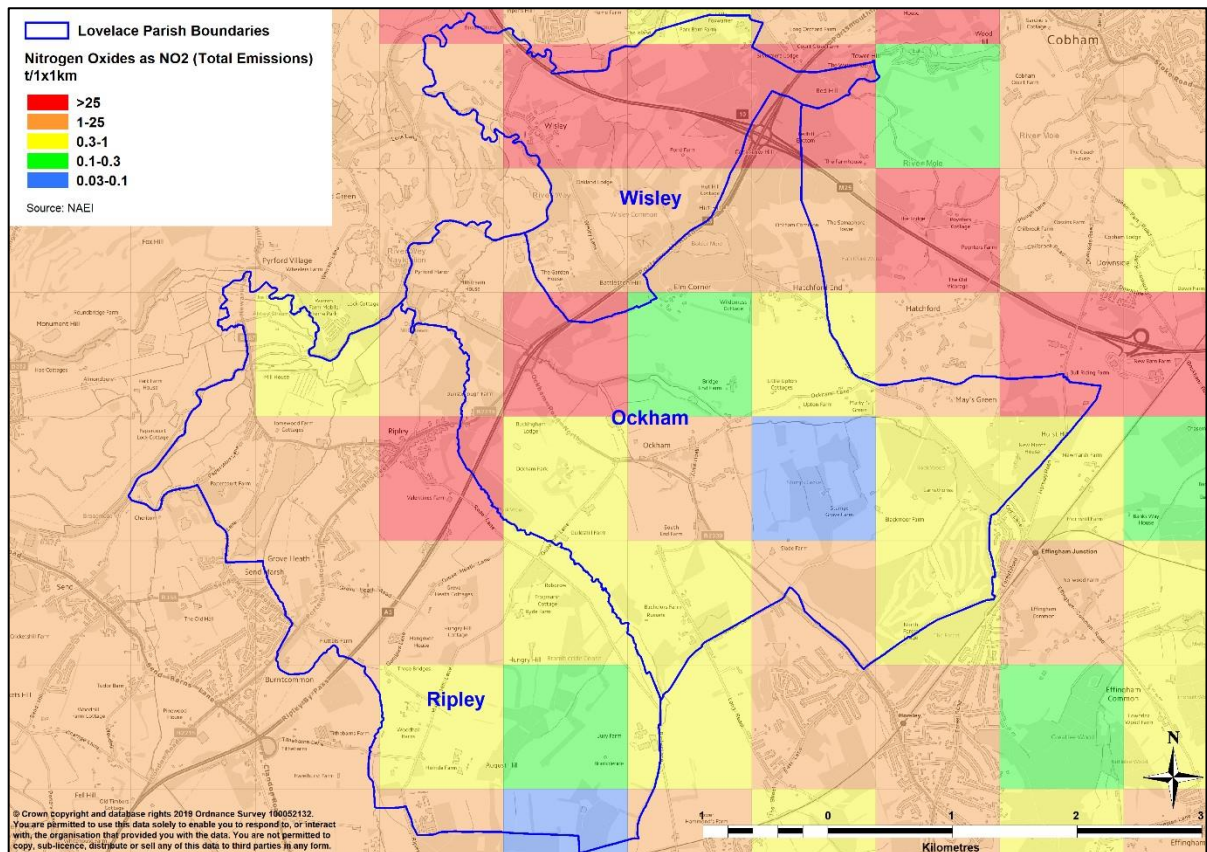
Figure 18 Newark Lane Junction



Figure 19 Ripley Village Centre, High Street

- 6.44 The poor air quality and high carbon emissions at the Newark Lane junction is caused by the stop-start routine of queuing traffic at the bottleneck and volume of traffic. The four months monitoring at Newark Lane indicated very high concentrations at a similar level, and although the third month's data does not exceed the objective limit the result is still high. The TRL annualised result is very high based on the current monitored data. *“This area is of the greatest concern as there is a narrowing of the road, which results with traffic queuing, which is the likely cause of the high concentrations at this site”.*
- 6.45 The TRL data was compared to other AURN urban traffic sites in the South of England including Chatham roadside, Luton A505 roadside and Reading London Road. The trends in concentration at Ripley are similar to those locations but concentrations at the Ripley site are often higher than those seen at the Chatham and Reading sites but similar to those at the Luton site.
- 6.46 Air pollution in Lovelace is recognised by GBC and although it considers the four-month results to not be indicative of ongoing poor air quality, the results do evidence serious air quality problems.
- 6.47 The neighbouring Pyrford Neighbourhood Plan, adopted in December 2016, acknowledges the potential increase in traffic through Pyrford from Newark Lane.
- “The Woking Borough Council Local Development Framework, Green Belt Boundary Review Sensitivity Test, Strategic Transport Assessment prepared by SCC in January 2015 shows that the most heavily loaded rat run through Pyrford, now and in the future, is the B367 which comprises **Newark Lane**, Church Hill, Upshot Lane and Coldharbour Road. Other rat runs comprise Pyrford Common Road which is a continuation of Church Hill leading to the Old Woking Road and Warren Lane **which branches off Newark Lane** and then continues as Lower Pyrford Road, and Pyrford Road, to West Byfleet. A fourth rat run branches off the A3 at Wisley as **Wisley Lane**, continues into Lock Lane and joins the Pyrford Road leading to West Byfleet.”

- 6.48 Though not yet approved by Highways England, the Burnt Common slip roads are proposed as mitigation to relieve traffic congestion through Ripley proposed to be part-financed by developers, Wisley Property Investments Ltd (WPIL), owners of the former Wisley airfield. This would remove some of the existing traffic from Send Marsh and Send travelling through Ripley to access the A3 northbound.
- 6.49 In Ockham a continuous air quality monitoring station was located adjacent to Ockham Bites on Ockham Common and other locations on the TBHSPA to measure the concentrations of nitrogen oxides NO, NO_x, NO₂. The diffusion tube monitoring was carried out across the Ockham common TBHSPA.



Map 12 NO₂ Emissions (Source: naei.beis.gov.uk/emissionsapp)

- 6.50 The average Ockham NO₂ concentration for the monitoring period is 39.3 µg/m³. This is just below the annual mean objective limit of 40 µg/m³ set out in the AQS. The NO_x concentration was calculated from the NO₂ results and compared to the UK objectives for nitrogen oxides (NO_x) set in separate regulations for protection of vegetation and ecosystems. The sites located around the edge of the heathland are above the 30µg/m³ annual limit.
- 6.51 Comparing the data against the critical levels set for the protection of ecosystems, the concentrations were exceeded at the continuous monitor and calculated as 74.3µg/m³. Comparing the 24-hour mean values with the objective critical levels it was found that there were 49 exceedances of the 75µg/m³ object limit during the monitoring period.
- 6.52 The derived annual NO_x concentrations in parts of the heathland already exceed the objectives for TBHSPA. Environmentally, the A3/M25 interchange is a major source of pollution and the recent air quality surveys carried out in the TBHSPA for the 2017 FWA Public Inquiry showed a number of sites clearly in excess of acceptable levels and harm may occur to biodiversity.

- 6.53 The changes proposed for the A3/M25 junction 10 improvements, the expansion of the RHS facilities to substantially increase visitor numbers and two proposed significant major housing developments at FWA and GA will have to be carefully managed to avoid increase in air pollution levels.
- 6.54 The numerous community public consultation responses all clearly show that increased traffic is not acceptable to the community.
- 6.55 The NPPF advises:
- Planning should enhance the natural and local environment by preventing new and existing development contributing to unacceptable levels of air pollution. *“Development should, wherever possible, help to improve local environmental conditions such as air quality.”*⁷²
 - The planning system should “support the transition to a low carbon future” and “shape places in ways that contribute to radical reductions in greenhouse gas emissions”⁷³
 - Planning policies and decisions “should sustain and contribute towards compliance with the relevant limit values or national objectives for pollutants” taking into account “the cumulative impacts from individual sites in local areas.”⁷⁴ Planning policies should “minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.”⁷⁵
 - New development should be planned for in ways that *“can help to reduce greenhouse gas emissions”*⁷⁶
 - Have active involvement with local highways authorities and other transport infrastructure providers *“so that strategies and investments for supporting sustainable transport”* and development patterns are aligned.⁷⁷
 - Development should only be prevented on highway grounds “if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.”⁷⁸
- 6.56 The intention of policy LNPEN 5 is to reflect these NPPF principles and is to manage current and future traffic through Ripley and the LRN, consider the health and safety of residents and others, minimise carbon emissions and maintain the integrity of the TBHSPA.
- 6.57 The NPPF requires all developments generating significant traffic movement to provide a travel plan and traffic assessment⁷⁹ Due to the significant traffic movements during potential construction close to the TBHSPA and the current and potential future air quality issues in Ripley, the policy requires developments which may provide a significant increase in traffic to carry out comprehensive assessments. The Environment Assessment (EA) is to check the integrity of the TBHSPA, the Air Quality requirement is to ensure air pollution in Ripley does not significantly increase, the Construction and Environmental Plan (CEMP) is for the effects of the construction traffic on sensitive environmental areas. The Construction Transport Management Plan (CTMP) specifically address traffic movement during any construction and is included to accompany the Transport Assessment and Travel Plan

⁷² NPPF, 2018 - para 170, e)

⁷³ NPPF, NPPF, 2018 - para 171

⁷⁴ NPPF, NPPF, 2018 - para 181

⁷⁵ NPPF, 2018 - para 104, a)

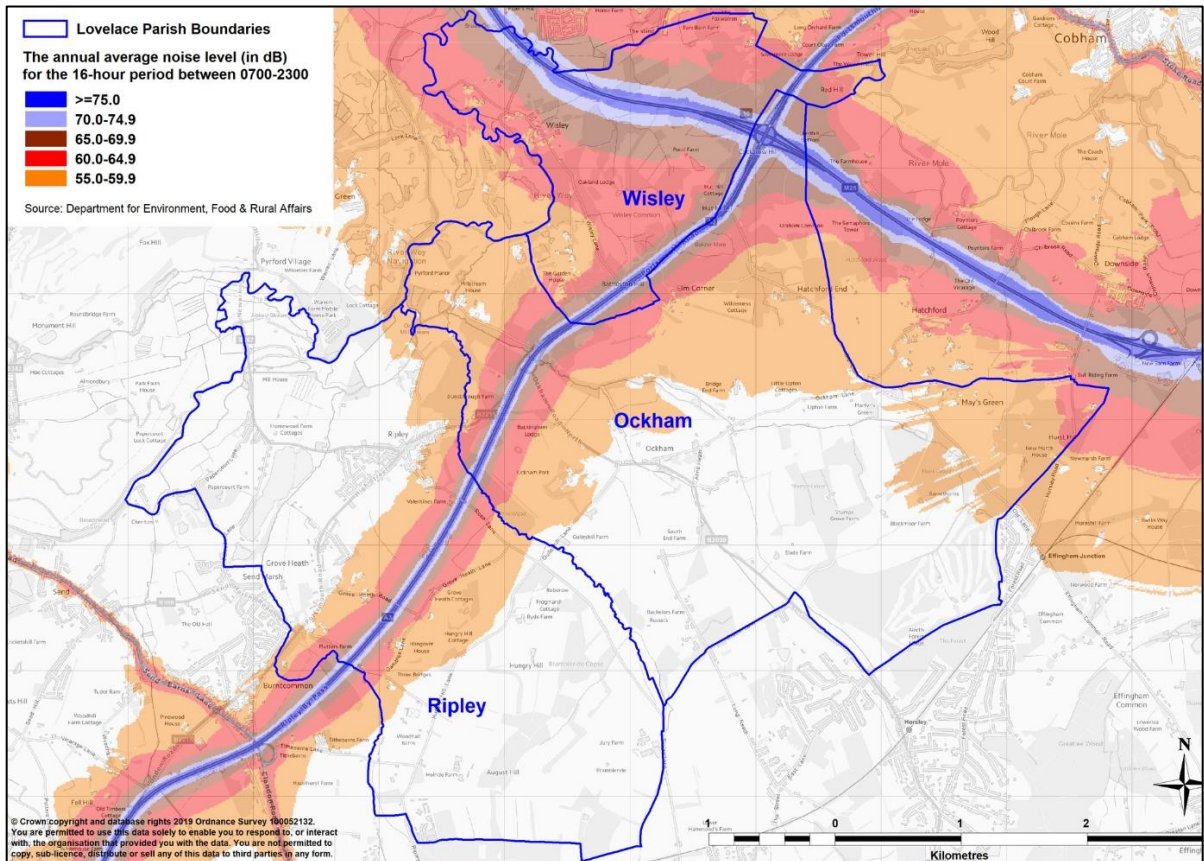
⁷⁶ NPPF, 2018 - para 150, b)

⁷⁷ NPPF, 2018 - para 104, b)

⁷⁸ NPPF, 2018 - para 109

⁷⁹ NPPF, 2018 - para 111

required by the NPPF and GBC LP so the likely impacts of the proposal can be assessed.



Map 13 Current Traffic Noise Levels (Source: Parish Online)

6.58 The TRL reports indicate the need for an overarching air quality policy. Ripley parish council will request GBC to designate Ripley village as an Air Quality Management Area, as authorised under the Environment Act 1995⁸⁰ until air quality levels comply with UK and International legal levels.

⁸⁰ GBC - Air Quality Duties, 2018

7. Infrastructure Policies

Introduction

- 7.1 This section looks at the infrastructure required for major developments in Lovelace. Policies cover the following:
- Infrastructure (LNPI1)
 - Public Transport and Green Travel (LNPI2)
 - Cycle Lanes and Public Footpaths (LNPI3)
 - Parking (LNPI4)
 - Provision of Community Facilities (LNPI5)
 - Healthcare and Education (LNPI6)
- 7.2 Over the 15-year life of the Lovelace Neighbourhood Plan, there will be developments which are minor (under 10 units) and major (10+ dwellings), which should be appropriate to the character and landscape of the area. There are GBC proposals for two major developments (550 and 2000+ dwellings). It is vital to ensure that development does not outstrip the capacity of existing infrastructure and that relevant infrastructure is provided where and when required prior to occupation of new dwellings.
- 7.3 Infrastructure requirements are generally dealt with between the various authorities, e.g. GBC, SCC, HE Thames Water (TW) etc., and developers as required.

Gas

- 7.4 The borough of Guildford in general has extensive natural gas availability and the gas demands of the area are claimed to be regularly assessed to balance supply with demand. However in most rural areas throughout Lovelace mains gas is not available and electricity or oil provide heating and hot water.
- 7.5 Scotia Gas Networks Ltd (SGN), natural and green gas distributors servicing Lovelace advise that although developments in the Local Plan will not be severely affected Ripley and Ockham parish council areas would require reinforcement of the intermediate and medium pressure systems grid were major developments to provide gas. Where major developments intend to provide gas, any alterations to existing gas infrastructure “*will require to be funded by a developer*” and “*could have a significant time constraint on development*”. (Consultation Statement – Regulation 14 Responses, “General Comments – not policy related”).

Water and Sewage

- 7.6 TW stated that it is unlikely to have sufficient waste water infrastructure for any development planned at Gosden Hill, FWA and Garlicks Arch. A requirement is included in the GBLPSS to ensure infrastructure necessary to support development is provided at the strategic sites when first needed.

Public Transport, Cycling and Walking

- 7.7 It is difficult to encourage the use of public transport, cycling and walking against car usage. Other than within Ripley village, most of Lovelace is not within walking distance of transport to retail services and social facilities. All the villages and hamlets are relatively isolated, bus services are poor or non-existent, however, policy LNPI 3 seeks to improve the situation and encourage these sustainable transport modes.

Infrastructure

- 7.8 Where planning permission is granted on the basis of delivery of infrastructure, this is usually secured through a planning obligation under Section 106 or, once it is introduced, through the Community Infrastructure Levy (CIL). S106 funds are tied to meeting the needs that arise from the development while CIL funds can be spent on a wider range of projects, e.g. cycle lanes, footpaths, community requirements.

Policy LNPI1: Infrastructure

Major development requiring new or changed infrastructure should demonstrate how provision of these infrastructure improvements will be delivered taking account of infrastructure requirements and planned infrastructure developments in the area during the life of this plan.

All developments where new or improved infrastructure is required must ensure:

- a) Infrastructure improvements are delivered at each stage of the development in response to need and population growth.
- b) Proposals for infrastructure must not lead to adverse impacts upon the TBHSPA.
- c) All roads and footways within the development are paved prior to occupation to ensure safe walking and cycling routes.
- d) Fast broadband infrastructure provided prior to occupation.
- e) Sufficient sewage treatment and disposal facilities which do not pollute existing or new waterways or the TBHSPA.
- f) Where new buildings are in areas not connected to the national gas grid they should be heated using low carbon sources. Stored oil heating systems will not be acceptable.

Reasoned Justification

- 7.9 Lovelace has numerous current or proposed major works either within its area or co-adjointing, i.e. RHS expansion, Junction 10 A3/M25 improvements, The Drift, FWA, GA, Burnt Common slip junctions, Burnt Common industrial area. These will all add pressure on Lovelace infrastructure both during and after completion.
- 7.10 The Regulation 14 public feedback is that infrastructure should be in place before any development is occupied. The local surveys evidence the traffic problems locally, particularly in Ripley.
- 7.11 Healthcare, education, social, retail, entertainment and recreation facilities should be assessed and created or improved as the population changes. Social infrastructure connects organisations and services to build strong and sustainable vibrant communities. It should consider the needs of present and future generations through the provision of sustainable local services reflecting the community's needs.
- 7.12 Broadband facilities in Lovelace are poor outside of Ripley village, with download speeds well below the promised national minimum of 10Mb per second. Over 50% of both business and residential respondents to a Surrey-wide survey have said their current broadband service is inadequate. Developments should ensure fast broadband infrastructure is available for commercial and social reasons.

Public Transport and Sustainable Travel

- 7.13 As Lovelace is without a railway station or good public transport, major urban developments would need to provide regular public transport to the nearby major towns of Guildford and Woking, currently accessed by car generally.
- 7.14 The nearest stations with fast, non-stop, trains to London Waterloo are Woking (6 miles away) and West Byfleet (a similar distance). Both are very popular with locals and contribute to the traffic through Ripley and the rat run along Wisley Lane.
- 7.15 Guildford station (6 miles away) is poorly located alongside the town's gyratory traffic system which is renowned for traffic congestion, making it an impractical choice for Lovelace residents.
- 7.16 Other stations, with stopping trains to Waterloo are Horsley (4 miles), Cobham, (6 miles), Effingham Junction (5 miles) all accessed via winding country lanes with no pavements, cycle lanes or lighting.
- 7.17 Virtually all locals access the stations by car, often with a round trip when commuters are dropped off and collected to avoid daily parking charges.
- 7.18 Without greatly improved public transport facilities to stations, town shopping facilities and schools, car usage is unlikely to change.

Policy LNPI2: Public Transport and Sustainable Travel

Major developments which reduce the need for car use are supported and all such developments should support sustainable transport choices to be made. Where necessary to make the development acceptable and directly, fairly and reasonably related to it, major developments will be required to contribute financially to the delivery of public transport during the lifetime of this plan, particularly to the major towns of Guildford and Woking.

Encouragement of car sharing and the addition of electric car-charging points are supported.

- a) Major developments should, where appropriate, submit a Green Travel Plan as defined by the Surrey County Council Green Travel Plan Good Practice Guide 2010 or subsequent updated publications, with the planning application.
- b) The provision of public transport should be directed away from the European designated sites and must not lead to adverse impacts on the TBHSPA through pollution or increased visitor pressure.
- c) All major developments should be located within 500m of an existing regular bus service or where one is to be provided.
- d) Development at the Former Wisley Airfield site is encouraged to include a regular bus service to Woking station, particularly at rush hour, provided and secured in perpetuity as part of the bus network required in Guildford Local Plan: Strategy and Sites Allocation Policy A35.
- e) Major developments should provide public electric car-charging points with a minimum of 1 per 10 dwellings, off the highway and unobtrusive.
- f) Major developments will provide car parking spaces, as detailed in Policy I4,

b) and e), for commuter car-sharing at the following rates:

- i. Up to 50 dwellings or 5,000 square metres – As appropriate
- ii. 51 to 500 or 5,001 – 50,000 square metres – Up to 10 spaces
- iii. All larger developments – 11-50 spaces

Reasoned Justification

7.19 The NPPF requires developments to be in locations with good transport connections:

- settlements to be “well located and supported by the necessary infrastructure”.⁸¹
- For edge of town or out of town locations, “preference should be given to accessible sites which are well connected to the town centre”.⁸²
- “preference should be given to accessible sites which are well connected to the town centre”.⁸³
- Applications for a development should “give priority first to pedestrian and cycle movements; both within the scheme and neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus and other public transport services.”⁸⁴
- “Significant developments should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes”.⁸⁵
- In assessing sites for development, “it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – are taken up, given the type of development and its location.” and “provides safe and suitable access to the site can be achieved by for all users.”⁸⁶

7.20 There are several comments in the Regulation 14 consultation and other surveys on the poor public transport in Lovelace.

- Public transport should be improved and reliability is a must or people will revert to own transport. Present public transport is unreliable.
- Public transport is being reduced. Car use will never decrease; Nice idea but unrealistic
- Electric commuter buses should be considered
- Build where these links are already present and not force them into the rural areas where these transport links simply do not exist and the villages could not cope with their small railway stations already at capacity, and winding narrow lanes which are already busy at the weekends with cyclists
- If any development on green field sites should happen, it makes sense that these sites are within walking distance of a railway station.
- Network Rail is working with Woking Borough Council on a land strategy that seeks to understand the development opportunities around Woking Station. A part of this strategy is looking at how car parking can be consolidated and improved at the station to release land for development; this would provide

⁸¹ NPPF, 2018 - para 72

⁸² NPPF, 2018 - Section 7

⁸³ NPPF, 2018 - para 87

⁸⁴ NPPF, 2018 - para 110, a)

⁸⁵ NPPF, 2018 - para 103

⁸⁶ NPPF, 2018 - para 108 and 108, b)

potential benefits to Lovelace residents who are parking at the station.

- There must be car charging points to each property as a requirement. We need to keep all the buses, and it may require an extra route to be implemented. Car Pool or Share to be encouraged/provided.
- The basic problem is that most of Lovelace does not have sustainable access by foot or bicycle to mass transit systems (excluding roads/cars) i.e. the railway stations are not within a reasonable walking or cycling distance along safe routes

7.21 Ripley averages one bus per hour to Guildford with a similar service to Woking. Subject to traffic conditions, the rush-hour buses leave Ripley for Guildford at 07.49 and 10.21, and for Woking at 09.14 and 10.14 am. The evening buses from Guildford to Ripley arrive at 17.49 and 18.49, the latter being the last bus of the day. Woking evening buses to Ripley arrive at 16.51, 17.56 and 18.51, the last bus of the day.

7.22 These do not cater for the average working day or evening requirements.

7.23 Ockham and Wisley have no bus services at all and the nearest bus stops for Guildford/Kingston are on the A3, although these will be moved or removed when the A3/M25 junction improvements take place. There are no bus services between Ripley, Ockham, Wisley and Horsley.

7.24 Whilst some do use public transport from Ripley, it is unrealistic for people to walk or cycle to the major towns of Guildford and Woking. Any development which will substantially increase car movement is required to provide a good, regular, bus service in perpetuity to these towns and should consider services throughout the day. Without these, car usage will increase significantly.

7.25 Developments must also ensure that public transport provided is located and routed where it does not cause an adverse impact on the TBHSPA.

7.26 There are key capacity and adequacy issues for rail in Surrey⁸⁷, several of which relate specifically to Guildford borough. Trains between Portsmouth/Haslemere and London Waterloo use part of the South West Main Line, the capacity of which will be a major long-term challenge as demand already exceeds the seats available during the busiest times on weekday services.

Guildford		
Woking		
West Byfleet		
London Road (Guildford)		
Horsley		
Effingham Junction		
Clandon		

Source: Government Office of Rail & Road (www.orr.gov.uk)

7.27 Passenger numbers will grow by 6% per year and double in the next 25 years⁸⁸.

7.28 The rail passenger table below shows the popularity of the nearest railway stations to Lovelace as of 2011/12 and the percentage increase from 2001/02.

7.29 Woking station ranks second in commuter numbers and is the station of choice for many in

⁸⁷ ARUP, 2013

⁸⁸ Network Rail, 2019

Lovelace due to easier access than Guildford, frequency and speed of trains, shorter travel time to London and lower ticket cost.

- 7.30 The average journey time from Woking to Waterloo is 46 minutes with a non-stop journey time of 24 minutes. Effingham Junction to Waterloo takes 44 minutes via Surbiton and 55 minutes via Epsom. Although the road journey time to Woking is a little longer than the other stations, its fast service is very popular with commuters.
- 7.31 Network Rail, in their Regulation 14 response, acknowledge Lovelace usage at Woking station. “The fact that there is no railway station in or immediately adjacent to the local settlements means that people have to travel (normally by car) to neighbouring towns, principally Woking with many commuting to London by there.” They suggest that the provision of public transport connections to key railway stations outside Lovelace be improved. “it is suggested that developer funding is sought to enhance the frequency to 30 minutes” and GBC works closely with bus and train operators with a view to improve the chance of shift from car to public transport.
- 7.32 Network Rail acknowledge a problem with car parking at stations and Woking are looking at how car parking can be improved to “*provide potential benefits to Lovelace residents who are parking at the station.*”
- 7.33 They are also looking at increasing capacity through Woking, including additional trains “*thereby providing additional seats for rail users from the new Lovelace developments.*”
- 7.34 The GBC Regulation 14 response did not appear to support the LNP requiring a public bus service to Woking station, in perpetuity, for any very large development, although they do support buses to Guildford town, Cobham, East Horsley and Effingham Junction. However, Woking and Guildford are the major towns and railway used by Lovelace residents.
- 7.35 GBC advised a development could not “provide” a service but may be able to contribute or provide funding towards a bus service.
- 7.36 They state “Buses should be commercially viable and development would normally only provide funding to cover an initial period up to the point that the development is complete and the service can be funded through ticket sales to the new residents. The routing of the service is a commercial decision for the operator. It could go to Woking, but if more people want to go to Guildford or Effingham Junction that should be an option, and the policy should allow flexibility for this to be decided on a case-by-case basis”.
- 7.37 This does not accord with Policy A35 (FWA), which states “A significant bus network to serve the site and key destinations including Effingham Junction railway station and/or Horsley railway station, Guildford and Cobham to be provided and secured **in perpetuity** to ensure that residents and visitors have a sustainable transport option for access to the site”.⁸⁹
- 7.38 The LNP supports reductions in car usage and carbon emissions. Good public transport is the most sustainable way to achieve reduced car usage and is encouraged. Any development in Lovelace which will significantly increase traffic will be encouraged to contribute to a regular bus service to Woking, in perpetuity, as part of a public transport sustainable travel package.
- 7.39 A bus service from any large development linking East Horsley and Woking, via Ockham and Ripley would reduce carbon emissions and serve commuters and shoppers, leaving school runs as the most regular daily car usage need.

⁸⁹ Guildford Borough Council, 2017 - pgs 212-3, item (6)

Cycling and Walking

- 7.40 In Ripley village people who walk to work generally live in the village.
- 7.41 In Wisley workers who live in RHS accommodation near the Gardens walk to work, those living outside Wisley generally drive although a few cycle.
- 7.42 There is a roadside footpath from the Ockham roundabout to Ripley, but it is not well maintained, has no lighting and is isolated and invisible from the road and generally used by ramblers during the daytime.
- 7.43 Street pavements outside Ripley village can often be overgrown with head-height brambles protruding over the pavement.
- 7.44 The rural footpaths are used by walkers, cyclists, ramblers and dog-walkers from within and outside the area. They use the Wisley and Ockham Commons, Ripley Green, Papercourt Lake and the paths along the River Wey and the Navigation.

Policy LNPI3: Cycling and Walking

All developments are required to provide footpaths within the development. Major developments will provide safe and convenient walking and cycling links to established routes where these exist.

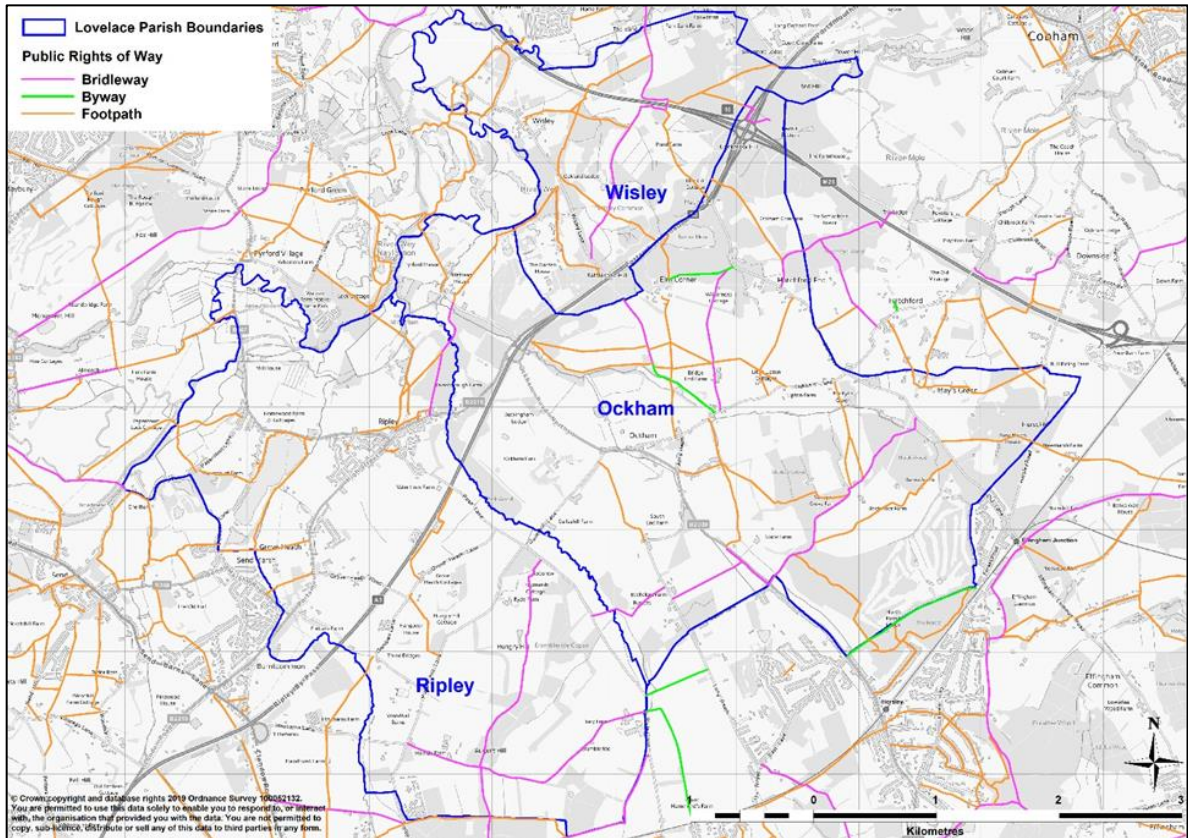
- a) The provision or improvement of footpaths and cycleways should be directed away from the European designated sites and must not lead to adverse impacts upon the TBHSPA, including through increased visitor pressure.
- b) S106 planning obligations will be used to secure the provision of or contribute towards appropriate improvements to safe walking and cycling routes within the development site and to link to existing or planned cycle routes and footpaths.

Reasoned Justification

- 7.45 Lovelace is not well served with cycle lanes and pavements There are no full specification cycle lanes (separating cycles and vehicles) in Lovelace, only a painted line on the single lane in both directions on the Portsmouth Road through Ripley. The Portsmouth Road is the main road from the A3 to Send and Woking and the traffic can be fast.
- 7.46 Cycle lanes to Guildford (6miles), and Woking (5 miles) are unsafe as they cover only part of the route. However as policy A35 of the GLPSS outlines, a new safe and attractive off site cycle network is planned within the Wisley Airfield allocation which will offer improvements in reaching destinations including Effingham Junction and Horsley railway stations, Ripley and Byfleet by sustainable means. This will help to improve the cycling provision in Lovelace.
- 7.47 The LNP would like to encourage cycling but recognises the challenges this brings given the nature of the road network. Responses from the Reg 14 consultation demonstrate the challenge:
- “A sound objective, but difficult to implement”
 - “A specialist cycle lane or pedestrian pathway would be good. A cycle lane that is just white lines painted on existing tarmac would be unacceptable”
 - “Anything that gets the cycles off and away from the country lanes is to be applauded. It is very dangerous having cyclists and motor cars and lorries all trying to squeeze down the country lanes that were designed for one-way traffic of ox-carts”

- “New sites should be easily accessible by foot and bike”

7.48 The addition of new cycle lanes on most of the local roads would be impractical due to the narrow width of these roads. Traffic management would be required to provide cycle lanes and most, although not all, local cycling tends to be recreational using the LRN and off-road footpaths.



Map 14 Public Rights of Way in Lovelace

- 7.49 Pavements are scarce outside Ripley village and few roads outside the village centre have street lighting. This does not provide a sense of safety and security for those walking alone or cycling during the day or at night. A solution might be off-road, well maintained, safe and well-lit pavements and cycle lanes between settlements.
- 7.50 The public rights of way in Lovelace are well used by walkers, dog walkers, ramblers and cyclists. Some of these public rights of way and footpaths are located in the TBHSPA and could increase visitor pressure on this European designated site, leading to a negative adverse impact.
- 7.51 Footpaths in the area are maintained by the relevant authority and need regular clearing to be kept free of overgrown vegetation. The public Pigeon House bridge across the River Wey was damaged during the floods of 2013, removed but not replaced by Surrey County Council due to lack of funds.
- 7.52 Green Travel is an important consideration in all significant developments. CIL contributions from any such developments could be used to create and enhance external footpaths and cycle routes.

Parking

- 7.53 High car usage was identified in the 2011 census within Guildford Borough. This is particularly true of Lovelace which lacks Guildford town's infrastructure and public transport. Parking facilities and parking management is required to avoid further pressure on-street parking, which is currently either overstretched or dangerous.
- 7.54 Adequate residential off-street parking is essential for any development. Street parking can be a safety problem particularly on the main roads if traffic speeds are above 20mph and there are few safe places for pedestrians to cross. Garages are often used for storage and many authorities now recommend a minimum size of 6m x 3m to allow for storage and car parking.⁹⁰ Business requires sufficient day and evening public parking for workers and customers.
- 7.55 Overnight visitors staying at B&B's or hotels inevitably require parking, but few have on-site parking facilities.

Policy LNPI4: Parking

All developments must ensure that parking facilities are directed away from the TBHSPA to avoid adverse impacts including pollution, noise and other disturbances.

All developments are to provide parking to the following standards:

Residential Parking

- a) All developments must provide sufficient provision for off-street parking within their own boundaries and, as a minimum, comply with the adopted standards.
- b) Parking bays on-plot must be a minimum of 6m x 2.6m, or 7m x 2.6m if parallel parked, and garages should have a minimum internal size of 7m x 3m to facilitate inclusive mobility for all residents.
- c) Proposals to increase the number of bedrooms in a property, where this requires planning permission, must include a commensurate increase in the number of off-street car parking Spaces.
- d) Minimum parking standards required are:
 - i. Studio apartments: 1 car Space
 - ii. 1 bedroom dwelling: 1 car Space
 - iii. 2 bedroom dwelling: 2 car Spaces
 - iv. 3 bedroom or larger dwelling: 3 car Spaces
 - v. Elderly (sheltered): 0.5 car Spaces per unit
- e) Additional visitor parking will be required within the development boundary on sites with more than 10 dwellings.

Commercial Parking

- f) Car parking Spaces will be provided within the site for employees and visitors, with 5 Spaces per 100 square metres of internal floor Space as a minimum. Parking bays must as a minimum comply with the current adopted standards.
- g) Provision must be made for overnight parking of company vehicles within the

⁹⁰ Dept for Transport - Pg 109

curtilage of the site to eliminate on-street parking of company vehicles.

- h) Dedicated cycle parking will be provided with 5 places per 100 square metres of internal floor Space as a minimum.

Public Parking

- i) Planning applications providing public parking facilities within or adjacent to the Ripley settlement area will generally be supported.

Cycle Parking

- j) Facilities for parking of bicycles should be in alignment with standards in the Manual for Streets.

Reasoned Justification

- 7.56 Lovelace parking requirements consider residents, businesses and visitors, each with separate needs. Current on-street and public parking is increasing and insufficient to meet needs.
- 7.57 Every public survey highlighted parking as the second most important issue in Ripley, after traffic. Regulation 14 comments include:
- “Parking already a problem, too few spaces already”
 - “There should be at least 2 car parking spaces each”
 - “Consideration should be given to resident permits in certain areas e.g. the Green where parking provision is tight”
 - “Local business needs more street parking. If it was either end of the High Street it would also slow speeding traffic”
 - “This is critical for Ripley. If local businesses are to survive we must have more parking”
 - “Given that the listed green spaces are to be retained and that the entire area of Ripley Green is to be kept as is any likely sites for parking are limited”
 - “Most important - hazardous illegal on pavement”
 - “To accommodate two cars per household plus visitor parking, requires much planning and space, and adequate numbers, as we are a car driven society”
- 7.58 The DVLA show 1,959 private licensed vehicles registered in Lovelace as at the end of 2018⁹¹. With 1,100± dwellings in Lovelace that is close to two cars per household. Residents in Ripley village without off-street parking receive parking tickets if they overstay the 2-hour on-street limit.
- 7.59 The 2011 Census figures showed 33.2% of people living in the area are between the ages of 18 and 44⁹², and 9.5% are “non-dependent” children⁹³. This does not reflect the increased current trend for many young people to remain or return to the family home as house purchase is beyond their means. These adult children often have cars, increasing the need for parking space to three or four cars per household⁹⁴.
- 7.60 The Lovelace Housing Development Survey of April 2016 carried out by Surrey Community Action showed that out of 81 respondents, 42 households had three or more cars, and 98 had two cars. Only 11 had no car. 43 households had no parking facilities, whilst 171 had

⁹¹ DVLA, 2019

⁹² ONS: Census, 2011

⁹³ ONS: Census, 2011

⁹⁴ ONS: Census, 2011

room for two or more cars. For those without parking facilities 46% parked on the highway, 12% parked on Ripley village green and 10% parked on the pavement.

- 7.61 Maximum parking space should be allowed to provide for those with disabilities⁹⁵ using wheelchairs or mobility scooters and young families using pushchairs. The increase in larger domestic vehicles must also be taken into account. SUVs, for example are typically in the range of 5 metres and executive class vehicles are 5.2 metres. (Consultation Statement, Regulation 14, Chapter 8 – Infrastructure, Icenio obo Ptarmigan Land).



Figure 20 Vehicles with insufficient off-street parking Space

- 7.62 The NPPF parking standards acknowledge “maximum parking standards for residential and non- residential development should only be set where there is a compelling justification that they are necessary for managing the local road network.”⁹⁶
- 7.63 The NPPF requires local parking standards to consider “the availability of and opportunities for public transport” and “local car ownership levels”.
- 7.64 Workers often find the car parks full, often with commuter parkers who leave 2-3 cars taking the Spaces all day.



Figure 21 Commuter parkers and pedestrians forced into the road

- 7.65 Visitors park where they can and if the car parks are full, they park on verges, on pavements forcing pedestrians onto the street, and even on residents’ private off-street parking Spaces.
- 7.66 Delivery vehicles also pavement park and lorries and vans parked in the bus bays, or on the High Street are a daily occurrence.

⁹⁵ Dept for Transport, 2005

⁹⁶ NPPF, 2018 - para 106



Figure 22 HGVs parked in Ripley

- 7.67 Village businesses would like more parking available for shoppers but at the moment there are no obvious options to provide further public parking. Parking management is an issue that Ripley Parish Council have been trying to address for some years.
- 7.68 The parking standards in the policy take account of increasing numbers of car-owning residents and the need to provide adequate off-street parking, of a suitable size, to manage the increase.



Figure 23 Examples of pavement parking in Ripley

- 7.69 Ideally, sustainable travel would remove the need for car usage. Realistically, without good, regular, on-going public transport to the nearby towns, this is unlikely in the short term and off-street parking facilities must be included in all new, or extended, developments. Parking in any development should be located where it will not have an adverse effect on the TBHSPA by way of pollution, noise, night time lights, etc.
- 7.70 In the short-term parking management is required. Parking permits could be provided for residents without parking facilities. Commuter parking could be discouraged with Local Authority assistance. On-street parking at either end of the village may help slow traffic as

well as provide parking.

7.71 Insetting Ripley village may provide possibilities for public car parking.

7.72 An increase of designated, off road public parking is supported by RPC to reduce indiscriminate parking, facilitate resident parking and encourage visitor parking to maintain the vitality of village business.

Community Facilities

- 7.73 Ripley has a lively, thriving, social community with numerous local clubs and organisation. These, together with the regular monthly and annual events provide good social cohesion locally and draw people from outside Lovelace into the village. The village has pubs, restaurants and cafes which are well supported locally. Ockham has a cricket pavilion and grounds used by the community for events and parish rooms which, although small, are available for private events. There is a strong residents association who meet monthly. Wisley has a cricket pavilion but no cricket club at present and an archery field. They mainly host RHS events although the pavilion is used for some local bookings and the field for sports and some private events.
- 7.74 Residents from Ockham and Wisley drive outside the areas for facilities such as pubs, restaurants, shops, etc. All three villages have churches.
- 7.75 Ripley village hall, built in the early 1970s and designed to last 30 years, is the main indoor venue, but badly in need of replacement. Planning permission for a new village hall and ancillary buildings, plus two flats was granted on 20th February 2019. The two 1-bedroom flats will be let at an affordable rent and kept in perpetuity for people with a Ripley connection. Ockham Parish Rooms, not far from the cricket ground, needs maintenance and some refurbishment.
- 7.76 Ripley parish council own 38 allotment plots, 21 full and 17 halves. There are 28 plot-holders, nine of whom live outside of Lovelace, and a waiting list of seven people, six of whom are within Lovelace. The RHS have some allotments, Ockham does not have allotments.

Policy LNPI5: Community Facilities

Major developments providing community facilities commensurate with the scale of the development will be supported. Community facilities should be located to reduce the need for car usage and should incorporate adequate parking facilities and, if appropriate, recreational green space. No community facility should be located where it would encourage recreational use on the TBHSPA.

New community facilities should incorporate flexible space to allow for a range of uses and activities for the community.

- a) Existing facilities in Lovelace will be protected from development unless suitable alternative provision of equal value to the community already exists or replacement facilities can be provided close to the settlements and are operational before the closure of existing facilities.
- b) Provision of new or improved community buildings and open Space facilities will be supported alongside the settlements.

Reasoned Justification

- 7.77 Community facilities are essential to maintain and enhance active social communities and each parish in Lovelace has different social requirements. Ripley, with the larger population, has its social facilities in the village centre, which do not require car usage. Ockham is spread over eight hamlets and the majority of residents use their car to access the parish rooms or cricket field.
- 7.78 Wisley is small enough for residents to walk to the pavilion and the RHS would like to revitalise the village and consider re-opening a shop.

- 7.79 The Regulation 14 comments covered a number of aspects of community need. Some consider provisions are currently not adequate and respondents were sceptical about the suggestion that the inclusion of such facilities would make major developments sustainable. Although some recognise facilities are required for large developments, others have concern about outdoor community facilities being located close to high pollution areas “*irresponsible and dangerous to health, especially for young people*”.
- 7.80 The purpose of this policy is to encourage new and/or expanded indoor and outdoor facilities in locations alongside the settlements, to reduce car usage. The relevant parish councils, as the bodies most aware of community requirements, will allocate the 25% of any future CIL raised from developments in the neighbourhood area once the levy is introduced by Guildford Borough Council. (See Appendix 1).
- 7.81 The Woodland Trust would like to see natural recreational and local green spaces retained and enhanced, and their Woodland Access Standard has aspirations that all homes should be within access to woodland.
- 7.82 Ockham Common is within easy walking distance of some of the Ockham hamlets, as is Wisley Common for Wisley residents, used by dog walkers and ramblers. New developments providing community facilities in Lovelace must ensure these are located where they will not encourage increased recreational use or have an impact on the TBHSPA.

Healthcare and Educational

- 7.83 There is no longer an NHS doctor's surgery in Lovelace, with the nearest NHS facilities in the neighbouring parishes of Send, West Byfleet and Horsley (for Ockham residents).
- 7.84 Ripley Primary School closed in July 2018 but was designated an Asset of Community Value in early 2019 and there are ongoing efforts to have it reopened. The nearest primary schools to Lovelace are Send, Pyrford, Clandon and the Raleigh at East Horsley, none of which have a bus service. Primary school places at these schools are at a premium and currently oversubscribed. Pyrford are providing an extra classroom to help meet the shortage of Spaces.
- 7.85 The nearest senior schools are George Abbot in Guildford, for which there is a bus service from Ripley village centre, and the Raleigh, which is accessed by car from all the Lovelace villages.
- 7.86 The intention through the strategic allocation at Wisley Airfield is to provide both new health and education facilities for both new and existing populations.

Policy LNPI6: Healthcare and Education

Major developments generating healthcare and educational needs will be expected to contribute to provision of facilities to meet these needs through planning obligations.:

The provision of new healthcare and educational facilities should be:

- a) Located where they will not generate increased traffic through the villages.
- b) Located where sustainable transport modes are available as an alternative to travel by car.
- c) Located where they will not lead to an adverse impact on the TBHSPA.
- d) Made in time to meet emerging community need.

Reasoned Justification

- 7.87 The Regulation 14 comments recognise that such facilities are extremely important and must be provided to meet the needs of the current population:
- "The Villages Health Centre is at or beyond capacity"
 - "Healthcare and educational demand most important"
 - "So much development but we now have no primary school"
 - "Ripley School should be reopened"
 - "We are already having difficulties with local facilities, we shouldn't wait for it to be addressed only by larger developments. It needs to be looked at with each development of approximately 30 houses or more"
 - "You can't just provide health care and meet educational demand. You need to provide mental health support, community worker infrastructure, special needs schools, cultural integration facilities, language support, you need to police the playgrounds and the streets for knife crime and grooming threats in new un integrated communities without work provision, without leisure and recreation facilities for teenagers and without the ability to escape on foot to an urban well provisioned familiar location. Ockham provides none of this"
 - "don't think that Ripley has need of major development, hence no additional healthcare or schools. We just need to support what we have already".

- 7.88 The closure of Ripley Primary School means local children are now faced with a longer day, leaving early in the morning to attend other schools. The nearest primary school is at Send, but even this is a problem for those without a car.
- 7.89 Senior schools in the area can be accessed by bus, other than the Raleigh which has no bus service at all.
- 7.90 The former Wisley Airfield development will include the provision of a two-form entry primary school and a four-form entry secondary school. The latter will provide two forms for children on site and two forms for the wider area. However, this planned provision does not address the current shortfall for existing housing or the short-term future needs of other major developments.
- 7.91 Sufficient local education and healthcare facilities must be available to accommodate the need of that development and avoid adverse impacts for current resident requirements. No healthcare or education facilities should be located where it's use would have a negative impact on the TBHSPA.

8. Business and Employment

Introduction

- 8.1 Lovelace has an active and diverse local economy including shops (in Ripley), offices, agriculture and farming, horticultural, equine-related, or home working.
- 8.2 The policies contained in this section are to encourage commercial growth and provide local employment in Lovelace and include:
 - Preserve and develop Lovelace business (LNPBE1)
 - Agricultural and horticultural land Use (LNPBE2)

Ripley

- 8.3 Ripley village is a vibrant retail, service and commercial centre and proposed as a District Centre in the adopted GBLPSS 2019. It is the commercial hub of Lovelace and has become a 'destination' village. Its compact village centre provides a range of service and hospitality facilities, i.e. shops, coffee shops, pubs and restaurants, attracting walkers, cyclists and tourists as well as locals. Most businesses in the village are privately owned and provide a range of employment opportunities.
- 8.4 Shops are at ground floor level only with offices at ground and first floor level. The largest employer in Ripley, PharSafer, is in the village centre, occupying a two-storey office with limited on-site car parking. The company employs 48 full-time staff, most of whom live outside the area.
- 8.5 There are pockets of small, light industrial sites in and around the village, but those in or near the centre are slowly being redeveloped to provide housing. Development behind the Talbot has planning permission for 26 homes, including two shops, however, it is rare for developments of this scale to include commercial uses. There is little opportunity for new employment floor Space other than on the few remaining brownfield sites in Ripley village and on the Portsmouth Road, outside the village, but residential usage usually prevails against business usage.
- 8.6 The major constraints to conserving and expanding business in Ripley are loss of commercial premises to residential use, insufficient overall parking and poor public transport.

Wisley

- 8.7 Wisley has the smallest population in Lovelace but is one of the largest employers in Guildford borough. The Royal Horticultural Society (RHS) employs 350 full-time and 100 part-time staff; has 221 volunteers and 24 trainees. When its current expansion programme is complete in 2022, it expects to increase staff levels by 10%.
- 8.8 Apart from the RHS, there is a group of formerly derelict farm buildings, which were converted to offices in 1991. Known as The Courtyard, these house a National Trust office, with 65 employees based there, although only an average of 30 are there at any one time, and two other separate, non-related, offices employing 38 people in total.
- 8.9 The Wisley Golf Club straddles the Lovelace/Pyrford boundaries and employs 72 full-time and 28 part-time/casual staff, of whom 14 are Lovelace residents.

Ockham

- 8.10 The strategic allocation in the GBLPSS at Wisley Airfield requires the delivery of retail and employment development. Specifically, a new local centre will be delivered providing new retail, service and employment floorspace. This will provide local services and new jobs for

the Ockham area.

- 8.11 The other employer in Ockham, is on the Ockham/East Horsley boundary. The Drift golf club, employs 44 full-time, part-time and casual workers. Martyr's Green Montessori children's nursery employs 20 full-time and part-time staff. The main employment is agricultural and farming or horticultural related.

Home Working

- 8.12 Other employment outside retail and agricultural tends to be home-working, whether for employees or self-employed. The **2011 Census** showed that 16.6% of Lovelace residents work from home, a figure that will have probably increased since then.
- 8.13 Lancaster University⁹⁷ say the UK is on the verge of a flexible employment tipping-point and 70% of companies will have employees, known as 'digital nomads' working remotely from home by 2020 or setting up small home offices to create employment. The use of work/live units is therefore supported where appropriate; fast broadband is essential for all new or change of use developments.

⁹⁷ Lancaster University Work Foundation, 2016

Business and Employment

- 8.14 Ripley is losing many of its light industrial sites and offices to residential developments, some under permitted development, resulting in business closure and loss of employment. Brownfield sites providing small-scale 'live/work' mixed use units or start-up business Space with shared office facilities for rent are supported in order to encourage start-up or growth of small businesses and help redress loss of employment elsewhere. Covenants requiring the retention of small commercial units and/or provision of linked housing/business units would be in line with the national move towards sustainable small and home business working.

Policy LNPBE1: Business and Employment

Proposals promoting additional retail facilities will be supported. Proposals (excluding permitted development) which result in the loss of shops, commercial spaces, pubs and restaurants or community facilities from the settlement areas are not supported, unless the premises are subject to a minimum 12 months overt and widespread marketing and it can be demonstrated there is no market interest in the property in its continued use as a service or community facility. The property must be marketed at a realistic market value appropriate to the area, as demonstrated in a local valuation report accompanying any planning application.

Proposals to create or expand employment opportunities will be supported, where:

- a) They will not have any adverse effect on the TBHSPA.
- b) They are of a scale appropriate to the character and appearance of the immediate area.
- c) They have no significant additional traffic movements.
- d) They demonstrate that no significant harm will be caused to neighbours through noise, smell, light pollution, increased carbon emissions or other nuisance.
- e) They provide for the provision of fast broadband.

Proposals that offer the opportunity to provide shared office facilities, shared office space, or a business centre providing for hot-desking or meeting rooms for hire will be encouraged.

Reasoned Justification

- 8.15 The Lovelace 2016 Business Survey received a response of over 50%, with most businesses planning to stay in the area and expecting that their business would expand, although inadequate broadband was a problem to some.
- 8.16 Local community surveys showed residents and visitors also encourage business growth in the area, particularly small service facilities; 33% of the 258 respondents to the Lovelace 2015 Summer Survey want more retail in Ripley village, i.e. shops, restaurants, a bank, etc. The retention of existing retail premises in the village supports the community's desire to create and retain these facilities.
- 8.17 Retaining service facilities, i.e. the chemist, post office, florist, etc., reduces the need to travel outside the village. Local pubs are increasingly changing to gastro-pubs/restaurants and retaining the few remaining 'real' pubs is important as they provide a valuable facility for casual social interaction for locals and visitors.

8.18 The comments from the Regulation 14 public consultation were many, including:

- “Small businesses are an integral part of the community”
- “Shops particularly must be protected”
- “Smaller scaled employment facilities and not the huge new Burnt Common industrial site”
- “The villages simply cannot support further HGV traffic”
- “A high proportion of jobs in local offices are taken by people outside of Lovelace. We cannot mitigate traffic and parking whilst encouraging the current influx of day time workers”
- “Business premises generally lack garden Space so don’t make ideal houses”
- “The decision should be in the hands of the Parish Council after consultation with the villagers”
- “A huge increase in industrial Space in the Burnt Common area is likely to suck in more traffic”
- “the creation of development of any scale ALWAYS results in significant HGC traffic through villages and it sometimes lasts for YEARS”
- “Prevention of agricultural land to “brown field sites” for the intention of building on them”
- “Ockham village is blighted by 30 tonne lorries feeding the illegal waste treatment site”
- “We must support small and rural business”

8.19 The successful Ripley Farmers Market expressed concern on major development in their Regulation 14 statement:

- The farmers market is very much part of the village "atmosphere" and we would be concerned that any over development would deter customers (many of whom do come from afar) visiting to enjoy the rural aspect of the market.
- Parking in Ripley is a perennial problem and any large increase in housing in the ward would not be helpful.

8.20 Equally congestion can be a problem. If customers find their visit is subject to long queues to get in and out of the village and find limited parking space they will be less likely to return. The sustained widespread marketing requirement is to discourage premises being left empty where there may a covert desire to convert to residential through ‘lack of use’. Retail premises rarely stay empty for long when marketed, showing a healthy demand for retail Space. Conversion from retail to office use is not supported as later conversion from office to residential would result in the permanent loss of Ripley retail Space.

8.21 Office premises in the Ripley village, most having previously provided employment, are regularly being converted to residential through permitted development or with planning permission.

8.22 Examples include the former Sage Interiors, a large building in the centre of centre of Ripley, which is now a single residence; Lutidine House on the edge of the village converted to 18 flats; Bellpenny House in the village centre is a single residence; the former Jeffrey Flanders office with a large ‘shop’ frontage, also in the village, is being converted. Although nothing can be done to restrict these offices to residential conversions, the policy aims to limit the conversion of retail and service industry premises.



Figure 24 Lutidine House, Ripley, now 18 flats

- 8.23 Mixed-use office facilities providing office locations for small businesses, or ‘temporary’ facilities for meetings, etc. Rio House and now (early 2019) Hurst House, both in Ripley High Street currently offer these facilities. The downside is they may generate more traffic and add to parking needs.
- 8.24 The policy encourages and supports business growth where the planning application is appropriate to the location, does not have an impact on the TBHSPA, retains or encourages sustainable employment and does not greatly increase traffic movements.

Agricultural and Horticultural Land Use

- 8.25 The rural villages in Guildford borough are unlikely to see substantial economic growth and change from agricultural and horticultural use. As Lovelace is rural it is important to protect farming and agriculture-related activities to ensure the openness and character of the countryside is preserved and managed in a sustainable and sympathetic manner.
- 8.26 Lovelace agricultural land includes DEFRA-defined grade 2 (very good quality), grade 3a (good) and 3b (moderate) land, suitable for producing moderate to high yields of arable crops and grazing grass for cattle. As the Surrey Countryside and Rural Enterprise Forum⁹⁸ (SCREF) describes farming as "*an important land-based sector in rural Surrey*" and its vision for farming and horticulture is "*viable, successful, sustainable and resilient to contribute to the rural economy and landscape*", the Lovelace Neighbourhood Plan will protect and encourage such use of agricultural land.

Policy LNPBE2: Agricultural and Horticultural Land Use

Proposals relating to agricultural or horticultural use that contribute to the rural economy will be supported where it is demonstrated that:

- a) They are consistent with agricultural or horticultural activity
- b) They do not cause significant nuisance to neighbours by way of noise, smell, light pollution, increased carbon emissions or other nuisance
- c) They do not have a negative impact on the TBHSPA.

Reasoned Justification

- 8.27 The community has a strong sense of place in this countryside area, as shown in comments from the Regulation 14 consultation, which include:
- "This is the nature of the area, it is mainly farmland"
 - "It will be hard to maintain the rural feel with so much increased housing"
 - "Vital to ensure the fertile land is put to good use for growing crops, etc., as well as providing opportunities for local people to work at or near their home"
 - "We need to support agriculture and make our country as sustainable on domestic products"
 - Agriculture is expected to become even more important post Brexit
 - Farming, particularly with local sale of produce, is becoming more vital in controlling air pollution and global climate change"
 - It will be hard maintaining the LNP rural feel with so much increased housing"
 - "Use brownfield sites – the developers must not be given free rein of our green belt"
- 8.28 The NPPF encourages sustainable growth of all types of business in rural areas where they enable "the development and diversification of agricultural and other land-based rural businesses", "respect the character of the countryside"⁹⁹ and "ensure the development is sensitive to its surroundings and does not have an unacceptable impact on local roads."¹⁰⁰
- 8.29 Lovelace already has thriving businesses using green space and woodland, which provide employment, e.g. cattle and sheep-grazing, livery stables, flower and seed production,

⁹⁸ Surrey Countryside and Rural Enterprise Forum, 2015

⁹⁹ NPPF, 2018 - para 83, b) and c)

¹⁰⁰ NPPF, 2018 - para 84

nurseries, local pheasant shoots, etc., plus the flagship 240-acre RHS Gardens at Wisley.

- 8.30 Agricultural, horticultural and equestrian uses in Lovelace are encouraged as are small offices, workshops and cottage industries which do not have adverse impact on the TBHSPA, do not detract from the landscape, do not require vehicles over 7.5 tons on narrow country roads and do not create nuisance out of character with the peaceful nature of the countryside.

9. Glossary

Affordable Housing - This is a government-defined term covering houses available to rent or to buy. The government's definition when it comes to renting is that affordable homes should cost no more than 80% of the average local market rent. For houses available to purchase it states that they must be provided at a level at which the mortgage payments on the property should be more than would be paid in rent on council housing, but below market levels. Local authorities can insist that developers include affordable housing on their sites as a condition of granting planning permission.

Air Quality Assessment - Required when there are potential impacts on local air quality from emissions from HGV movements during construction and increased traffic due to the operation of a development, dust and odour.

Air Quality Management Areas - Areas designated by local authorities because they are not likely to achieve national air quality objectives, as set out in the National Planning Policy Framework (NPPF) by the relevant deadlines.

Ancient Woodland - NPPF definition of an area that has been wooded continuously since 1600 AD or earlier

Appropriate Assessment – An assessment on whether development within 5km of a European designation site, e.g. SPA, is likely to have a significant negative impact biodiversity and natural habitats.

Best and Most Versatile Agricultural land - Land in grades 1, 2 and 3a of the Agricultural Land Classification

Birds and Habitats Directives - European Directives to conserve natural habitats and wild fauna and flora.

Brownfield Land - See 'Previously Developed Land'

Blue Corridors - Linked to water e.g. watercourses, pools, ponds and pond systems, rivers, canals.

Construction and Environmental Plan – The management of planning and implementation of construction and ongoing traffic having regard to the rural environment and the TBHSPA.

Commercial Premises - Defined by the NPPF as shops, offices, light industrial, hospitality, schools, surgeries, leisure facilities, agricultural and horticultural linked businesses and all businesses using buildings of any type.

Community Infrastructure Levy - (CIL) A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. CIL can be used to help fund projects related to the development. 25% of the levy is given to the parish in which the development takes place once a neighbourhood plan is made.

Conservation - The process of maintaining and managing change to a heritage asset in a way that preserves and, where appropriate, enhances its significance.

Conservation Area Character Appraisal - A report on the Ripley conservation area produced by GBC in 2017.

Construction Transport Management Plan (CTMP) - To identify the effects of construction traffic on the local road network and HGV routing and timetables.

Density - A measurement of the number of dwellings per hectare for residential development.

Ecological Assessment (EA) - An appraisal undertaken by a suitably qualified professional ecologist of the likely impacts to wildlife (flora and fauna) of a development project.

Internationally Designated Sites - Environmentally sensitive sites with European and National

protection to protect biodiversity and natural habitats.

Environmental Impact Assessment - A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.

Grampian Planning Condition - A planning condition attached to a decision notice that prevents the start of a development until off-site works have been completed on land not controlled by the applicant.

Green Belt - A designation for land around certain cities and towns, which aims to keep this land permanently open or largely undeveloped. Green Belts are defined in a local planning authority's Development Plan

Green Corridors - A thin strip of land that provides sufficient habitat to support wildlife, often within an urban environment, thus allowing the movement of wildlife along it. Common green corridors include railway embankments, river banks and roadside grass verges.

Greenfield - Land (or a defined site), usually farmland, that has not previously been developed

Green Infrastructure - A network of multi-functional green spaces, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.

Habitats Regulation Assessment - An assessment to identify whether residential development would have potential to cause a likely significant effect on European sites, (Special Protection Areas (SPA), Special Areas for Conservation (SAC) and RAMSAR sites).

Heritage Asset - A building, monument, site, area or landscape identified or designated as having a degree of significance meriting consideration in planning decisions, due to its heritage interest.

Historic Environment - All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora

Infilling - Land with existing houses or development on three sides

Insetting - Removing land or villages from the Green Belt

Land Availability Assessment (LAA) - This is part of the GBLPSS evidence base. It consists of documents which identify land currently without planning permission but with potential for development for housing and employment uses, assess the land's potential capacity and when a site is likely to be developed.

Less Able People - People with disabilities whether physical or mental, which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. These persons include, but are not limited to, people with ambulatory difficulties, blindness, learning difficulties, autism and mental health needs.

Local Green Space (LGS) - Open space of demonstrably special value to the community, offering opportunities for sport and recreation or as a visual amenity. Located close to the community, but not extensive tracts of land.

Local Plan - The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.

Local Planning Authority - The borough or district council for the area.

Local Road Network - Also referred to as the LRN this comprises the approximately 98% of England's roads which do not fall within the definition of Strategic Road Network. Local Highway Authorities have responsibility for these roads.

Major Development - Domestic: 10 or more dwellings. Commercial: Above 1000 sqm of useable

space.

Massing Height - The height and massing of the development. When designed to respect the surrounding context, height and massing contributes to a built form of a high standard.

Nature Improvement Areas - Inter-connected networks of wildlife habitats intended to re-establish thriving wildlife populations and help species respond to the challenges of climate change

Neighbourhood Plans - A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004)

NOx - Polluting gases (nitrogen oxide) from traffic and industrial activity

Older People - People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize through to a range of retirement and specialised housing for those with support or care needs.

Original building - A building as it existed on 1 July 1948 or, if constructed after 1 July 1948, as it was built originally.

Permissive Footpaths - A concessionary footpath, whose use is allowed by the landowner

Planning Condition - A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.

Planning Obligation - A legally enforceable obligation entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal

Playing Field - The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.

PM 2.5/10 - Polluting particles, usually from traffic

Pollution - Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light

Previously Developed Land (Brownfield) - Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes land that is, or has been, occupied by agricultural or forestry buildings; land in built-up areas such as private residential gardens and previously-developed land where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.

Priority Habitats and Species - Species and Habitats of Principle Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

Rural Exception Sites - Small sites not normally used for housing which provide affordable housing in perpetuity for people who have connections to the parishes as current or former residents, through family or current employment, who cannot afford to rent or buy. Some market value housing are allowed, at the local authority's discretion, to enable the delivery of affordable homes.

Section 106 Monies - These are payments made by developers under section 106 of the Town and Country Planning Act 1990 (as amended) which allows for agreements which make a development proposal acceptable in planning terms, that would not otherwise be acceptable.

They are focused on site-specific mitigation of the impact of development.

Settlement Area - This is the area within a defined boundary which effectively separates the developed or 'settled' part of the town / village from the surrounding open countryside or Green Belt. It is where most of the area's future development would normally be directed

Severe Traffic Impact - A significant increase in traffic which increases air and noise pollution and is above international and national levels.

Site of Special Scientific Interest - Sites designated by Natural England under the Wildlife and Countryside Act 1981

Special Protection Areas - Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries. They are European-designated sites, classified under the Birds Directive.

Stepping Stones - Pockets of habitat that, while not necessarily connected, facilitate the movement of species across otherwise inhospitable landscapes

Strategic Environmental Assessment - A procedure (set out in the Environmental Assessment of Plans and Programmes Regulations 2004) which requires the formal environmental assessment of certain plans and programmes which are likely to have significant effects on the environment

Strategic Road Network - The strategic road network (SRN) is a network of motorways and trunk roads consisting of around 2% of England's roads and carrying a third of its traffic. The Highways Agency (HA) is the executive agency of the Department for Transport (DfT) responsible for the maintenance, operation and enhancement of the SRN on behalf of the Secretary of State.

Sustainable Transport - A low carbon means of transport, including walking and cycling, low and ultra- low emission vehicles, car sharing and public transport, reducing pressure on the transport network

Transport Assessment - A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport Statement - A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.

Travel Plan - A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.

Wildlife Corridor - Areas of habitat connecting wildlife populations.

Windfall Sites - Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

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Appendix 1 – Community Aspirations

Biodiversity

- Each new house should require a new street tree, where appropriate
- New car parks include trees where possible.

Flooding

- Existing hardstanding areas incorporate SuDS
- TW to be encouraged to upgrade drainage and sewerage network
- Surrey County Council / Highways England to be encouraged to maintain and clear drains and ditches.

Lighting

- All street and public lighting should be kept below 6 metres in height, avoid light pollution, utilise the most energy-efficient light source readily available and avoid light sources emitting ultraviolet or high blue light concentrations.

Air quality and traffic

- A GBC Air Quality Management Area (AQMA) and Local Air Quality Action Plan be set up in Ripley village and at Ockham roundabout.
- The relevant agencies co-ordinate to provide effective solutions on carbon emissions in Lovelace to meet UK and EU legal requirements.
- Introduction of a 20mph zone through the High St, Rose Lane and Newark Lane, Ripley
- A pedestrian or zebra crossing at the Newark Lane junction with Ripley High Street.
- Crossing or other traffic calming measures at locations along the Portsmouth Road
- Speed table at the Newark Lane junction to increase pedestrian safety
- Pavements at White Hart Meadows
- HGVs and construction traffic from the south avoid using the LRN

Infrastructure

- Southbound on-off slip roads at the A3 Ockham roundabout junction
- Traffic management between Ockham and Burnt Common roundabouts
- Improved bus services to Woking and Guildford
- New village hall at Ripley
- Improvements to village hall in Ockham
- New footbridge at Pidgeon House Lane

Public transport and sustainable travel

- Substantially improved local bus services
- Low-cost fares for station destinations, to encourage usage
- Real time information at all bus stops
- Electric buses

Cycling and walking

- Improved maintenance of footpaths and rural pavements
- Safe Cycleways to all stations are put in place prior to significant developments
- Developers consult with parish councils on footpaths and cycle routes prior to submitting applications

Parking

- Stop pavement parking
- Timed parking in the car parks to prevent commuter parking

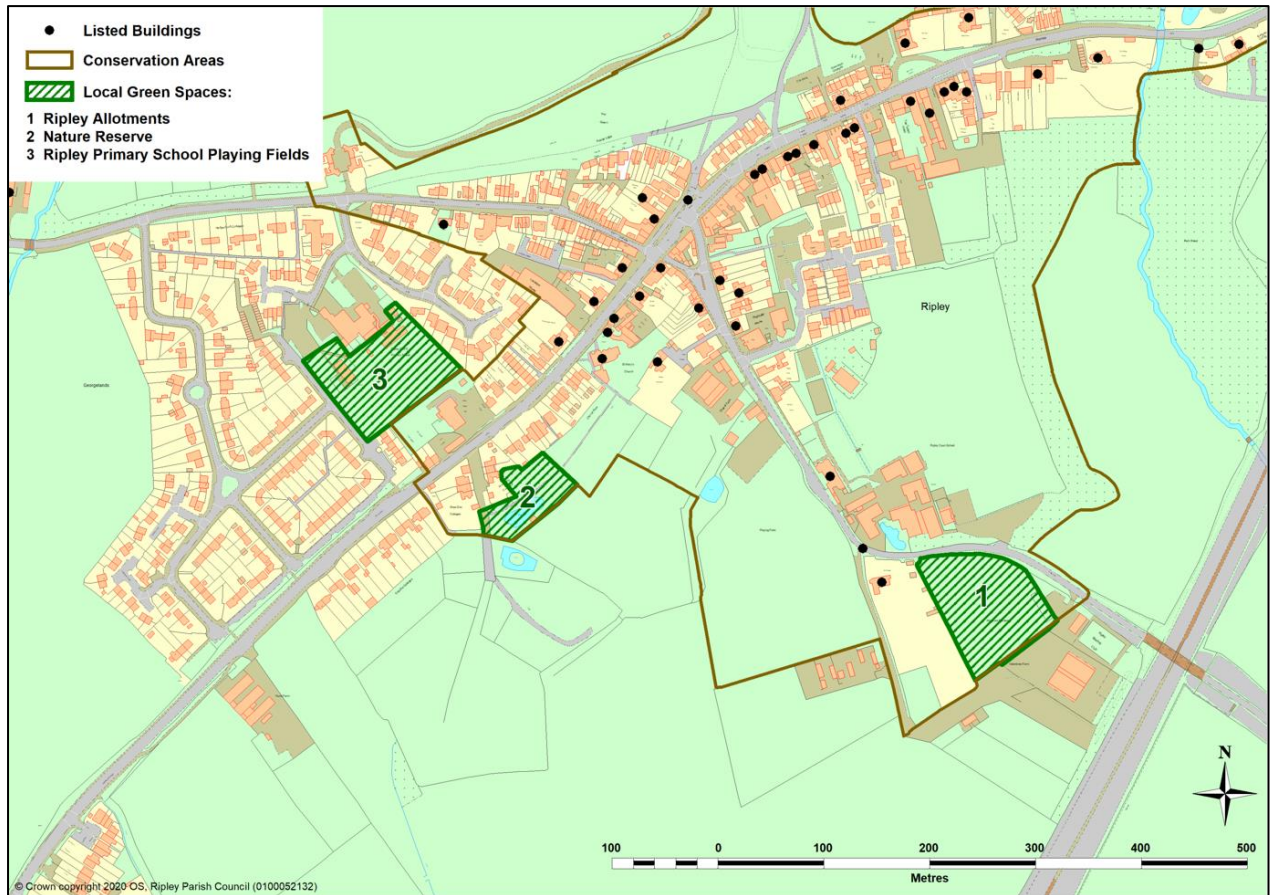
- Residents Parking Permits for those with no off-street parking facilities
- Encourage car-sharing for employers and employees with reduced parking charges for proven local car-sharers.
- Additional public car parks
- Contract parking for employers and employees to free up village centre short term parking Spaces.

Business and employment

- Improved high speed broadband throughout Lovelace.
- A proportion of home/work units in residential developments that were formerly brownfield.
- Internet pick up/drop off “locker” facilities.

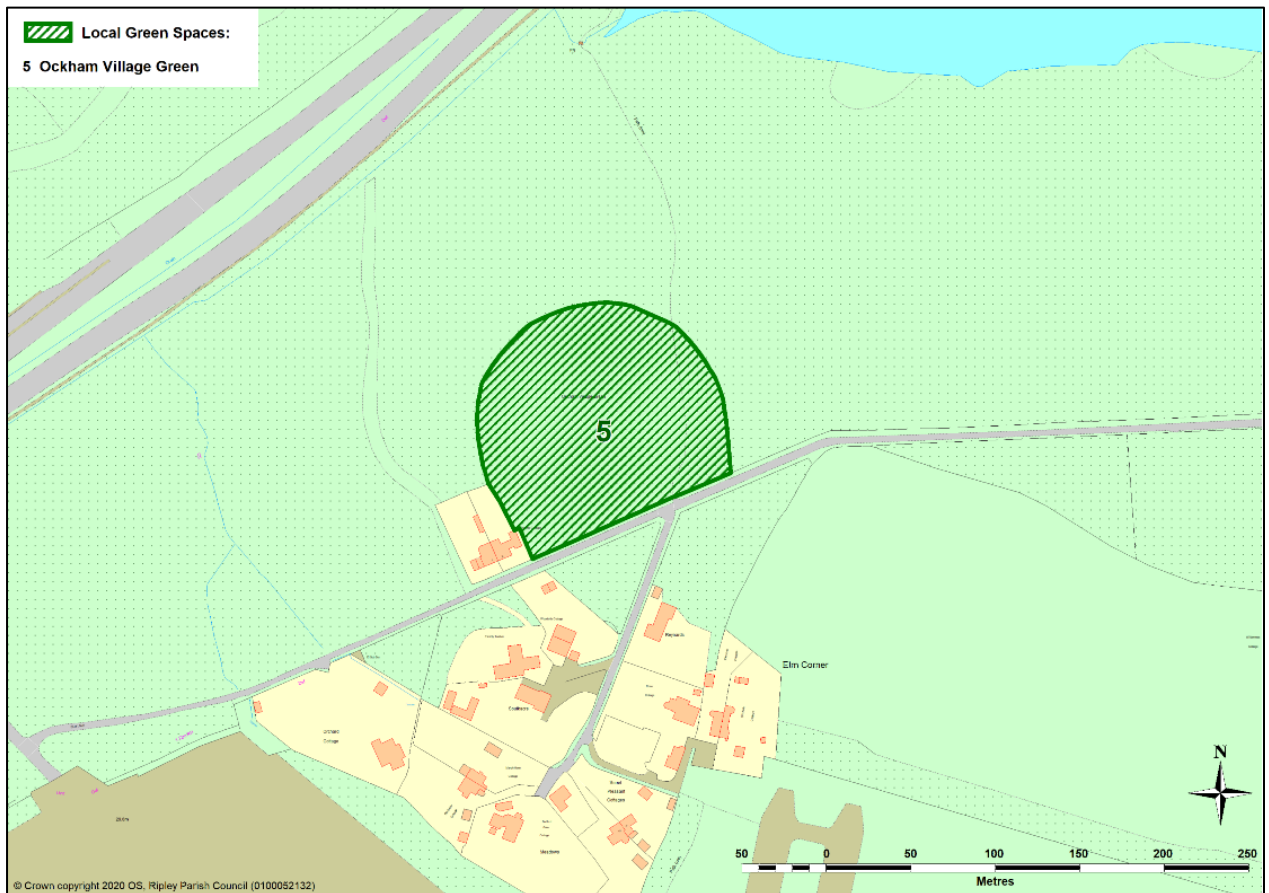
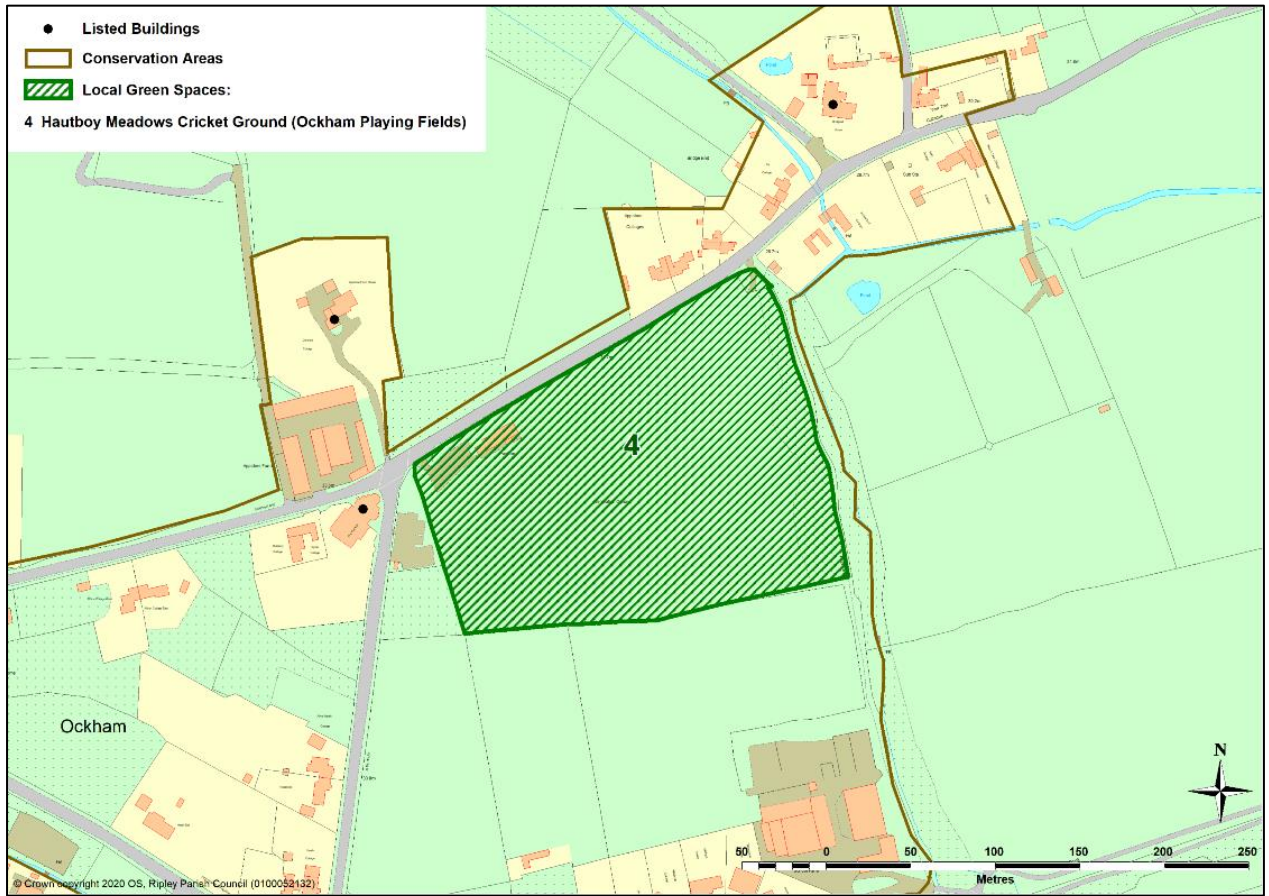
Appendix 2 – Local Green Spaces

Ripley Local Green Spaces



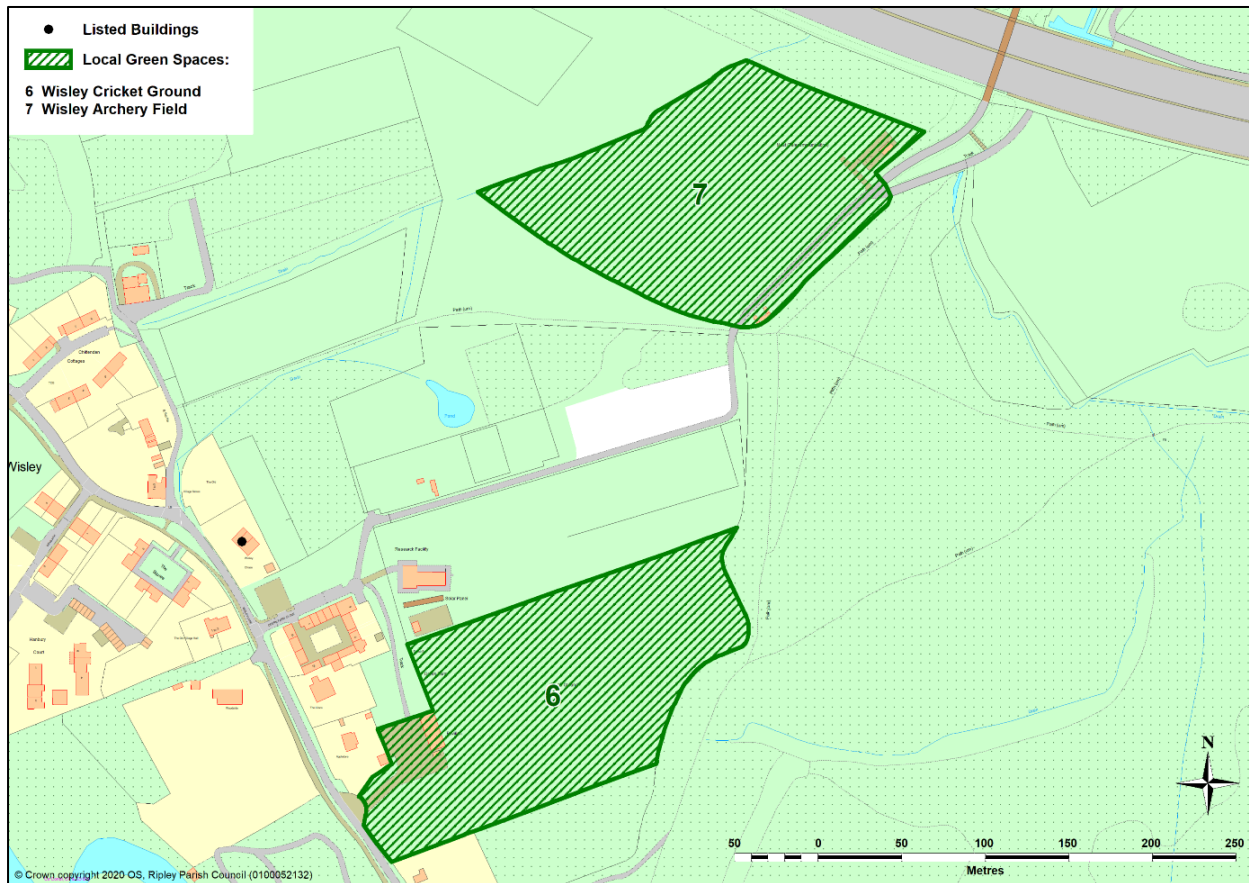
Name & Address	Description & Purpose	Quality of facility (including deficiencies)
1. Ripley Allotments, Rose Lane GU23 6NE. Size: 1.12 ha	21 full size plots & 18 half size plots for growing fruit, vegetables, flowers for personal use only. Residents of parish given priority of others.	Fairly well maintained, with a waiting list of 3 within parish & 4 out of parish.
2. Nature Reserve (land rear of West End Cottages) High Street GU23 6AD. Size: 0.46 ha	A quiet space for bird watching, walking and sitting. Dogs (other than Guide Dogs) are excluded from the area.	Administered, developed and maintained by Ripley Parish Council with the aid of local volunteers.
3. Ripley Primary School Playing Fields, Wentworth Close, GU23 6ED. Size: 1.4 ha	Sports and recreational use.	Well maintained by Ripley Primary School until closure of the school in July 2018.

Ockham Local Green Spaces



Name and address	Description	Quality of Facility
4.Hautboy Meadows, Ockham Cricket Ground. Size: 3.62 ha	Owned in Trust and leased to Cricket Club for Cricket, Football, and other events.	<i>Well maintained grounds with clubhouse.</i>
5.Ockham Village Green, Elm Corner. Size: 1.52 ha	Area for bird watching, and walking with extensive wildlife and flowers	Maintained and managed by Ockham Parish Council.

Wisley Local Green Spaces



Name & Address	Description & Purpose	Quality of facility (including deficiencies)
6.Wisley Cricket Ground, Wisley Lane, Wisley Size: 2.39 ha	A currently unused village cricket ground, owned by the RHS.	Owned and maintained by the RHS. Could be brought back to use as a village facility.
7.Wisley Archery Field, Wisley Lane, Wisley Size: 2.28 ha	Used by the Woking Archery Club, situated behind Deers Farm Close, owned by the RHS	Owned and maintained by the

Appendix 3 – Local Views

Preservation of Landscape And Rural Character

The 2015 survey of opinion in Lovelace confirmed that the characteristic of the area that is most valued by residents and other stakeholders is its rural character.

Respect the rural and landscape character and the setting of each of the villages in the ward as defined in the Guildford Borough Council Landscape Character Assessment; in particular by conserving the open countryside in and around the villages and the key strategic views and vistas described in Table 1 below.

Development proposals should have regard to key views and vistas and be designed to minimise the effect on the existing landscape character and long-distance views across the Plan Area, or on attractive outlooks from within the built area.

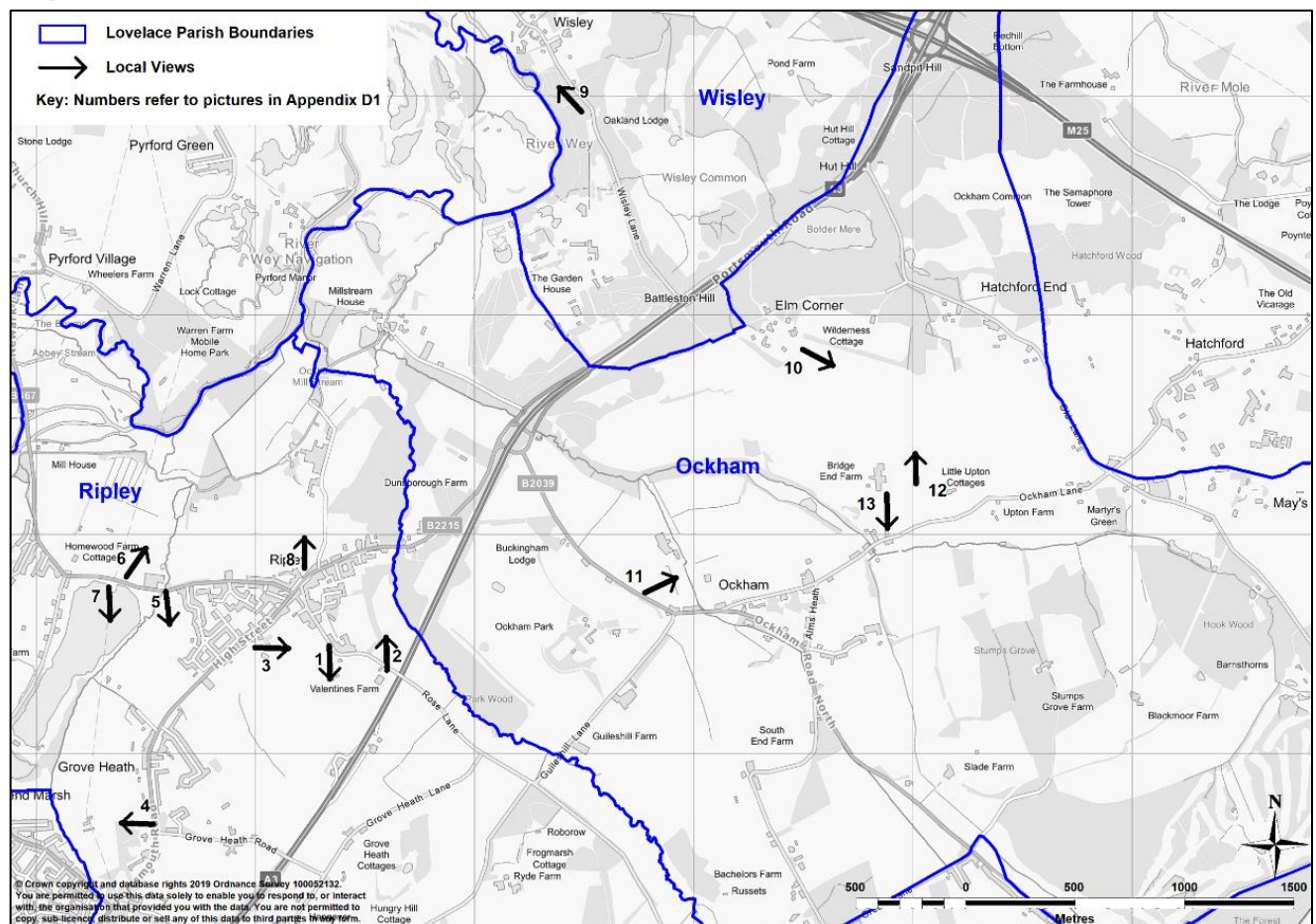
Schedule of Views and Vistas

The views and landscapes below have all or a number of the following characteristics:

1. They can all be seen from public rights of way or areas where the public has access rights
2. They provide a sense of tranquillity, including the absence of buildings and human presence
3. They sustain the distinctive character of the Lovelace area and contribute to its setting
4. They reflect key characteristics identified in the Guildford Landscape Character Assessment.

A view does not have to be scenic in order to be valued; it may be valued for its intrinsic contribution to the nature, setting and historical significance of parts of the area. The images below are taken from a single viewpoint, but each are enjoyed and valued from other locations around the selected viewpoints. The number of views that this plan will protect is a reflection of the current rural nature of the area (which this provision seeks to preserve) around the three villages.

Map of Local Views





1. Rose Lane facing south

Wide, panoramic, picturesque view over gently rolling pastoral fields looking back towards Guildford. The view is encountered just a short walk from the centre of Ripley village. Distant tree belts and hedgerow strips provide focus and interest to the view.

Viewers will include motorists and cyclists travelling along Rose Lane towards West Horsley and pedestrians/walkers using the route 69 footpath.

The openness of the countryside surrounding the village is a key factor in maintaining the rural ambience of the village.



2. Rose Lane facing north

Framed view looking back over grazing fields and dense tree belts towards the eastern end of Ripley village. The density of the tree coverage restricts onward views through to village properties, as well as providing a natural screen and sound buffer between them and the busy A3, which is just out of shot.

Taken from the apex of the bridge which traverses over the A3, viewers will predominantly be motorists and cyclists heading towards Ripley village.

The openness of the countryside surrounding the village is a key factor in maintaining the rural ambience of the village.



3. The pond at Ripley Nature Reserve and WWI Commemorative Community Orchard

The Nature Reserve, Community Orchard and pond were created by Ripley Parish Council in order to increase local biodiversity. Located at the southern end of the village, opposite the Village Hall, the setting of the Nature Reserve provides an area for visitors to enjoy an outside space.

Views from this tranquil spot are predominantly of the green pastures to its south. A strong tree belt sits across the horizon, restraining long ranging onward views. These outward views help to enhance the tranquillity of the site.

Viewers will solely be pedestrians/walkers who choose to enjoy this community asset.



4. Portsmouth Road at the southern end of Ripley

View across fields between the village settlement area and housing on Portsmouth Road, facing towards Papercourt Lake, with Milestone Close to the left.

The surrounding fields limit the settlement area and preserve the rural nature of the village. Nevertheless, the outer edges of the Georgelands estate can be made out to the right of the view, somewhat obscured by the tree and hedge boundary that sits in front, which helps to inform that this is a transitional view at the edge of Ripley village. The nearby Farm Shop has a public footpath leading to Papercourt lake.



5. Newark Lane facing south towards Portsmouth Road and Milestone Close

This open view is taken between Papercourt Lake and the gateway into Ripley Village. It provides the very first glimpses of Ripley's northern settlement boundary, with the backs of housing in the Georgelands estate clearly visible to the left of the shot. The urban character of this housing estate is considerably softened by the hedge and treeline that run around its periphery, in tandem with the field in the foreground. The rooftops of properties situated along Portsmouth Road can be seen in the far distance. However, these rooftops are tempered and made less prominent by the surrounding tree and hedge planting.

Viewers will include motorists, cyclists and walkers using Newark Lane.



6. Newark Lane facing north west

Part of a very popular circular walk which goes across Ripley Green (view no 8) to the Wey Navigation, along to Newark Lane and back into Ripley Village. Located directly opposite the SSSI Papercourt Lake (view no 7), it is the final open green space on that route before Home Farm and Georgelands and an important visual green view for residents walking from the settlements of Newark Lane, Polesden Lane and Papercourt Lane into Ripley Village. Daily viewers are local residents, walkers, cyclists and motorists.



7. Papercourt Lake

The picture of this view is taken from footpath 39 from the eastern side of the lake looking west towards Send Marsh.

The lake is a significant asset to the area. As a designated SSSI it is a haven for wildlife, both in and out of the water, but it is also a popular recreational spot, offering the opportunity for visitors to sail, swim, fish and walk.

From this vantage point you can appreciate the full scale of this body of water. The trees which encircle it constrain wider views beyond, thus helping to draw focus. However, the utility pylon and wires which cross the skyline are an unquestionable visual detractor.

Viewers will be mainly pedestrians/walkers or those using the lake for recreation purposes.



8. Ripley Green

Ripley Village Green is an exceptional asset to the village. Situated on the north side of the High Street, set behind properties, this large open flat green extends for around 68 acres and is acknowledged to be amongst the largest in England. It is used for a variety of recreational purposes, including cricket and football and also includes a purpose-built children's playground.

The view which is captured in the image above is taken from the south western corner, looking north east. From this you can appreciate how large this historic space is. The dense tree belt seen in the distance forms and reinforces its boundary. Within this view you can see the recreation assets that The Green offers, including the football pitch, the white rendered cricket pavilion and the vibrantly coloured children's playground.



9. Wisley Lane

A long, contained view along this rural route that links the A3 to Wisley village. The Road is framed by dense tree lines to either side which have, over time, established an overhead canopy, aiding the enclosure of the space. This natural enclosure limits outward view, thus drawing the viewers eye along the road. The slightly curving form adds to the sense of anticipation. Viewers will be predominantly motorists and cyclists. However, the presence of some footpaths in the area means that this view would be enjoyed by some recreational walkers.



10. Elm Corner at Ockham

View towards Elm Corner hamlet on the left and Ockham Village Green on the right. This is the only view for residents at Elm Corner Hamlet (to the left) walking to the Ockham Village Green (further down on the right) and the footpath alongside the A3 leading to Ockham and Wisley Commons. The view is naturally enclosed by vegetation on both sides of the road whilst the curving road provides additional visual interest. Currently the vehicular access to the A3, this will be improved by the Highways England works to M25 J10/A3 Wisley Interchange. Users are walkers, horse riders, cyclists and motorists.



11. Entrance to Ockham at Ockham Road North

A view facing the Ockham hamlet of Bridge End from the approach to the Old Vicarage and the Guileshill Lane/Ockham Park entrance. The nearby Ockham village sign acknowledges the historic nature of Ockham, whose 8 hamlets are scattered throughout Ockham Parish, linked by rural public rights of way and surrounded by countryside. Viewers are motorists and occasional horse riders as no pavements or paths run alongside.



12. The top of the ridge at Former Wisley Airfield

View across the former airfield looking north-east towards RHS Wisley and Wisley Common. The former airfield is crisscrossed by many Public Rights of Way and preserves the rural character of Lovelace. The former airfield has been allocated for development in the Local Plan: Strategy and Sites 2015-2034.

Its large open scale, in tandem with its flat topography at the top of the ridge provides long reaching views across to distant tree belts that cut across the horizon.

Viewers would typically be recreational walkers, horse riders and cyclists.

The new development should aim to preserve the rural landscape character around the site, integrating the development into the landscape and retaining important views out of the site as far as possible.



13. Bridge End

A panoramic and long ranging view looking south towards the Surrey Hills. This elevated point provides views across the tree rich landscape to the prominent Sheepleas ridgeline. Nearby villages and settlements are shielded from view due to the very strong tree blanket. This view depicts the rural nature of Ockham village and its hamlets.

The picture is taken from Bridge End Farm next to Bridleway BW 16, which is used by horse riders, pedestrians and walkers, and cyclists and farm vehicles.

Appendix 4 – Lovelace Design Standards

Introduction

For any village, the visual appearance of buildings are important to residents and visitors. Lovelace has a mix of unique architecture and historic buildings and we want the scale of our buildings to convey the particular 'flavour' of each different village area and have that reflected in future development, showing confident use of local and complimentary materials in innovative ways.

The Lovelace Neighbourhood Plan seeks to reflect the views and ideas of local residents, workers and visitors expressed in open meetings and surveys.

This design statement is intended for use by anybody involved in the planning of a building project in the Lovelace Ward: Residents, Community groups, Local Businesses, Local Councils, Statutory Bodies, Utilities Providers, Architects, Planners, Developers, Builders, Engineers and others.

General Guidance

When proposing to extend or alter the exterior of your property, or build new property in Lovelace the following points may help you consider whether your proposed design takes account of the main points made in this Statement:

Look at the front of the property from some distance, and from any other angle from which others will view the building. (In open isolated settings, this may be from considerable distances). If there are properties on either side, look at the row as a whole – are they prevalently all of a type, e.g. detached, bungalows, semi-detached two-storey or terraced. When you have assessed the environment alongside your project, consider the following points:

- Will the new work obstruct or interfere with a well-regarded view?
- Will the new building project beyond the front walls of your neighbours' houses ('the building line')?
- If there is to be a new front boundary, will it blend with those of your neighbours? If it is to be a hedge, will it be of indigenous nature?
- Is your house one in a row of others which have uniform 'characteristic' gaps between them, creating a rhythmically spaced appearance? Will your proposed development interrupt this regular spacing?
- Will there still be adequate space between your property when extended and your neighbours'? Will it block light to your neighbour's windows
- Will there be sufficient off-street parking?
- Will any roof windows or lighting be contrary to the Lovelace Dark Skies Policy?
- Note existing features which make the property distinctive or help it to blend with its neighbours.
- Does the new work enhance these features?
- Does the roof line have the same pitch as the original building?
- Are the bricks to be used of the same colour as the original, and is any brick decoration in the original repeated in the new?
- Do the new tiles match the old?
- Is any proposed extension in proportion to the original, both in height and size?
- Are the windows the same size/proportion as those in the original building, with matching glazing patterns?

See the Lovelace Neighbourhood Plan and Ripley and Ockham Parish Council's websites for full policies on development in Lovelace.

Development Principles

The principles below apply to all development throughout Lovelace including those for which planning permission is not required.

All development proposals in Lovelace should refer explicitly to these principles, to demonstrate how the proposal helps to conserve and enhance the area, enhance and respect the pattern of the settlement, open space and green areas.

Any development within the broader settlement area should reflect established (historic) street and plot patterns; maintain variable building lines; respect the contribution of open spaces and village greens and encourage street layouts that support and enhance connectivity

Conserve and Enhance the Character of the Setting.

Development that alters skylines, prominent spurs and open slopes should be avoided; make maximum use of existing trees and landscape features to shield development; new buildings adjacent to traditional ones should link through elements such as height, scale, form, colour and materials to create a larger group.

Celebrate Local Distinctiveness.

The three parishes that make up Lovelace, Ockham, Ripley and Wisley have buildings of varying, distinctive styles and historical / architectural significance. All three villages have Conservation Areas.

Celebrate the Detailing of Buildings and Architectural Features.

Lovelace boasts numerous listed structures with several within the Conservation Areas that add significantly to the townscape. Developments will be especially sensitive to these heritage assets.

Choose Appropriate Materials and Finishes.

Surrey buildings have a wide range of styles; extensions should respect the host; new buildings should pick up local characteristics, forms of building, existing proportions (windows and doors), roof designs and elevation details. All tradition features should be retained in the Conservation Areas. High quality, well designed, contemporary architecture can complement the diversity of settlements in appropriate locations.

Complement the Scale, Height, and Proportion of Existing Buildings.

The aim is for harmony with the height and massing of existing development; retain existing density and relationship between roof scape and street scene when viewed from outside the settlement. Respect the hierarchy of the villages and the design code of existing buildings. Promote high quality innovative sustainable design that is ecologically and environmentally sound.

Value the Treatment of Boundaries and Landscapes.

Boundaries contribute to the sense of connectivity and community. Panel fencing and ranch style railings do little to enhance this, particularly in conservation areas. Walling and native hedging are the appropriate treatments in these areas. Gated community boundaries and gates, other than on single dwellings, run counter to this goal and are not acceptable as Lovelace is a safe area with a strong sense of community.

Characteristic Design Features of the villages

Ripley

Many of the guidelines for design and materials (roofing, windows, joinery, landscaping and boundary treatment) as well as density policy apply to Ripley as to Ockham, though the diversity of design in Ripley means that developments should more broadly reflect their direct surroundings. This is not to assume a pastiche of imagined Georgian, or mixed- period structures are acceptable.

Developers have acknowledged the value enhancement that building in Ripley / Lovelace brings, so compliance to a higher design / build value should be acceptable.

Ripley Design Standards

Developments within the Ripley conservation area will match adjacent structures. Apart from less sensitive buildings, (many described in Guildford Borough Council's Ripley Conservation Area Assessment) these will be of Ockham brick or in some cases earlier Tudor type brick, thinner than Imperial and more irregular. In all cases brick choice should be physically checked and approved prior to development. It is important that all characteristics of proposed brick, not just colour proximity, are considered.

Where agreed and appropriate, render and horizontal timber cladding, suitably stained would be an acceptable exterior treatment.

Infill developments must be particularly sensitive to their surroundings and adjoining properties, both in style and height.

Developments that are visible from local accessible areas, e.g. Ripley Green, should show sensitivity to all visible elevations. Several properties have been less than sensitively extended and these developments in the Conservation Area shall be subject to more intense planning scrutiny. By the same token at least one rear extension / development demonstrates that creative use of modern materials and design can enhance a vista.

Ockham

Given the particular style, construction and placing of the buildings in the Hamlet, despite any supposed precedent of some recent inappropriate buildings, any new development shall conform to the design and quality criteria reflective of its locality. A generic red brick, tile hung Surrey vernacular will not sit well beside many of the buildings in Ockham / Ockham Park, in particular the distinctive and cherished buildings and structures associated with the particular Lovelace style.

Ockham Design Standards

Within the Ockham conservation areas, there is extensive use of local Ockham brick and tile. Products of local brick / tile making particularly associated with The Lovelace Estate. Developers will match these in terms of colour and texture. Flared (dark glazed) headers, incorporated in patterns, particularly at eaves level, or on gables, will be favoured.

Rat-trap bond is widely used in the Lovelace properties, often associated with distinctive shaped brick, panelling and tiling. Any addition or adjoining development should mirror this design / method in its exterior treatment, while conforming to Building Regulations. Within the conservation areas, uniform stretcher bond should be avoided. Flemish or English bond utilising matching imperial sized bricks, incorporating 'snapped headers' and matching pointing is to be used. "East Surrey traditionally produced red or orange bricks with individual bricks being of a single colour but with a range of hues. This is unlike modern 'multis' which have a darker core and with a lighter rind to the exposed face. A characteristic of east Surrey is the use of blue flared headers in Flemish bond brickwork. The use of Flemish or English bond can contribute greatly to any new development. "Surrey-Design

Where agreed, render and horizontal timber cladding, suitably stained would be an acceptable exterior treatment.

Windows will be side-hung casement, with no opening top vent, sliding sash when appropriate, and of timber or a suitably fine modern alternative, not UPVC. UPVC bulky moulded profiles jar with finer architectural detail. Modern 'conservation windows' match performance without sacrificing design.

Roofs will be varied in pitch and of typical handmade clay tile type for the area. Concrete tiles are not acceptable. Slate, in areas where there is existing use, will be natural; upvc ridge, verge, and eaves details are not acceptable.

Walling and hedging will be used to define boundaries and open, ranch style, undefined boundaries shall not form part of any development.

Infill developments must be particularly sensitive to surroundings and adjoining properties both in style and height.

Wisley

RHS Wisley has a mix of Arts & Crafts and more modern styles, which will change as a new development is completed. The village itself has no predominant characteristic, being a mix of 20th century styles with the occasional 16th/ 17th C timber framed house and some Victorian properties. They are all low-rise and generally have gardens and garages, or off- street parking.

Wisley Design Standards

The Wisley conservation area comprises one 16th century house and a 12th century church. Both buildings are listed and there is unlikely to be any future development.

Infill developments must be particularly sensitive to surroundings and adjoining properties both in style and height and materials guidelines apply as for Ripley and Ockham, though sensitive high quality modern architecture has a place in Ockham

Features to Avoid

Some building design and features may be considered inappropriate for either new buildings, altered or extended buildings, in Lovelace. All developments should enhance the setting of the area, compliment neighbouring properties and retain a sense of proportion between the building and the plot size. Developers, large or small should avoid the following features:

- Buildings must not exceed the height of existing buildings; they should enhance the setting of the road, compliment neighbouring properties and retain a sense of proportion. In this context three storey houses are not generally the standard in Lovelace.
- Large buildings on small sites, without adequate garden or landscaping.
- Overdevelopment of small and medium sized properties is discouraged, i.e. greater than 50% increase.
- Over-use of flat roofs.
- Garages in front of the building line, unless there is already a precedent on that road.
- The use of raised or coloured pointing on house or boundary walls.
- Use of concrete, multi-coloured, or composition roof and wall tiles.
- Window design is most important and should, where possible, harmonise with nearby window shapes and glazing patterns, leads and arches must be retained within the Conservation Area. uPVC is not a traditional, vernacular material and is unsuitable for use in historic or traditional buildings. uPVC windows are often crudely detailed, and the size of frame is usually much larger than that of a traditional window, giving uPVC windows an obtrusive, 'chunky' appearance. The shiny finish of uPVC is out of keeping with traditional materials.
- Use of cement or pebbledash rendering, except on extensions to an existing building so treated.
- The use of solar panels or satellite dishes on highly visible elevations in the Conservation Area that would affect the character and setting except in accordance with

GBC guidance.

- Planting of coniferous hedges on front boundaries. Cypressess Leylandii or Laurel is considered particularly unsuitable within the conservation area and do little to enhance the natural environment.
- Ornamental gateposts are subject to the same rules as those that apply to other means of enclosure - fences, walls, and gates. The use of open panel wooden gates on front boundaries is felt to be more in keeping with the rural area.
- Gated developments are not permitted.

Residents and visitors value highly the open rural character of the villages and settlement areas, the Green Belt countryside and the historic heritage of the local area including many Listed buildings and a significant Conservation Area.