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Date: 2nd May 2025

Dear Charlie

Land at Scotland Park, Midhurst Road, Haslemere

This Statement has been prepared by Steve Parsons who is a Director of Vision Transport Planning. I have over 30 years of experience in the field of transport planning and traffic engineering with extensive experience in both private and public sectors, including circa 6 years in position at Surrey County Council as a Senior/Principal Transport Planning Development Control Officer. I hold qualifications in Civil Engineering (HNC) and a Post Graduate Diploma in Traffic Engineering and Planning and I am a Member of the Chartered Institute of Highways and Transportation (MCIHT). The evidence I provide in this Statement is my true professional opinion, and follows over seven years of my involvement with both the Appeal Site, and also the 'Phase 1' promotion / application / appeal on land accessed from Scotland Lane.

This Statement has been prepared on behalf of Redwood South West Limited (the Appellant) in respect to land adjacent to land off Midhurst Road, Scotland Park, Haslemere (the appeal site). This Statement has been prepared to assist the public inquiry (Appeal Ref: APP/R3650/W/23/3327643) against the refusal of planning application WA/2022/01887 by Waverley Borough Council. Specifically, this Statement seeks to provide clarification in respect to highway matters that have been raised within representations submitted by Mr Simon Clark (Mr Clark) during the closing of the Inquiry.

The representations from Mr Clark makes reference to a number of developments within the vicinity of the Appeal site, including Sturt Farm, Dene Farm (Dene End Farm), Long Dene House and the Appellant's Phase 1 proposals at Scotland Lane (referred to as Phase 1 – Scotland Park). The plan attached with Mr Clark's representation provides a summary of the claimed number of dwellings at each of the development sites that have been identified by Mr Clark. It is our contention that the figures (for the number of dwellings) provided by Mr Clark in respect to Phase 1 - Scotland Park (annotated as Red House Phase 1 on Mr Clark's plan) and at Dene End Farm are incorrect.

Development at Phase 1 – Scotland Park was approved for 50 dwellings (not 65) and this development is currently being built out. In respect to land at Dene End Farm, there have been a number of applications that have been lodged with Waverley Borough Council in respect to proposals at Dene End Farm. Many applications are minor in nature, whilst some applications apply for similar development to that previously approved. In summary, the applications that have recently been approved at Dene End Farm give consent for a total of 10 dwellings (not 26 as annotated on Mr Clark's plan). The most relevant of these applications are listed below:

WA/2022/01378 Erection of 4 dwellings and associated works following demolition of existing dutch barn; removal of hardstanding and fencing.

WA/2023/02521 - Erection of 6 dwellings and a carport alterations to existing barn to provide bin and cycle store together with associated works and the widening of an existing vehicular access; closure of two existing access points following demolition of existing dwelling workshops and stables.

Nb. It is notable that with many planning applications at Dene End Farm, some planning applications apply for similar/replacement development and this may result in an element of 'double' counting.

Both of the above planning applications, at Dene End Farm, were supported by a Transport Statement, which assessed the traffic impact consequences of the proposals. It is relevant to note that the residential development (4 dwellings) that was approved under application WA/2022/01378 replaces an established commercial land use. The Transport Statement concluded that the development proposals (approved under application WA/2022/01378) would result in a minor 'net' reduction in traffic attraction associated with the site. Given this position the development related traffic impacts arising as a result of development at Dene End Farm would be no more (in fact slightly less) than 6 dwellings (not the 26 dwellings referred to by Mr Clark).

Taking the above into account it is apparent that Mr Clark's reference to 220 dwellings (Phase 1 at Scotland Lane, Sturt Farm and Dene End Farm) is unreliable. The three development sites referred to by Mr Clark would give rise to a total of 192 dwellings (not 220), whilst 'net' transport impacts would be less.

Mr Clark also makes reference to gridlocked roads. No technical analysis or evidence has been provided (by Mr Clark) to support this claim. Reference is also made to 'two cars per household' giving rise to an extra 440 cars (based on the incorrect figure of 220 dwellings). Again no evidence has been provided to substantiate this claim, whilst car ownership is of less relevance than car usage (i.e. trip generation) when assessing development impacts.

Technical matters relating to highways and transport (including trip generation) have been agreed with the County Highway Authority as part of the planning application WA/2022/01887. Planning application WA/2022/01887 was supported by a Transport Assessment (TA), which was prepared by Vision Transport Planning. The TA set out a detailed appraisal of transport impacts and this was (robustly) based on a development scenario of 130 dwellings (for traffic impact assessment purposes). The TA also considered 'committed' developments at Phase 1 – Scotland Park, Sturt Farm and development at Dene End Farm.

The TA presented a detailed capacity assessment of the operation of the site access and key off-site highway junctions (that are likely to be subject to increases in traffic arising from the appeal proposals). It was concluded that the site access will operate well within capacity whilst the assessed off-site highway junctions will be able to accommodate any increases in traffic whilst continuing to operate within capacity (during all future year scenarios).

I trust the above information helps to clarify matters relating to transport and in respect to the comments raised by Mr Clark.

Yours sincerely



Steve Parsons
Director