

## Introduction

In 2016//17 a small group of residents took on the task of updating Thursley's Village Design Statement which was adopted by Waverley Borough Council as a material planning consideration in 2009. It was found that very little of the content needed amending but that Thursley's two main concerns needed amplifying, namely the effect of increased traffic on our lanes due to the Hindhead Tunnel opening in 2011 as well as the effect of an increase in liveries in the parish on village street life.

### Page 4, second column (relating to themes from consultation)

Revise the first bullet point to read:

- There is a wish to influence proposals for new buildings, to conserve existing heritage, and promote high quality in future development. New building styles are not discouraged, but each would be judged on its merit.

Revise the fifth bullet point to read:

- There is alarm at the increase in the volume of traffic and the size of vehicles using the lanes through the parish. In particular, there is concern about the impact of both planned and unplanned closures of the A3 Hindhead Tunnel, and the resulting large increase in the volume of traffic, including inappropriate HGVs, through both Thursley/Pitch Place and Bowlhead Green because they are following "Sat nav" rather than the planned diversions.

### Page 5, first column (relating to Location and Setting)

Revise the first sentence of third paragraph to read:

Thursley has a cricket green, a large recreation ground which allows parking and a play area upgraded in 2015 as a result of community funding. The whole area is a registered charity (no: 201890) owned and maintained by Thursley Parish Council. It attracts many visitors who come to see the village and local commons via the extensive footpath and bridleway network.

### Page 5, second column (relating to Location and Setting)

Revise the fifth bullet point to read:

- Along with its many other qualities there is a tranquillity in the parish and this should be maintained. In any development proposals, the impact on single track road access to/from Bowlhead Green should be considered. This road network should not be permitted to become a short-cut for through traffic. This applies as well to traffic as a result of planned or unplanned closures of the A3 Hindhead Tunnel, which should be directed to more appropriate routes. Highfield Lane is another single track road with passing places, and in any development proposals the impact on the access should be carefully considered.

**Page 11**, first column (relating to Architecture)

Revise the first two sentences of second paragraph to read:

**WARREN PARK**

Warren Park is an exception to the general pattern of development within the parish. It is a high-density settlement of forty Park Homes occupying the former site of a public house.

**Page 12**, first column (relating to Architecture)

Amend the last sentence to the second bullet dealing with LIGHTING (EXTERNAL)

Where night lighting is necessary, this should be at a low level and down-lighting should be used, preferably activated by PIR on a timer setting.

Add a new bullet dealing with REFUSE BINS

- Where possible, refuse “wheelie” bins should be stored out of sight from the road to maintain the rural setting.

**Page 14**, second column (relating to Commerce and Agriculture)

Revise the third bullet point to read:

- Further development of commercial livery yards must be examined carefully because of the impact on the village and common land. Too many horses in a small community results in overuse and damage to paths/verges and excessive soiling of the village streets.

**Page 19**, first column (relating to Highways, Roads, Byways, Bridleways and Footpaths)

Revise the third paragraph to read:

The area is divided by the A3 trunk road, a major link between London and the south coast ports. In July 2011, the Hindhead Tunnel was opened after a four and half year construction project to build the longest non-estuarial road tunnel in UK. In 2004, a bridge was built over the A3 at Thursley to create a safe crossing point. A3 road usage has increased significantly since the tunnel opened and this road is very busy during the mornings and evenings. Planned and unplanned closures of the tunnel result in increase in volume of traffic through Thursley/Pitch Place and Bowlhead Green because they are not following the planned diversions. Joint action is being taken by Thursley parish, the local authority, the Police, Surrey County Council and Highways England to ensure traffic is diverted off the A3 prior to the Thursley junction, or takes the planned diversion route from the Thursley bridge junction back up the A3 to the Milford junction.

**Page 19**, second column (relating to Highways, Roads, Byways, Bridleways and Footpaths)

Replace the sixth bullet point to read:

- There is concern about the impact of both planned and unplanned closures of the A3 Hindhead Tunnel, and the resulting large increase in the volume of traffic, including inappropriate HGVs, through both Thursley/Pitch Place and Bowlhead Green because they are not following the planned diversions. Action will need to be taken to ensure there is no detrimental effect on Thursley/Pitch Place and Bowlhead Green.

## THURSLEY VILLAGE DESIGN STATEMENT ADDENDUM (DRAFT)

Other areas still to address:

1. Consultation with community and Waverley Planning (in para 3 on page 2 and footnote on page 20)
2. Reference to VDS in Borough Local Plan (is this still relevant?)
3. Replacement map for page 3
4. Statement on development restrictions on page 5 (1<sup>st</sup> bullet) – discuss with Waverley Planning
5. Statement on security on page 11 (3<sup>rd</sup> bullet point) – discuss restrictions on gates with Waverley Planning
6. Section on Sustainability on page 12 – discuss planning constraints on Solar PV/Wind turbines with Waverley Planning
7. Para on farming on page 14 (needs updating) – get input from farming community
8. Review comment on page 19 relating to Thursley traffic calming scheme.