

**Planning application 2019/01702/PPFL, Woodhouse Farm
Change of use from Rough Pasture to Burial Ground**

Dear Sirs

This application, to all intents and purposes, is identical to two previous applications:-PL/2014/01982 and PL/2015/00273, both of which were refused on almost identical grounds. The parish Council can see no additional information in this application that warrants its approval and therefore believe it should be refused.

In support we make the following observations:-

Ecology

The report is out of date (produced in 2016) and is based on survey results from 2013 and 2014. This makes survey data at least 5 years old. These surveys must be updated. Especially in relation to badgers (known to be present on site), great crested newts (proven not to be there in 2013 but they may established themselves in the pond in the five years since the surveys were completed), bats (trees may not be suitable for roosting which were not previously) and reptiles.

We believe the report is not sufficient to support a planning application. It is an Ecology Mitigation and Management plan that makes recommendations only. The developer should submit an Ecological Impact Assessment that fully assesses the significance of impacts during construction and operation of the site, as well as providing a detailed list of mitigation/enhancement measures that should be provided (recommendations alone are not sufficient). The report must include up to date survey results for all protected species (meaning great crested newt surveys cannot be completed until 2020 as the survey season has ended for 2019).

Green Belt- NPPF

We recognise that there were some changes made to the National Planning Policy Framework(NPPF) earlier this year but believe this application qualifies as ' *inappropriate development*'. It contravenes one of the 5 purposes of the Green Belt, namely item c) of para 134 of the NPPF shown below:-

134. Green Belt serves five purposes: a) to check the unrestricted sprawl of large built-up areas; b) to prevent neighbouring towns merging into one another; c) to assist in safeguarding the countryside from encroachment; d) to preserve the setting and special character of historic towns; and e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The proposal contravenes PolicyENV1 Green Belt of the Hampton in Arden Neighbourhood Plan adopted by SMBC and in the event that it is approved should comply with Policy ENV4-Biodiversity of the same Plan.

The proposal will also involve the loss of a substantial area of land classified as being the best and most versatile agricultural land. On the basis that there is no overwhelming need, as outlined in the next paragraph, we believe the application contravenes Policy P17 of the Solihull Local Plan adopted in 2013.

Hampton-in-Arden Parish Council

Infrastructure in Green Belt:-

Drawing A1 CDS_TQW_TQW_02 shows a road accessing halfway along the northern border of the site. On the basis that this needs to be suitable for all types of passenger vehicles we suggest that construction of this type represents inappropriate development in Green Belt.

Need:

According to the Bereavement Services Strategy 2012 the Borough had 25 years' worth of burial space which is now down to 18/19 years. There is sufficient provision to meet local needs for the foreseeable future although it is recognised that it will be necessary within the next 5/10 years to secure some additional burial space.

Traffic/Highway Safety:

The two planning refusals cited a risk of compromising highway safety as outlined in the extracts from the refusal notices that apply:-

"... the proposed development is likely to result in queuing in the access road which in turn is likely to result in reversing and other maneuvers in the highway which at this location, bearing in mind the prevailing speed of traffic on Catherine de Barnes Lane is not considered to be in the interests of highway safety . The proposal is therefore contrary to Policy P8 of the adopted Solihull Local Plan 2013. The proposed development is likely to result in conflict between fast moving traffic along Catherine de Barnes Lane and queuing and slow moving vehicles attempting to access the site which is not considered to be in the interests of highway safety. The proposal is therefore contrary to Policy P8 of the adopted Solihull Local Plan 2013.

We suggest that this risk of compromising highway safety applies to this application too.

Infrastructure in Green Belt:-

Drawing A1 CDS_TQW_TQW_02 shows a road accessing halfway along the northern border of the site. On the basis that this needs to be suitable for all types of passenger vehicles we suggest that construction of this type represents inappropriate development in Green Belt.

Site Access:

The site is **not** well served by public transport contrary to that stated in the application - the bus stop is at least a twenty minute walk away and the service, 82/89 ,has limited hours of operation and does not operate at all on Sundays. The nearest train station is a 30/40 minute walk away and there is no bus service operating from the station to/past the site.

To summarise, this application is not materially different from the two earlier applications that were refused and request that this application is refused.

Hampton in Arden Parish Council

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