Poundland saving itself pennies in Elmbridge

Poundland has been told to "show some local pride" and repair its broken shop front window and remove the graffiti from its East Molesey store.

The low-price chain, which serves up to seven million customers every week natonwide, has been issued with a community protection warning by Elmbridge Borough Council after ignoring multiple requests to address the eyesores.

Elmbridge Borough Council says it works with business groups and community volunteers to keep its high streets, villages and parades thriving and to bring that sense of civic pride.

One group, from Manor Road, takes care of the planters along Walton Road to "lift up the high street".

Initiatives in the last year have been designed to make a positive impact on the community, such as new bins, flower planters, deep cleans and pavement works.

It's part of a move to get businesses, volunteers and the council working together in support of the borough's high streets.

That work has been undermined for "almost a year" as Poundland left temporary wooden panelling and unsightly graffiti, in place.

A spokesman for Elmbridge Borough Council said: "Despite multiple requests to address the graffiti and damage at Poundland in East Molesey, sufficient action has not been taken.

"The store has tried to clean the windows professionally but could not get the graffiti removed.

"In support of local residents, we have issued this Community Protection Warning hoping that Poundland will now undertake the necessary repairs and support our high streets."

Under Community Protection Warnings, £100 fines can be issued in the first instance. If no action is taken, prosecutions can begin. If convicted the maximum penalty is a fine up to £20,000.

Councillor Steve Bax (Conservative: Molesey East) said: "Almost a year has gone by without action and they are giving the impression they are not bothered as long as the money continues to roll in.

"When we have got Manor Road residents caring for the planters so brilliantly and doing their best to lift up the high street, we need this retailer to show some local pride too.

"The council has issued a community protection warning against Poundland which gives the company 28 days to fix the shop front or face a fine.

"Hopefully this formal action will now mean the company move forward and deal with shopfront issues."

Poundland was approached for comment.

Ex-Council Officers under investigation for Woking's £2 billion debt

Two former officers at Woking Borough Council are being investigated over their roles in Woking Borough Council's bankruptcy. The Financial Reporting Council (FRC) has confirmed that it is looking into the "professional standards" of two "individual accountants" in respect of Woking Borough Council's operations and investment activities for the financial years ended 31 March 2017 to 31 March 2023.

While the FRC has not identified the two people involved, former CEO Ray Morgan has confirmed to the Local Democracy Reporting Service he is being investigated. The Guardian has named the other as Leigh Clarke, who was the council's chief financial officer until 2023. Shortly after her departure the council's interim section 151 officer declared Woking bankrupt with debts of more than £2 billion.

Since then the council has had to cut huge numbers of jobs, increased its share of tax by 10 per cent and slashed funding to services and facilities. It is the second time the FRC has investigated council officers. In January 2024 it began an investigation into a former member at Thurrock Council after that authority admitted to a £469m budget black hole.

If that is any indication of timescales, it could easily be more than a year before a decision is reached in Woking. FRC sanctioning powers range from issuing unlimited fines down to a slap on the wrist. It can also strip people of their membership of professional bodies.

Both Ray Morgan and Leigh Clarke were named in the Grant Thornton report published on Tuesday, November 5 that examined the scale of Woking's borrowing. The report found a "long and atypical history of borrowing from the Public Works Loan Board" ran between 1999 and 2020.

Borrowing accelerated rapidly between 2016 and 2019 – primarily to fund regeneration projects such as Victoria Place and Sheerwater but also to cover running costs at its companies as well as loans to a private school. The Grant Thornton report read: "There was a strong message, over a period of many years, from the former CEO, Ray Morgan, that if debt could be serviced it was possible to borrow as much as the council wished, for whatever purposes it chose."

Will Forster said: "As Woking's MP, I've called for those who effectively bankrupted our local council to be held to account. Pleased to see that the Financial Reporting Council, the UK's accounting watchdog, is investigating Ray Morgan and Leigh Clarke, two former senior council figures."

Responding to the news, Cllr Ann-Marie Barker, Leader of Woking Borough Council, said: "Since the council fully accepted the recommendations of the independent Grant Thornton public interest report, Government-appointed commissioners overseeing Woking Borough Council's financial recovery have been liaising with relevant professional bodies.

"As a result, the Financial Reporting Council (FRC) has confirmed investigations into the conduct of two former employees.

"Woking residents deserve complete transparency and for those responsible for the borough's financial issues to be held accountable. We will therefore do whatever we can to assist the FRC in their investigations."

The FRC statement read: "This press notice concerns the opening of an investigation into the relevant individuals. The investigation does not relate to any persons or entities other than the relevant individuals and it would not be fair to treat any part of this announcement as constituting or evidencing an investigation into any other persons or entities.

"The Financial Reporting Council has commenced an investigation under the Accountancy Scheme into the conduct of two individual accountants in relation to their compliance with governance, reporting, regulations and professional standards in respect of Woking Borough Council's operations and investment activities for the financial years ended 31 March 2017 to 31 March 2023.

"The individuals are no longer employed by the council. The decision was made at a meeting of the FRC's conduct committee on 17 December 2024. The investigation will be conducted by the FRC's executive counsel."

Surrey's new rail link to Heathrow?

Plans for a new railway connecting Surrey to Heathrow and beyond have resurfaced as the track's backers welcomed government support for a third runway at the airport. The line, called the Heathrow Southern Railway (HSR), is a privately financed proposal to link towns in Surrey to one of the world's busiest airports.

If built, it would operate between Heathrow and London Waterloo via Staines. There would also be direct trains from the airport to Woking and Guildford, before carrying on to the south coast. Heathrow Southern Railway said it also would provide for an extension of the Elizabeth Line to Staines.

Baroness Jo Valentine, the group's chairperson, said: "The UK Government has set a bold agenda for growth with its support for a third runway at Heathrow Airport. Our railway enhances that growth by increasing connectivity and reducing surface emissions. These benefits accrue with a two runway airport but will be enhanced with an additional runway. We look forward to working with all partners to make this a reality."

Mark Livock, chief executive, added: "The new Government has expressed interest in finding ways to harness private sector finance in making the delivery of major infrastructure schemes more affordable. Heathrow Southern Railway has a depth of experience in creating opportunities for private investment that could deliver tangible benefits to the UK, and southern rail access to Heathrow would positively transform public transport connectivity to Europe's busiest airport."

The group estimates that the new route would cut about millions of road journeys - with many of those from the M25. They added: "Our construction plans minimise the impact on neighbouring communities by providing a route mainly in tunnel and

using only electric trains. Unlike the previous "Airtrack" proposals, HSR avoids level crossings in the Egham area."

An HSR spokesperson said: "Our proposed route starts at Heathrow's Terminal 5 station and is intended to run mainly in tunnel and be electrified to minimise environmental impact. It rises to the surface to connect to the existing railway near Staines and Virginia Water."

Related reports:

Heathrow expansion reaction

"Blocks away" from airport expansions

Hsr Proposed Route (Image Heathrow Southern Rail)

Mole Valley setting a green belt development trend?

Up to 200 new homes will be built on former green belt land despite fears they could overwhelm the already strained sewage system. Mole Valley District Council's planning committee approved developer Thakeham's vision for the 27-hectare site off Little Bookham Street on Wednesday, February 5. As well as the 200 homes, the plans will feature a community building, Gypsy and Traveller pitches, and public open space that the developers said would also open access to nearby ponds. Forty per cent of the homes would be affordable.

The site has been identified for development by the council's local plan, but the application had drawn more than 300 objections. Residents speaking at the meeting raised concerns about raw sewage, as well as the impact on local children being pushed out of their school's catchment area. Thames Water, however, raised no objections. Christine Milstead said: "Our green belt is definitely not Angela Rayner's gray belt. We think this development will cause harm to the green belt and protected habitats. All residents have objected to surface water flooding, and there are springs all over this site. For years, residents have been pumping water off their patios to prevent their houses from flooding. When you get a lot of rain, water does not drain through permeable surfaces. Will the proposed infrastructure capture water from the rear of new properties, or will it just run down to Little Bookham Street?"

Speaking on behalf of the plans, Tristan Robinson, Thakeham's director of external affairs, said Mole Valley was the fourth least affordable place to live in the country. He highlighted young couples struggling to afford housing and the 680 households on the waiting list. Despite the plans being voted through—by eight in favour, three against, and one abstention—Councillor Joanna Slater (Conservative; Leatherhead South) cautioned against setting a precedent for developing beyond what was laid out in the council's local plan for green belt. Cllr Paul Kennedy (Liberal Democrats: Bookham East and Eastwick Park) also urged the committee to heed residents and environmental groups calling for the protection of the "precious unspoiled countryside."

The new homes will be net carbon zero and feature a mix of one to four-bedroom properties. The developers aim to create 45 acres of open space and a new country park accessible to the wider community. Mr Robinson said: "After undertaking a comprehensive public consultation process for Land North West of Preston Farm, we are pleased to receive backing from Mole Valley District Council. The scheme includes 40 per cent affordable housing—something urgently needed locally—and significant new public open spaces for everyone to enjoy."

Plans for 200 homes in Little Bookham (image Thakeham)

Criminal car park QR codes wrong on many levels

Fake QR codes, used to scam motorists into giving away their bank and card details, have been found in Guildford car parks.

The scam codes have been placed on payment machines, signs or barriers in an attempt to defraud people into thinking they are making genuine payments, Guildford Borough Council has warned.

Not only are the unsuspecting drivers handing over private details to the scammers but they are also putting themselves at risk of collecting a fine for not having a valid parking ticket.

The council has issued a warning to help people from getting caught out and said it does not use any QR codes at its car parks - so if you see one it's a scam.

Lead councillor for commercial services, Councillor Catherine Houston, said: "We are aware of the increase in QR code parking scams across the country and I want to reassure residents that our teams regularly inspect our car parks to keep them safe and free from fraudulent activities.

"Criminals are becoming increasingly sophisticated in their methods so if you do spot a QR code in one of our car parks, please don't scan it; report it to the council instead.

"By raising awareness of such scams, we help to protect drivers from being misled so that residents and visitors can use our car parks in confidence."

Once scanned, the codes take people to a fake website that asks for credit and debit card information, mimicking genuine payment providers.

The council has now placed signs within all its car parks explaining to only use the RingGo app and to not use any QR codes found.

It has also pledged to remove any codes found with its enforcement team carrying out daily checks.

Scammers have targeted Guildford car parks (image Google)

Will Epsom and Ewell be bailing out Woking?

Debt-ridden Woking Borough Council has approved the sale of two more assets as it continues slashing its way to a balanced budget.

The bankrupt authority, with debts of more than £2billion, is undergoing a full review of the buildings it owns as it's forced to sell them off to try to ease the burden on the taxpayer if and when a Government bailout happens.

The two most recent sell offs are the Egley Road Barn Site and Sheerwater Nursery. They are currently being used by the Woking Gymnastics Club and a charity.

Woking Borough Council went effectively bankrupt in 2023 on the back of a failed investment strategy to regenerate parts of the borough and has since had to raise its share of tax by 10 per cent, close a raft of public services including toilets, lose about 60 staff members and stop funding to community groups.

Borough leader Councillor Anne-Marie Barker told the Thursday January 16 executive committee: "It's part of our asset disposal program to help to reduce the debt at Woking Council."

The meeting heard that an earlier bid to sell Egley Road had fallen through but a second offer had since been accepted.

Councillor Dale Roberts said: "The purchaser progressed their offer in good faith but has ultimately withdrawn. The recommendation is to transact with the next highest bidder.

"The recommended purchaser, the new bidder, has submitted the highest financial offer on a conditional basis subject to planning."

Exact details of what this is, and the value of the bids, are still being kept private.

He added: "These decisions aren't purely economic, it's a key factor for this council of course as it's engaged in an asset disposal and debt reduction programme but it's not purely economic" and that the decision "also aligned with the Woking for all strategy".

He said: "It will help deliver a thriving community through partnerships."

Tenants Woking Gymnastics Club has been sent what the council calls a "letter of assurance" outlining what help the authority can provide going forward "in terms of balancing everyone's interest".

Cllr Roberts said: "We are doing everything we can though with Woking Gymnastics Club to facilitate their extension at the new site at Kingfield.

He added: "The disposal will facilitate the regeneration of the site.

"It will complement the existing development of residential land on the adjacent land holding and it will increase the provision of homes within the borough.

"It will also of course generate a capital receipt."

The Sheerwater site, in Blackmore Crescent, has been sold to a "special purchaser because advantages have been found for their ownership that would not be available to other buyers."

The two-storey community building, together with parking and a garden, does not currently provide the council with any rental income. It is being let to a charity that leases the entire site for free. The charity licences part of the building to a children's nursery with the income retained by the charity to support its operation.

The report into the sale read: "The authority recognises that this may require difficult decisions to be made as part of the wider transformation policy and an important priority for the council is to revise its approach to property ownership and to identify opportunities to raise both income and capital receipts from the disposal of surplus properties within the context of supporting current/future council expenditure/debt.

Heathrow expansion reaction

Heathrow has been given the go ahead to press forward with plans for third runway that will bring in hundreds of thousands of extra flights to the West London airport every year, the Chancellor has announced – but questions remain about how deliverable the project will be.

The airport has long pressed for a third runway. The plans in the past have involved demolishing the mediaeval village of Harmondsworth and its neighbours Sipson and Harlington.

Feasibility studies have also been carried out about re-routing the M25 through a tunnel under the new northern runway and the enormous infrastructure project is supposed to be built while the country meets its environmental targets.

Heathrow has welcomed the Chancellor's announcement today that the Government is backing a third runway – and would be inviting proposals to be brought forward by the summer.

The government has already tightened legal pathways against any plans, cutting the number of appeals allowed from three down to just one.

Opponents, including the London Mayor's office, MPs and campaign groups however, argue a third runway won't bring in hoped-for economic benefits but will raise "serious environmental and health concerns".

The Mayor of London, Sadiq Khan, said: "I remain opposed to a new runway at Heathrow Airport because of the severe impact it will have on noise, air pollution and meeting our climate change targets.

"I will scrutinise carefully any new proposals that now come forward from Heathrow, including the impact it will have on people living in the area and the huge knock-on effects for our transport infrastructure.

"Despite the progress that's been made in the aviation sector to make it more sustainable, I'm simply not convinced that you can have hundreds of thousands of additional flights at Heathrow every year without a hugely damaging impact on our environment."

Stanwell Moor is the Surrey village at the end of Heathrow's southern runway.

Residents there have grown used to jet engines flying overhead. So much so, that some regard the noise made from incoming planes a respite compared with the roar when taking off.

The Stanwell Moor Residents' Association, in a statement published on its website, said: "What is different this time is that easterly alternation planning application will go ahead regardless of the airport expansion and would lead to more flights over our village; and secondly, the Government are likely to reform planning to speed up the approval for expansion.

"We will be ready to represent the village with a list of demands that put residents first."

The Government said it would issue a full assessment of any expansion plans through the Airports National Policy Statement.

It said the project must represent value for money and that it, plus any associated service transport costs, will be financed through private funding to "ensure that a third runway is delivered in line with our legal, environmental and climate objectives."

Paul Beckford, policy director at the HACAN clearskies group said: "The announcement today will disappoint the thousands of residents whose communities will be destroyed by a third runway and the millions who will be exposed to increases in noise and air pollution.

"Labour have set four tests that any airport expansion must pass in order to be approved and we believe that Heathrow's current plans are simply not compatible with those tests.

"The Government believes that it can achieve both growth and meet its climate targets but this decision puts both of those ambitions at risk.

"Expanding the UK's largest emitter of carbon in a forlorn hope of increasing GDP at some point in the future without a credible plan to deliver zero emission aviation is a folly of the highest order."

The Liberal Democrats issued a statement from its MPs saying the third runway would jeopardise the UK's climate commitments and will have a significant negative impact on local communities and human health.

The hundreds of thousands of extra flights to-and-from Heathrow, they said, will increase the risk of health conditions including heart disease, strokes and mental health issues.

MP for Esher and Walton Monica Harding said: "A third runway at Heathrow would have a profound impact on our climate, health, and communities. With a lack of clarity on the economic benefits and costs to the taxpayer, along with serious environmental and health concerns, the Government must urgently address these questions."

Others, such as the Chartered Institute of Logistics and Transport UK were quick to praise the announcement but cautioned the importance of prioritising environmental concerns.

Its chairperson, Paul Le Blond, said "Any expansion strategy must prioritise public transport integration, leveraging existing transport hubs and accommodating new rail links.

"The development should include modernised terminals and new gateway facilities for both the northern and southern perimeters. Crucially, all environmental impacts—including noise, local air quality, and greenhouse gas emissions—must remain within statutory limits.

"Whilst the expansion would be privately funded through passenger and shipping revenues, government support through policy frameworks and strategic rail investment will be essential to unlock private sector investment."

Related reports:

"Blocks away" from airport expansions

Surrey village to suffer a lot more Heathrow flights

Chance for Epsom and Ewell's say on Heathrow flights

"Blocks away" from airport expansions

So called "blockers" to major transport projects will be cleared in a move that looks set to curb challenges to Heathrow and Gatwick Airport expansions, the Government has announced.

The Prime Minister wants to curtail legal challenges to major decisions in what the Government describes as "unarguable cases" they say can cause "years of delay and hundreds of millions of cost to projects that have been approved by democratically elected ministers."

Instead, the legal system will be overhauled with campaigners given just one attempt at a legal challenge for "cynical cases lodged purely to cause delay rather than three". It comes after reports the chancellor Rachel Reeves said she was prepared to face down critics of plans to expand Heathrow Airport and Gatwick – arguing economic growth outweighed other concerns.

The Government has said this would balance the need for ongoing access to justice against what it describes as a "challenge culture" where small pressure groups obstruct decisions taken in the national interest. Prime Minister Keir Starmer said: "For too long, blockers have had the upper hand in legal challenges – using our court processes to frustrate growth. We're putting an end to this challenge culture by taking on the NIMBYs and a broken system that has slowed down our progress as a nation. This is the government's Plan for Change in action – taking the brakes off Britain by reforming the planning system so it is pro-growth and pro-infrastructure. The current first attempt, known as the paper permission stage, will be scrapped.

"Primary legislation will be changed so that where a judge in an oral hearing at the High Court deems the case Totally Without Merit, it will not be possible to ask the Court of Appeal to reconsider. To ensure ongoing access to justice, a request to appeal

second attempt will be allowed for other cases."

What the airports say

Heathrow has said it would wait until formal plans before commenting but that it strongly believed in its "vital role for the UK economy" and its long-held belief that expanding capacity at the UK's hub airport was critical for economic growth.

A Heathrow spokesperson said: "Heathrow is the best-connected airport in the world. That competitive advantage for UK plc already enables over £200bn of British trade annually. But growing the economy means adding capacity at the UK's hub airport which is full. That's why we're planning to unlock capacity by improving and upgrading our existing infrastructure, while also looking at potential options to deliver a third runway at Heathrow in line with strict tests on carbon, noise and air quality."

Stewart Wingate, CEO of London Gatwick said: "We can be a major part of the Government's drive for growth. We are already contributing over £5.5billion to the UK economy and supporting over 76,000 jobs, but unless we can access greater airport capacity the UK will miss out on opportunities to enhance global connectivity and unlock further opportunities for trade, tourism and job creation. Bringing our Northern Runway into routine use, through a £2.2 billion privately financed, shovel-ready investment will create 14,000 jobs and generate £1 billion a year in economic benefits.

"The project, which is due for government approval early next year, could be operational by the end of the decade. We have put forward a strong and compelling case focused around making best use of our existing infrastructure, minimising noise and environmental impacts and meeting the four 'tests' for airport expansion set by Labour."

The average legal challenge takes about 18 months to resolve and more than half of of all major infrastructure decisions were taken to court.

Campainers will not rest

Paul Beckford, the chairperson of the HACAN clearskies campaign group challenges the notion that expanding the airport would bring the craved-for growth.

He says that at best it could bring in £3.3bn over 60 years and that 75 per cent of passengers using a third runway would likely be transfer passengers "who contribute nothing to the economy". He also said that Heathrow expansion would not be in a vacuum and instead "suck growth" from the regions.

Government's own figures show that a third runway at Heathrow would suck growth from the regions, citing Department for Transport Aviation Forecasts that suggested "expansion at Heathrow would see 170,000 fewer flights per year from regional airports than if expansion does not take place".

Mr Beckford said: "Local communities around Heathrow represent nearly a third of all people across Europe exposed to levels of aircraft noise that harms their health. If Heathrow were to expand the Government would expose over two million people to increases in noise pollution in spite of a deepening evidence base of the negative health impacts, particularly at night. Such expansion would increase the emissions of the country's single largest source of carbon by around 9million tonnes per annum, which is incompatible with the UK's climate targets.

"It would be a failure of duty for any Government to put the health of their citizens at risk in the forlorn hope of generating growth when we know that the business case is marginal at best and 75 per cent of passengers using any third runway would contribute nothing to the UK economy."

Sally Pavey, who chair the CAGNE group that opposes expansion of Gatwick airport call the government's decision a disgrace that ignored public opinion in order to build a new runway by stealth. She said: "If this story is true it opens the door to us communities concerned about the decline in our wellbeing to benefit the shareholders of Gatwick Airport. Any airport expansion shows a lack of understanding and priority placed by this government towards global warming and yet we see the signs constantly on the news of flooding, fires and rising temperatures.

"Aviation is one of the biggest polluters this planet suffers and yet a new runway would add extra carbon a year plus greenhouse gases, and there are no true decarbonising factors that will reduce this as with more planes comes more CO2 and noise. CAGNE has been at the forefront of opposing this new runway due to the lack of infrastructure, lack of workers, decline in air quality and unbelievable increase in noise as Gatwick would be as big as Heathrow today.

"Gatwick already has serious issues with noise and yet we were not allowed to include the modernisation of airspace that Gatwick is reliant upon to reach its economic growth goals with two runway operation. This is just one of the reasons we will be legally challenging a decision to allow a new runway at Gatwick. We have already started to fundraise to legally challenge a decision to allow two runway operations as there were so many flaws in the evidence provided by Gatwick at the DCO hearings, this news story, if factual, is just another reason to challenge a new runway decision."

New homes planned for Ashtead

Hundreds of new homes could be built in Ashtead if newly submitted plans to Mole Valley District Council are approved. Wates Developments and its partners, Vistry Group, have submitted outline plans for up to 270 homes, of which about 40 per cent will be affordable.

The proposals, which still need to go through the planning process, also include a community centre that could become a children's nursery. Nearby schools are said to be under-subscribed, with vacancy rates expected to grow in some areas, according to planning documents submitted to the council. The documents suggest that the new homes could help boost pupil numbers in local schools.

John Tarvit, director of planning for Wates Developments, said: "We have an exciting vision for this site to create a sense of place and community, with landscape-led design that incorporates a variety of green spaces. Our proposals will help encourage social interaction, provide safe and attractive streets, encourage sustainable travel choices, and maximise biodiversity. We're proud that this will be a high-quality, net-zero development that reduces carbon emissions and enhances the resilience of the development to a changing climate. All new homes will be lean, clean, and green."

The land, south of Ermyn Way, has been allocated for residential-led development by the council. The developers state they are "committed to creating a distinctive and responsive new neighbourhood, offering a good range of house sizes and types.

"The proposed development will enhance the existing local community and deliver a range of benefits for people in Ashtead in addition to the much-needed new homes."

In addition to the housing scheme, the developers are proposing a community building with the potential for a children's nursery, 30 acres of open space, and a children's play area. At this stage, the plans are in outline format, but the developers have said that buildings will vary across the site, reaching up to a maximum of three storeys, although the majority will be two storeys.

The developers believe this approach will "create a varied roofscape, define marker buildings and add to the visual richness" of the project. They have also indicated that details such as the sizes of the homes, in terms of bedrooms, and the layout of the development are yet to be finalised.

Wates said the site currently consists of arable agricultural fields just north of the M25 and within walking and cycling distance of both Ashtead and Leatherhead. It is also already well connected to bus services. As part of the pre-planning process, Wates held meetings with nearby schools, including Trinity Primary School.

The planning statement noted: "At the meeting, the applicants were informed that the school is well below pupil capacity and referred to the same position at other local schools. It was explained to the applicants that local schools are accepting pupils who might not otherwise meet their selection criteria." It added: "It was confirmed that Greville School currently has capacity and in the coming years will likely have greater capacity as there are significant spaces available in the reception year."

Homes would be built on the western side of the site to create "a clear distinction between residential development and the eastern section within the retained green belt." The final layout will be determined through discussion with the council.

Wates Development's outline plans for up to 270 homes near the M25 in Ashstead (image Wates Development)

Local Plan lessons from a Surrey borough?

Precious green belt sites could be at risk of speculative developments and Waverley Borough Council could be powerless to stop them after its biggest housing project was judged to be taking too long to build.

All planning authorities must demonstrate they can provide enough land to supply housing for five years.

If they don't they can become vulnerable to speculative applications and can lose control over where new homes are built - and may have to approve applications they would normally refuse.

Waverley Borough Council has been hit by a double whammy of increased housing targets by the Government and the Planning Inspectorate's decision to pull the 2600-home Dunsfold Park from its projections over its "development trajectory".

This has left the council running out of earmarked land for new homes in just two and a half years.

The situation gets even worse when the new Government's increased housing targets are added into the fold, bringing the figure down to just one and a half years.

The figures were published in a Waverley Borough Council position statement last November following the Planning Inspector's Dunsfold Park ruling.

It read: "The site has been discounted from the council's five year housing land supply by Planning Inspectors in recent appeals and for this reason, the council has decided to exclude the site from the five year supply until there is more certainty about the timescales for delivery of housing on the site."

The plan has been to redevelop the aerodrome to form a new garden village on the brownfield site.

Planning permission for the first stage of the project was originally granted by the Secretary of State in March 2018. Its infrastructure is expected to support other developments in the borough.

So far "not one home" has been built.

Councillor Jane Austin, leader of the Conservative opposition group on Waverley Borough Council, criticised the borough for not publicising the change more widely saying residents deserved to know what was happening.

She said: "These housing supply figures are utterly dire and will mean more opportunistic development in inappropriate locations."

"We may as well just hand over the keys to opportunistic developers for any of the borough's green fields without some kind of national planning protection over them. I am extremely concerned about what this means for Alfold and edge of town sites across the borough."

Surrey County Councillor for Waverley Eastern Villages Kevin Deanus added: "Since Dunsfold Park gained planning consent in 2018 not one home has been constructed.

"Meanwhile local villages like Alfold have doubled in size. Major planning permissions in the local area have been granted dependent on infrastructure upgrades delivered via the Dunsfold Park permission.

"We now have raw sewage coming out of the ground in Alfold and huge pressure on local roads and infrastructure. Local people are despairing."

Councillor Liz Townsend, Waverley Borough Council portfolio holder for planning and economic development said they remained fully committed to delivering sustainable housing that meets the needs of the community while challenging unjustified and unrealistic targets imposed by the Government.

Dunsfold Park had originally been included in the 2018 Local Plan when the council was under Conservative control and was one of several sites identified to meet housing needs.

She said: "While the council sets the framework for development, it is important to clarify that we do not have the power to compel developers to build homes once planning permissions are granted. As of now, planning permission has been granted for around 5,000 homes across Waverley.

"However, this is no longer sufficient to meet our five-year housing land supply target, primarily due to significant increases in government-mandated targets.

"Originally set at 590 homes per year, this skyrocketed to 710 homes under the previous government, and now to an extraordinary 1,481 homes per year under current government policies.

"This cumulative target amounts to a staggering 29,000 homes over the next 20 years — effectively requiring the construction of an additional Farnham and Godalming within the borough, which is entirely unfeasible.

"Waverley Borough Council has made robust representations to the Government, including direct appeals to the Deputy Prime Minister, outlining why the housing need calculations are flawed. To date, these concerns have been ignored.

"We are actively working with the promoters of Dunsfold Park and other developers to accelerate delivery."

"However, Government Planning Inspectors have questioned the certainty of delivery on the Dunsfold site within the next five years.

As a result, the council has been forced to remove this site from its short-term housing projections, although this position will be continuously reviewed.

"The council is working urgently to develop a new Local Plan that ensures sustainable housing, job creation, and critical infrastructure.

"This is the only mechanism available to justify a more realistic housing target. Claims that the council is not fulfilling its obligations or has alternative options are factually incorrect.

"We are committed to addressing the national housing crisis while balancing the need to protect our borough's character and environment. However, it is the Government's disproportionate and unrealistic housing targets—not a lack of action by the council—that are placing immense pressure on local authorities across the country.

"Waverley Borough Council will continue to advocate for realistic and sustainable solutions to meet housing needs while standing firm against policies that jeopardise the future of our communities."

Image: Waverley Borough Council (Chris Caulfield)