

**Addendum to Guildford Borough Proposed Submission Local Plan “June 2016”
Strategic Highway Assessment Report: High level review of potential traffic impacts
of key changes in the Guildford borough Proposed Submission Local Plan: strategy
and sites “June 2017”**

Guildford Borough Council, June 2017

Introduction

Draft Local Plan (June 2016)

In 2016, Guildford Borough Council (GBC) published the Guildford borough Proposed Submission Local Plan: strategy and sites (June 2016) (hereafter the Draft Local Plan 2016).

Strategic Highway Assessment Report (June 2016)

Surrey County Council (SCC) undertook a strategic transport modelling study reported in the Guildford Borough Proposed Submission Local Plan “June 2016”: Strategic Highway Assessment Report (SCC, June 2016) (hereafter the SHAR 2016). This sets out results and analysis of the traffic impacts of the spatial strategy in the Draft Local Plan 2016 and key highway schemes from the programme of schemes that were considered necessary for the delivery of the plan.

Proposed Submission Local Plan (June 2017)

The Guildford borough Proposed Submission Local Plan: strategy and sites (June 2017) (hereafter the Draft Local Plan 2017) contains significant changes from the Draft Local Plan 2016. These include changes to proposed site policies forming the spatial strategy and to the programme of transport schemes. The changes reflect the Council’s consideration of representations received through the consultation process on the Draft Local Plan 2016, changes in circumstances and changes to the evidence base.

This addendum

This addendum provides a high-level review of the potential changes to traffic impacts – from those reported in the SHAR 2016 – which are expected as a result of the key changes made to proposed site policies and to the programme of transport schemes as identified in the Draft Local Plan 2017.

Table 1 overleaf summarises the changes in planned growth between the 2016 and 2017 iterations of the plan.

Table 2 sets out the key changes identified in the Draft Local Plan 2017 relevant to the SHAR 2016 (being changes from the Draft Local Plan 2016) and provides an assessment of the potential changes to traffic impacts from those reported in the SHAR 2016.

This review is not based on new strategic transport modelling and does not consider re-routing.

Table 1: Key changes in growth requirements between iterations of the plan

Type of growth	Draft Local Plan 2016 (2013 – 33)	Draft Local Plan 2017 (2015 – 34)
Housing	13,860 units	At least 12,426 units
Office and research and development floorspace	37,200 – 47,200 sq m	36,100 – 43,700 sq m
Industrial employment land	4.7 – 5.3 hectares	3.7 – 4.1 hectares
Comparison retail floorspace	46,955 sq m*	41,000 sq m**
Gypsy and traveller pitches	73 pitches	58 pitches
Travelling Showpeople plots	8 plots	8 plots

Source: [Full Council report: Proposed Submission Local Plan: strategy and sites June 2017 \(16 May 2017\)](#)

Notes:

* In the Draft Local Plan 2016, the Council proposed to meet needs to 2029 due to uncertainties in forecasting over the longer term

** In the Draft Local plan 2017, the Council proposes to meet needs to 2030 due to uncertainties in forecasting over the longer term

Conclusion

A high-level review has been undertaken of the potential changes to traffic impacts – from those reported in the SHAR 2016 – which are expected as a result of the key changes made to the proposed site allocations and to the programme of transport schemes as identified in the Draft Local Plan 2017. It can be seen from Table 1 above that there is an overall reduction in the quantum of development.

The key changes made to proposed site policies and to the programme of transport schemes in the Draft Local Plan, as identified in the Draft Local Plan 2017, are not considered likely to change the conclusions of the SHAR 2016 that:

- “The results show that for Scenario 5, which represents the quantum and distribution of development proposed in the Proposed Submission Local Plan together with the key highway schemes, there will not be a severe impact on the local and strategic highway network” (p.62), and that,
- “Nevertheless, the results of this assessment indicate that should the RIS schemes not be forthcoming then the residual cumulative impact of the Proposed Submission Local Plan on the highway network could be considered severe” (p.63).

In addition, in certain areas, where sites have been removed or their allocation reduced, the traffic impacts in that area are likely to be less than those reported in the SHAR 2016 for Scenario 5, which represented the quantum and distribution of planned development proposed in the Draft Local Plan 2016.

Table 2: High-level assessment of potential traffic impacts of key changes in the Draft Local Plan 2017

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
<p>Overall change to quantum of planned development of housing:</p> <p>Reduction of 1,434 dwellings</p>	<p>Overall number of new vehicle trips resulting from planned development of housing in the borough is expected to be lower than forecast.</p>	<p>The overall quantum of planned development of homes is reduced from the Draft Local Plan 2016 (by up to 10%).</p>
<p>Overall change to quantum of planned development of office and research and development floorspace:</p> <p>Reduction of 1,100 – 3,500 sq. m</p>	<p>Overall number of new vehicle trips resulting from planned development of office and research and development floorspace in the borough is expected to be lower than forecast.</p>	<p>The overall quantum of planned development of office and research and development floorspace is reduced from the Draft Local Plan 2016 (by up to 7%).</p>

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
<p>Overall change to quantum of planned development of industrial employment land:</p> <p>Reduction of 1 – 1.2 hectares</p>	<p>Overall number of new vehicle trips resulting from planned development of industrial employment land in the borough is growth expected to be lower than forecast.</p>	<p>The overall quantum of planned development of industrial employment land is reduced from the Guildford borough Draft Local Plan 2016 (by up to 22%).</p>
<p>Overall change to quantum of planned development of comparison retail floorspace</p> <p>Reduction of 5,955 sq m</p>	<p>Overall number of new vehicle trips resulting from planned development of comparison retail floorspace is expected to be lower than forecast.</p>	<p>The overall quantum of planned development of comparison retail floorspace is reduced from the Draft Local Plan 2016 (by up to 12%).</p>

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
<p>Overall change to quantum of planned development of Gypsy and traveller pitches</p> <p>Reduction of 15 sites</p>	<p>Overall number of new vehicle trips resulting from planned development of Gypsy and traveller pitches is expected to be lower than forecast.</p>	<p>The overall quantum of planned development of Gypsy and traveller pitches is reduced from the Draft Local Plan 2016 (reduced by 20%).</p>
<p>As a result of the SHMA addendum, the plan period has been rebased to the latest mid-year population estimate and rolled forward by one year to ensure 15 years at the date of adoption (2015 – 2034). The plan period is therefore now 19 years whereas previously it was 20 years (2013 – 2033).</p>	<p>No impact</p>	<p>The SHAR 2016 model forecast year is 2031, which was set to be consistent with other study work being undertaken by SCC for other Local Planning Authorities. The models reported in the SHAR 2016 included planned development in Guildford borough to 2033 (based on the Draft Local Plan 2016) and in Waverley borough to 2032 and development in all other areas of the UK to 2031. Thus, for the SHAR 2016, the development, and associated key highway schemes, were assumed to be delivered in full by the model forecast year of 2031.</p> <p>The effect of the Draft Local Plan 2017 being ‘rolled forward’ one year to 2034 therefore does not have an impact on the SHAR 2016.</p>
<p>Site policies in the Draft Local Plan 2017 include component sites with planning permission where these have yet to be commenced, whereas the site policies in the Draft Local Plan 2016 excluded extant planning permissions.</p>	<p>No impact</p>	<p>The SHAR 2016 scenarios representing Draft Local Plan 2016 growth in Guildford borough (scenarios 2-5) included extant planning permissions to 2015.</p>

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
Removal of scheme SRN1 A3 Guildford average speed camera / road safety scheme	No change to traffic impacts from those reported in the SHAR 2016	Scheme had not been modelled in SHAR 2016 as it was assumed that, within the plan period, its benefits would have been supplanted by delivery of scheme SRN2.
Removal of scheme SRN6 Beechcroft Drive new access road / road safety scheme	No change on traffic impacts from those reported in the SHAR 2016	Scheme had not been modelled in SHAR 2016 as it was assumed that, within the plan period, its benefits would have been supplanted by delivery of scheme SRN2.
Amended scheme name/description of LRN17 B3000 Puttenham Hill/A31 Hog's Back junction (Puttenham) improvement scheme	No change on traffic impacts from those reported in the SHAR 2016	Amendment to scheme name/description to remove reference to Policy A46: Land to the south of Normandy and north of Flexford.
Removal of scheme LRN18 A323 Guildford Road (Normandy) traffic management and environmental improvement scheme (to principally serve Land to the south of Normandy and north of Flexford site)	No change on traffic impacts from those reported in the SHAR 2016	Scheme had not been modelled in SHAR 2016, as it was primarily to manage the impact of additional traffic on the A323 Guildford Road rather than to provide additional network capacity.
Removal of scheme LRN19 Westwood Lane (Normandy) traffic management and environmental improvement scheme (to principally serve Land to the south of Normandy and north of Flexford site)	No change on traffic impacts from those reported in the SHAR 2016	Scheme had not been modelled in SHAR 2016, as it was primarily to manage the impact of additional traffic on Westwood Lane rather than to provide additional network capacity.

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
Addition of scheme LRN 23 A322 Onslow Street, Laundry Road, A322 Woodbridge Road and A246 York Road junctions improvement scheme involving new and modified signalised junctions	Expected improved facilitation of traffic movements	This scheme was added in the Draft Local Plan 2017 and was not represented in SHAR 2016.
Addition of scheme LRN 24 A323 Guildford Road/A324 Pirbright Road junction improvement scheme	Expected improvement to traffic conditions compared to SHAR 2016.	This scheme was added in the Draft Local Plan 2017 and was not represented in the SHAR 2016.
Removal of scheme BT4 Significant bus network serving the Land to the south of Normandy and to the north of Flexford site and key destinations including Guildford and the Blackwater Valley	No impact on traffic impacts from those reported in the SHAR 2016.	SHAR 2016 did not account for the potential for modal shift encouraged by new and improved sustainable transport choices provided by rail, bus and active modes schemes in the Draft Local Plan 2016.
Addition of scheme BT5 Significant bus network serving the Gosden Hill Farm site and key destinations including the existing eastern suburbs of Guildford and the town centre	Changes to traffic impact dependent upon form of associated measures to facilitate bus movement.	This scheme was added in the Draft Local Plan 2017. It should be noted that the SHAR 2016 did not account for the potential for modal shift encouraged by new and improved sustainable transport choices provided by rail, bus and active modes schemes in the Draft Local Plan 2016.

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
Addition of scheme BT6 Significant bus network serving the Blackwell Farm site and key destinations including the existing western suburbs of Guildford and the town centre	Changes to traffic impact dependent upon form of associated measures to facilitate bus movement.	This scheme was added in the Draft Local Plan 2017. It should be noted that the SHAR 2016 did not account for the potential for modal shift encouraged by new and improved sustainable transport choices provided by rail, bus and active modes schemes in the Draft Local Plan 2016.
Removal of scheme AM4 Off site cycle network from the Land to the south of Normandy and to north of Flexford site to key destinations including Wanborough railway station and to the Christmas Pie Trail, with improvements to a level that would be attractive and safe for the average cyclist	No impact on traffic impacts from those reported in the SHAR 2016.	SHAR 2016 did not account for the potential for modal shift encouraged by new and improved sustainable transport choices provided by rail, bus and active modes schemes in the Draft Local Plan 2016.
Policy A4: Telephone Exchange, Leapale Road, Guildford Allocation for 100 homes now removed.	Site's trip generation expected to be higher than forecast in SHAR 2016.	The site's future trip generation is now assumed to be based on its existing use, rather than its allocation in Policy A4 in the Draft Local Plan 2016. However, in the SHLA 2016, the site's existing use – which is considered to be sui generis in Use Class terms – was represented by a trip rate for Use Class B1a (office use) in the absence of an more appropriate trip rate. In reality, the site has lower existing traffic flows.

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
<p>Policy A6: North Street redevelopment, Guildford</p> <p>To reflect the latest retail needs study and evidence of demand, the comparison retail floorspace has been reduced from 45,000 sq m to 41,000 sq m, the food and drink and drinking establishments element has been increased from 3,000 sq m to 6,000 sq m, and the housing allocation has been increased from 200 homes to up to 400 homes.</p>	<p>Limited traffic impacts from those reported in the SHAR 2016.</p>	<p>It is expected that the increased allocation for new homes, food and drink and drinking establishments compared with the reduced allocation for comparison retail floorspace will not result in an overall increase in vehicle trips generated by/attracted to the site in the morning peak period. In the evening peak period there is likely to be an increase in vehicular trips generated by/attracted to the site.</p> <p>In considering the impact of the key changes in this site policy on the highway network, we note that the SHAR 2016 will potentially over-estimate the potential impact of this allocation on the adjacent highway network, as it did not make any allowances/adjustments to take account of linked trips or pass-by trips, which are already accounted for in the forecast town centre traffic flows. It also does not take account of Draft Local Plan policies, for instance Policy ID3 in Draft Local Plan 2017 is framed such that it does not preclude developers from bringing forward proposals for car-free new development. These allowances/adjustments would be taken account of in a Transport Assessment supporting any future planning application for this site.</p> <p>It should also be noted that the Draft Local Plan 2017 includes an additional “Requirement” in Policy A6 for “Mitigation measures, including those achieving modal shift to sustainable modes of transport, to accommodate the increased travel demand from the development, and changes to the town centre network for private traffic, deliveries, and buses.”</p>
<p>Policy A18: Land at Guildford College, Guildford</p> <p>The site was allocated for 100 homes. It is now proposed to be allocated for 200 student bedspaces.</p>	<p>Site’s trip generation expected to be lower than forecast in SHAR 2016.</p>	<p>Student housing results in different trip patterns with a significant proportion of trips occurring outside of AM and PM peaks. As a result of the change it is expected that the site’s trip generation in the AM and PM peaks will be lower than forecast in the SHAR 2016.</p>

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
<p>Policy A29: Land to the south and east of Ash and Tongham</p> <p>Capacity of the site has been increased from 1,200 to 1,750 homes.</p>	<p>No major impact on traffic impacts from those reported in the SHAR 2016.</p>	<p>The overall scale of growth in this strategic location for development has remained consistent but the capacity of the allocation for this site policy has been increased from 1,200 to 1,750 homes. The site policy now includes the various planning permissions in this area that have not yet commenced. There are no implications for the SHAR 2016 of this change.</p>
<p>Policy A41: Land to the south of West Horsley.</p> <p>This site was allocated for 90 homes. Through the consultation process, it has become known that the landowner of a significant part of the site has proposed to gift the land necessary to relocate the existing Raleigh School and associated playing fields.</p>	<p>Site's trip generation expected to be lower than forecast in SHAR 2016.</p>	<p>The land is not allocated for relocation of the Raleigh School in the Draft Local Plan 2017. With respect to the landowner's proposal to gift the land to allow for the relocation of the Raleigh School, such a proposal would be subject to the statutory planning process including the Transport Assessment requirements.</p>
<p>Policy A43: Land at Garlick's Arch, Send Marsh/Burnt Common and Ripley.</p> <p>The site was allocated for 400 homes and 7,000 sq. m of industrial land. 7,000 sq. m of industrial land removed.</p>	<p>Site's trip generation expected to be lower than forecast in SHAR 2016.</p>	<p>As a result of the removal of 7,000 sq. m of industrial land allocated for light industrial (B1c), general industrial (B2) and storage and distribution (B8) it is expected that the site's trip generation will be lower than forecast.</p> <p>It should be noted that the allocation of 7,000 sq m has been moved to Policy A58 in the Draft Local Plan 2017. Both Policy A43 and Policy A58 are in the same zone and therefore the SHAR 2016 assessment for this zone remains valid.</p>

Key change made to the Draft Local Plan 2016, as identified in the Draft Local Plan 2017	Potential changes to traffic impacts from those reported in the SHAR 2016	Explanatory notes
Policy A46: Land to the south of Normandy and north of Flexford 1,100 dwellings removed.	Site's trip generation expected to be lower than forecast in SHAR 2016.	–
Policy A58: Land around Burnt Common warehouse, London Road, Send 7,000 sq. m of industrial land allocated.	Site's trip generation expected to be higher than forecast in SHAR 2016. However site is in same zone as Policy A43 so overall new vehicle trips for the zone remains the same.	An additional 7,000 sq. m of Industrial land is now allocated for Policy A58. It should be noted that the allocation of 7,000 sq. m previously in Policy A43 has been moved to Policy A58 in the Draft Local Plan 2017. Both Policy A43 and Policy A58 are in the same zone and therefore the SHAR 2016 assessment for this zone remains valid.
Policy A59: New rail station at Guildford West (Park Barn) The site has been included as a site allocation within the Draft Local Plan 2017.	No major impact on traffic impacts from those reported in the SHAR 2016.	It is expected that, borough-wide, modal shift of car to rail trips will significantly outweigh new vehicle trips to access the new rail station. The station is not planned to be a 'parkway' station so sustainable transport options for travel to and from the site will be the priority. The SHAR 2016 did not account for the potential for modal shift encouraged by new and improved sustainable transport choices provided by rail, bus and active modes schemes in the Draft Local Plan 2016.