



Burpham Neighbourhood Forum



9th May 2018

Dear Sir.

Re: Hearing Statement of the Burpham Neighbourhood Forum; Guildford Local Plan: Strategy and Sites (2017) Examination in Public (EIP) (8581505)

On behalf of the Burpham Neighbourhood Forum please find enclosed a copy of our Hearing Statement ahead of the Examination in public into the Guildford Local Plan.

If you have any queries regarding the enclosed submissions please do not hesitate to contact me.

Yours sincerely

Jim Allen

Burpham Neighbourhood Forum Coordinator



Hearing Statement
(Guildford Local Plan EiP)

Unique Ref No: 8581505

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Introduction

This Hearing Statement is submitted to the Planning Inspector presiding over the examination of the Guildford Local Plan. It sets out the formal response of the Burpham Neighbourhood Forum (BNF) to the Matters and Issues raised by the Inspector (ID/3).

Our comments for discussion at the forthcoming Hearing relate to the soundness of the Plan as required by the NPPF and section 4 of the guidance note from the Inspector (ID/2 REV 2).

This Hearing Statement deals specifically with matters contained within Section 9 and Section 11 of the issues raised by the Inspector in his Matters and Issues paper ID/3, with specific interest to the relationship between the adopted Burpham Neighbourhood Plan and the emerging Guildford Local Plan.

This Hearing Statement should be read in conjunction with our earlier submissions made in response to the Regulation 18 and the two Regulation 19 consultations.

Background to the Burpham Neighbourhood Forum

Neighbourhood Planning is a flagship Government policy, designed to give local communities more influence over development in their areas.

The Burpham Neighbourhood Forum was formally constituted in February 2012 and the Burpham Neighbourhood Plan was formally adopted by Guildford Borough Council in April 2016. The Forum was re-designated for a further five year period in April 2018.

The Burpham Neighbourhood Plan was the first Neighbourhood Plan to be successfully adopted in Guildford. The Burpham Neighbourhood Forum continues to engage proactively in planning related matters in Burpham Ward.

Response to Section 9 of ID/3

We set out below the relevant Matters and Issues raised by the Inspector in ID/3, which the Forum wishes to debate further, followed by our response.

1. Question 9.1

Is the Spatial Strategy as set out in the preamble to Policy S2 sufficient to explain the Plans approach to the overall distribution of development and guide future development during the Plan period?

BNF Answer:

- 1.1. The Forum is concerned that Policy S2 and its preamble do not adequately address the expected housing delivery between existing urban areas and proposed urban extensions i.e. land released from the Green Belt.
- 1.2. This Section of the Plan is very general in nature and does not adequately address overall distribution of development within the Borough.

2. Question 9.2

Having regard to the need for housing, does the Plan direct it strategically to the right places?

Relevant aspects are:

- 2.1. **The spatial distribution of existing and future need for housing.**

BNF Answer:

- 2.1.1. The location of housing has in the past always been ‘where development land is offered’ There is no longer a ‘live where you work culture’. We cannot see this returning in the short to medium term. Thus spatial distribution will remain ‘where the land is offered’.
- 2.2. **Movement patterns.**

BNF Answer:

- 2.2.1. Movement patterns have not actually been measured accurately by Guildford Borough Council; therefore this question cannot be answered in any meaningful way, although the Burpham Neighbourhood Forum undertook a survey (BNF survey) in 2013 which displayed a movement pattern of residents averaging travel distance of 14.3 miles to their place of work at 50 different locations.

2.3. Green Belt and landscape impact.

BNF Answer:

2.3.1. We do not believe sufficient effort has been made to accommodate future housing development in Urban Areas and within inset villages, so the exceptional circumstances presented to justify the release of Green Belt land have not been demonstrated.

2.4. Infrastructure Provisions and Constraints.

BNF Answer:

2.4.1. We welcome the fact that the Local Plan recognises severe deficiencies in infrastructure in the Borough since the 1980's, specifically in relation to roads and water provision. It must be ensured that the strategic infrastructure is in place to address the current deficit, and prevent even greater deficit in the future. Similarly, developers must be able to support their proposed housing and employment allocations with suitable roads and water infrastructure. We highlight specific issues with roads and water capacity by way of background and current constraints on A3 and local road network capacity (please see Appendix 1 for statistics and explanation).

2.4.2. The estimated traffic brought into the area in the HMA displays an increase of vehicular traffic which will require a four-lane-both-direction traffic system to the south west of Guildford town from the M25 J10 (see Appendix 2 table 1 for justification).

2.4.3. Current predictions include an increase of 47,500 additional vehicles on the roads of the HMA based on extrapolated numbers of current car ownership per household. (See Appendix 2 table 1.)

2.4.4. We are unclear what infrastructure project LRN 6 entails (page 293 of the Plan) and what this means for the community of Burpham. We request the Inspector to examine this point in greater detail.

2.4.5. The current water usage in the HMA, based on average use per dwelling, is 26.1 million m³. The additional water demands from the proposed level of development 4.4 million m³ of water per year. This represents a 17% increase in demand. This means even if pipes are installed there is an indication there is currently no water to put in them (See

Appendix 2). No provision has been made for this in the HMA area or land set aside for additional water infrastructure or water storage (See Appendix 2).

- 2.4.6. Sewer pipework and their records are woefully inadequate. Some pipework has not been inspected for over 40 years and the current process of retrospectively clearing blockages, rather than preventing them, and failing to maintain sewer infrastructure means that the condition of pipework is contrary to statutory requirements and is simply unknown in many cases. Therefore, sewer infrastructure planning via a desktop exercise cannot be considered acceptable in this process, due to the very poor starting point of existing records (See Appendix 2: paragraph 18.1).
- 2.4.7. We have specific concerns regarding Burpham's water infrastructure. Following a P2 event (out of control sewer) on the main trunk through Burpham, for 33 days in August 2017, it has been discovered that not only have the sewers not been cleansed, maintained and properly kept flowing for the intervening 40 years, but there is no accurate record of condition, invert or the pipe sizes (as an example the 24 inch pipe recorded in 1981 is actually only 10 inches in diameter). In 1981 it was stated by the developer in association with Guildford Borough engineers that the sewers were lacking in capacity, being 4 times dry weather flow (DWF) whereas to be correct it should be 6 times DWF. (ref appendix 3). Over 1,500 homes have been introduced into this trunk sewer with no significant changes to the combined gravity flow system. A separate pumped system was added to facilitate the Weybrook Estate, but all other additional properties within Burpham and Merrow have been routed onto this trunk which was lacking in capacity 37 years ago.
- 2.4.8. We also have specific concerns regarding infrastructure at the proposed allocation Gosden Hill Farm (Policy A25). The topography of the land north of Guildford shows it is downstream of the proposed sewer provision, meaning constant pumping uphill and a requirement of 3 Km of new pressurised pipework through the most densely trafficked and highly populated area of the Borough. The site will be upstream of existing traffic problems in Burpham. The proposed layout of roads associated with policy A25 would cause gridlock on a major exit road out of Guildford towards the M25 (multiple right turns). Alleviation would require major trunk and local road reworking to make this site function sustainably. In fact the severity of infrastructure problems associated with this site (Policy A25) is one of the key reasons it has been rejected for development for the past 37 years.

3. Question 9.3:

Are the new proposed business land and floor space allocations in the right strategic locations?

Relevant aspects are:

3.1. The spatial location of existing and future local needs

BNF Answer:

3.1.1. Given the very low levels of unemployment in Guildford, these sites should be looked at again for the delivery of housing, to maximise use of urban areas and previously developed land for residential use.

3.2. Movement patterns

BNF Answer:

3.2.1. The BNF Survey in 2013 identified a movement pattern of residents averaging a travel distance of 14.3 miles to their place of work at 50 different locations. This would strongly suggest that building offices adjacent to housing does not mean that people will live and work on the same site. In fact it's highly unlikely.

3.3. Green Belt and Landscape Impacts

BNF Answer:

3.3.1. The proposed allocation of business land places additional pressure to release land from the Green Belt and should be revisited in light of the overall need for homes and the changing nature of employment locally (e.g. home and remote working). Exceptional circumstances to justify release of Green Belt land for employment use have not been demonstrated.

3.4. Infrastructure provisions and constraints

BNF Answer:

3.4.1. The traffic brought into the housing market area (HMA) by the projected population growth will increase to the extent that the A3 will need to become a 'four-lane-both-direction' traffic system from the M25 J10 to the south west of Guildford (See Appendix 4 for options to address this problem).

3.4.2. It is noted from the Surrey County traffic survey (2010) that the majority of commercial vehicles travelling solely within the County (i.e. local commercial traffic), travel an average of 9 miles, thus any increase in employment facilities will require the local roads infrastructure to be improved.

3.4.3. In practical terms the infrastructure project SRN4 (South slip road A3) is totally inadequate to provide solutions for current and future traffic levels. The longstanding deficit of road capacity north of Guildford is detrimental to public health (e.g. noise and air pollution as indicated by DoE reports and mapping) and is not resolved by any proposal displayed within this Plan. We maintain there is a requirement just north of this site location (south of the A247) for an all-ways junction as first proposed by Martin Grant in the 1980s. (see Appendix 5)

4. Question 9.4:

Having regard to the extent to which it is proposed to release Green Belt land and develop green field sites, do the Plan's policies strike the right balance (in terms of housing provision) between the use of urban and previously developed land and urban extensions? Has the potential for further residential development in the urban area been adequately explored? (see also Item 5 of initial questions).

BNF Answer:

4.1. The Plan as submitted currently fails to provide a five year land supply in the early years of the Plan. This can be corrected by reviewing the housing capacity of available land in existing urban areas, including Guildford town centre (particularly given the changing nature of retail). Increasing housing delivery in these areas will reduce the pressure to release land from the Green Belt. (Note: planning for infrastructure on the Green Belt sites will take a minimum of five years in a normal planning and development cycle).

4.2. We value the 'retail offer' provided by Guildford town centre, but more provision for residential use should be made on the long-standing empty retail and employment sites, to ensure more efficient use of the land, particularly where the potential exists for multi-storey development. The recent Solum appeal decision (APP/Y3615/W/16/3161412) sets a precedent for greater height within the urban area. We are concerned the safeguarding of so much urban Brownfield land for retail ignores the fast changing nature of this sector of the economy. More flexibility of uses should be built in to town centre and housing policies.

5. Question 9.5

Having regard to 9.2 to 9.4 above, are (sic) the overall amount of land proposed to be release from the Green Belt, and the strategic locations for Green Belt release, justified by exceptional circumstances?

BNF Answer:

- 5.1. In light of the above, and more general issues relating to housing need, we do not believe the overall amount of land proposed for release from the Green Belt is justified by exceptional circumstances. It is clear that additional work must be undertaken to maximise opportunities for residential development within the urban area, to reduce the pressure on the Green Belt.
- 5.2. We are concerned about the quality of key evidence based documentation that has been used to inform the release of Green Belt land, in particular the Council's Countryside and Green Belt Study, which is inconsistent in its scoring methodology. We wish to address this matter further at the Examination.

6. Question 9.6

Does the Plan take a sound approach towards the insetting of various villages from the Green Belt?

BNF Answer:

- 6.1. The principle of insetting within the Green Belt has been adopted over the years throughout the London Metropolitan Green Belt. The concern is that the actual lines suggested deviate from the gardens of the development line, thus being inconsistent with the basic principle of being a defensible boundary.

7. Question 9.7

Taking into account the extent of housing, employment and other needs, does the Plan take a sound approach towards the protection of the landscape, including the AONB and AGLV, and the countryside generally?

BNF Answer:

- 7.1. We are concerned that the Plan has too readily resorted to the release of land from the Green Belt to accommodate development needs. Policy S2 and its supporting text should be re-visited to increase housing provision in the urban area. Taken as a whole,

the Plan fails to respond to changes in business and retail operations, which will potentially result in underutilised urban land, which could provide much needed homes over the Plan period.

- 7.2. The result of the current approach is that exceptional circumstances have not been adequately demonstrated to release the level of Green Belt land proposed, particularly given the concerns over the methodology contained in the desktop exercise 'Countryside and Green Belt study'.

8. Question 9.8

If the Plan had to accommodate a greater housing requirement, for example through a higher OAN, what would be the implications in terms of the spatial strategy?

BNF Answer:

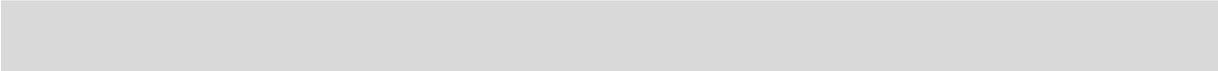
- 8.1. The implication for the spatial strategy would be a further release of Green Belt land if a greater housing requirement were identified, demonstrating that the methodology leans towards the release of land from the Green Belt to meet housing need and is not sustainable beyond the Plan period.
- 8.2. However the basis of this question assumes more housing is required, which has been challenged by other representations.

9. Question 9.9

What are the reasons that have led the Council to propose including new land in the Green Belt around Ash and Tongham, and can the circumstances be regarded as exceptional? What are the implications for the future housing needs of this urban area?

BNF Answer:

- 9.1. No exceptional circumstances have been demonstrated to support the creation of new Green Belt in this location. This is demonstrated in the response given by GBC to the Inspector's query on this issue (see Para 8.43 of the Council's answers to the Inspector's questions). GBC appears to be arguing that there is a threshold below which the need to demonstrate exceptional circumstances for new Green Belt does not apply. This is at best a misinterpretation of policy.

- 9.2. The NPPF is clear that new Green Belt should only be established where exceptional circumstances are clear, for example when planning for larger scale development such as new settlements or major urban extension (NPPF Para 82). The five bullet points set out in Para 82 have not been addressed.
- 9.3. In particular the claim made by GBC in relation to maintaining separation between Ash and Tongham and the village of Ash Green is indefensible in Green Belt terms, given the small amount of land left between the proposed inset villages (noting the two farms which can be developed under current permitted development rights). If adopted this stretch of Green Belt would appear contrived. The loss of this land to Green Belt will drive any future development into the flood plain of the River Blackwater which should be avoided as this is Zone 3b land.
- 9.4. Please note the Council is attempting to protect a non-existent Green space between developments at this location, while proposing to remove essential Green Belt between Gosden Hill and Burnt Common / Send, thereby joining the two communities together.
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Response to Section 11 of ID/3

10. Draft policy A25 acknowledges that the Burpham Neighbourhood Plan is a key consideration in the development of this site, as listed on page 189 of the Local Plan. The Burpham Neighbourhood Plan, under policy B-EN3 (Local Green Spaces) Appendix 5 designates important areas within Burpham as Local Green Space. The Local Green Spaces adjoining Gosden Hill Farm, known as site 2 and site 3 within the Burpham Neighbourhood Plan, are potentially detrimentally impacted by the allocation of Gosden Hill Farm, as currently shown on the blue line plan of page 190 of the Local Plan.
- 10.1. Notwithstanding our wider concerns in relation to this site allocation as set out elsewhere in this statement, we request the Inspector to amend the site boundary of the Gosden Hill site to reflect the boundaries of Local Green Spaces, sites 2 and 3 (both part of Merrow Common) in our Neighbourhood Plan. The alteration of this boundary to respect our Local Green Space will not prejudice the development potential of this site, but will preserve and accord with the recently adopted Burpham Neighbourhood Plan, to which significant weight should be attached.
- 10.2. Neighbourhood Planning is a flagship Government policy and guidance from central Government and relevant court cases implicitly imply that significant weight should be given to an adopted Neighbourhood Plan. If the Inspector is minded to recommend the allocation of Gosden Hill Farm for development, we respectfully request that this amendment be made.
- 10.3. Alternatively the policy could be reworded to specifically require that the Local Green Spaces in the Burpham Neighbourhood Plan be respected by future development proposals.
- 10.4. This small but important change would ensure the adopted Burpham Neighbourhood Plan and emerging Local Plan do not become contradictory.

11. Question 11.11

Is the Plan justified in referring to an all-movements junction, park and ride, and land being “potentially required”?

BNF Answer:

- 11.1. The original 1980's schemes for this site were either withdrawn or refused for various reasons including highways matters. In an attempt to address such concerns Martin Grant Homes proposed an all-ways junction as illustrated at Appendix 6 of this statement.
- 11.2. The proposal for the all-ways junction was part of a scheme for less than 1,000 housing units and furthermore without a park and ride facility, school or industrial and business units as proposed today. The current proposal in policy A25 is for approximately 2,000 homes (1,700 within the Plan period), plus additional development. Based on an average occupancy of two people per unit, this would result in 4,000 new residents, together with a similar number of people for work, school and the use of the park and ride facility.
- 11.3. It is not reasonable to suggest traffic volumes have reduced in the past 34 years or that there is now no need for an all-ways intersection. The current Martin Grant proposal is that all vehicles depart the site heading south either onto the A3 or through the already overcrowded roads of Burpham, which currently exceed widely accepted design capacity on a daily basis.
- 11.4. Therefore, 'Infrastructure (1)' of Policy A25 is an unacceptable part of this policy as it fails to accept any park and ride users will need to depart in the same direction as arrival (i.e. from J10 M25 Direction). Furthermore, it is preferential in sustainability terms for any bus that services this park and ride facility, to enter and leave Guildford town centre via the A320/Stoke A3 access, thus ensuring non-stop passenger transport is removed from Burpham's local roads. This is more sustainable and fits with the aim

of park and ride facilities, which is the fast transport to the town centre, while reducing pollution and congestion.¹

- 11.5. The all movements infrastructure identified within ‘Infrastructure (2)’ of Policy A25 should be mandatory, if this allocation is accepted by the Inspector, while noting the provision for a rear entrance from Merrow to this site should reflect and honour Burpham’s Local Green Spaces 2 and 3 to avoid conflict with the Burpham Neighbourhood Plan which is part of the evidence base of the emerging Local Plan.

12. Question 11.12

Is the delivery trajectory on this site affected by any of the A3 improvement proposals?

BNF Answer:

- 12.1. We are concerned that the allocation of this site for development sterilises the potential for a road tunnel to take the A3 under Guildford. Such a proposal has been discussed for a number of years by relevant agencies and has not been ruled out as an option. The other two options (widening and diversion), while apparently lower in cost, are in practical terms not realistically achievable within the life of the emerging Plan. (See Appendix 4.)

¹ NOTE 11.4 (FROM TRANSPORT FOR LONDON TECH NOTE 10)

Road capacity: 1,700 vph [Vehicles per hour] on each lane of the A3

Road capacity: 950vph on single carriageways, two way roads.

Level of service Quality on both the A3 and A3100 London Road consistently move into E and F (Unacceptable) on the accompanying chart Appendix 1

47,000 potential additional vehicles within the HMA in the Plan periods is far greater than the total residential population of Burpham. See Appendix 2 table 1

International Design Capacity (congestion) Appendix 1.

The various options to cure traffic congestion along the A3 are detailed with their consequences in Appendix 3.

12.2. If the proposal for a tunnel were to be progressed then the north side of the Gosden Hill site would be required for such an infrastructure project. Therefore Policy A25 should be used to safeguard all land required to facilitate the tunnel option until such a proposal and/or a solution for current and future capacity issues has been developed and completed along the A3 within the HMA.

13. Question 11.13:

Are there local level exceptional circumstances that justify the release of this site from the Green Belt?

BNF Answer:

13.1. The Burpham Neighbourhood Forum challenged the rationale of the Council's traffic light system as presented within the Countryside and Green Belt Study, which was used to identify the contribution made by individual Green Belt areas to the Green Belt as a whole. We raised our concerns regarding this matter at both Reg. 18 and Reg. 19 Consultations. Our concern is it fails to provide a consistent approach to the individual PDA's (potential development areas) within the Green Belt of Guildford Borough, meaning land offered for development was given less weight towards protection than identical land that was not promoted for development. It remains our concern that the scoring used was inconsistently applied during this desktop exercise and therefore the final decision to propose this site for development is fundamentally flawed. The study fails to recognise the important contribution this site makes to the overall level of openness on the main entrance to Guildford and deletes a very defensible boundary in exchange for a new indefensible one (see Appendix 6).

13.2. We have read the Council's answer to the Inspector's questions regarding Local Level Exceptional Circumstances and do not believe there is an overriding justification constituting Exceptional Circumstances as required by the NPPF. The NPPF states at Paragraph 14. *"At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking.For plan-making this means that:*

- *local planning authorities should positively seek opportunities to meet the development needs of their area;*

- *Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:*

any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; (our emphasis) or

Specific policies in this Framework indicate development should be restricted.

Paragraph 80 of the NPPF sets out the following five purposes of the Green Belt:

- *to check the unrestricted sprawl of large built-up areas;*
- *to prevent neighbouring towns merging into one another;*
- *to assist in safeguarding the countryside from encroachment;*
- *to preserve the setting and special character of historic towns; and*
- *to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.*

13.3. Paragraph 83 of the NPPF reminds us that once established, “Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term so that they should be capable of enduring beyond the Plan period.” Paragraph 85 states that local authorities should satisfy themselves that “the Green Belt boundaries will not need to be altered at the end of the development plan period” and requires Local Planning authorities to “define boundaries, clearly using physical features that are readily recognisable and likely to be permanent”. It can be seen from the aerial photographs in Appendix 6 of this statement that the defendable line proposed within the Plan has already changed due to harvesting of the coniferous woodland leaving bare land indistinguishable from the adjoining field. This fails to provide permanence in contrast to the current development line which is formed by ancient woodland, common land, Local Green Space and Merrow Lane. Therefore the proposal fails to ensure separation between settlements and fails to establish a defensible line between settlements in the long term as required by the NPPF.

- 13.4. The NPPF in Paragraph 9, (pursuing sustainable development), fourth bullet point, states the intention of *‘Improving the conditions in which people live, work, travel and take leisure’*. The allocation of Gosden Hill Farm will cause significant detriment to the living conditions of the people of Burpham, who already suffer persistent traffic gridlock. The adoption of Policy A25 will significantly increase traffic levels, causing increased congestion on Burpham’s roads. The overall impact of the Local Plan on Burpham will be increased air pollution and paralysis of traffic movement due to inadequate infrastructure proposals. The NPPF, in paragraph 17 says: *Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. These 12 principles are that planning should: {bullet 4} “always seek to secure high quality design and **good standard of amenity for existing**(our emphasis) and future occupants of land and buildings”*. The failure to follow these stipulations within national policy must lead to its removal from the Plan. The development of this site has been found to be unsustainable and unsound for 37 years by the Secretary of State and the Local Planning Authority now promoting this site. Basic circumstances have not changed.
- 13.5. Of particular note, recent history includes a failed attempt by the Government Office of the South East to allocate the site in the now withdrawn South East Plan. In that instance the Secretary of State chose not to contest the challenge then made by Guildford Borough Council in the High Court against the allocation. The reason for the challenge by the Council related to issues of sustainability and due process (see Executive papers in Appendix 7). We remain concerned that these justified issues presented by the Council have still not been addressed as part of the Local Plan evidence base or the Sustainability Assessment 2017, prepared by Aecom. In particular Aecom give great weight in their Sustainability Assessment to the scoring system contained within the Countryside and Green Belt Study, to the point that in Box 6.9 of their report on page 30 they state it is **‘a given’** that Gosden Hill should be developed. We have concerns over the biased nature of such a starting position, so very early in the preparation of the Local Plan. At the point at which the Green Belt and Countryside Study was prepared there was no agreed HMA or prepared SHMA, which appeared much later in the process. Other concerns relate to Paragraph 10.5.2 of the Sustainability Assessment which states *“The site benefits from good access to the A3 and M25”*, which is a contentious point and worthy of further discussion (please refer to Appendix 5 for a more detailed analysis of these contentious points).

13.6. In summary we firmly believe there are no exceptional circumstances to justify the release of this land from the Green Belt.

Correction: In our Regulation 19 submission we incorrectly referred to the Council's legal challenge to the South East Plan taking place in 2011. This should be 2009.



14. Appendix 1: Infrastructure - Roads

The following tables are provided for discussion and information and have been drawn from UK and international documents, which have previously been accepted as educated arguments when dealing with traffic congestion.

“Department for transport 02/2013”

14.1. Requires under Paragraph 18 that *“any capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan Stage”*. The current Local Plan ignores this requirements. It makes vague statements in many places of ‘potential need’. Yet it is very clear from traffic numbers available from the DfT there is no ‘potential need’ for road improvements, it is all factual and proven need. You cannot increase by 47,000 plus private vehicles into any area plus an additional 1% to 5% of commercial vehicles depending on the actual road being counted, without improving both the local road network and strategic roads system. The Borough is constantly on the ‘grid locked’ listings and failing to solve the repeated gridlock is fundamentally unsustainable. Highways England, Surrey Country Council and Guildford Borough Council are simply not providing a cohesive and practical roads infrastructure plan, while refusing to talk or discuss with communities their traffic problems and proposed solutions which is contradictory to Paragraph 20 of the DfT circular 02/2013.

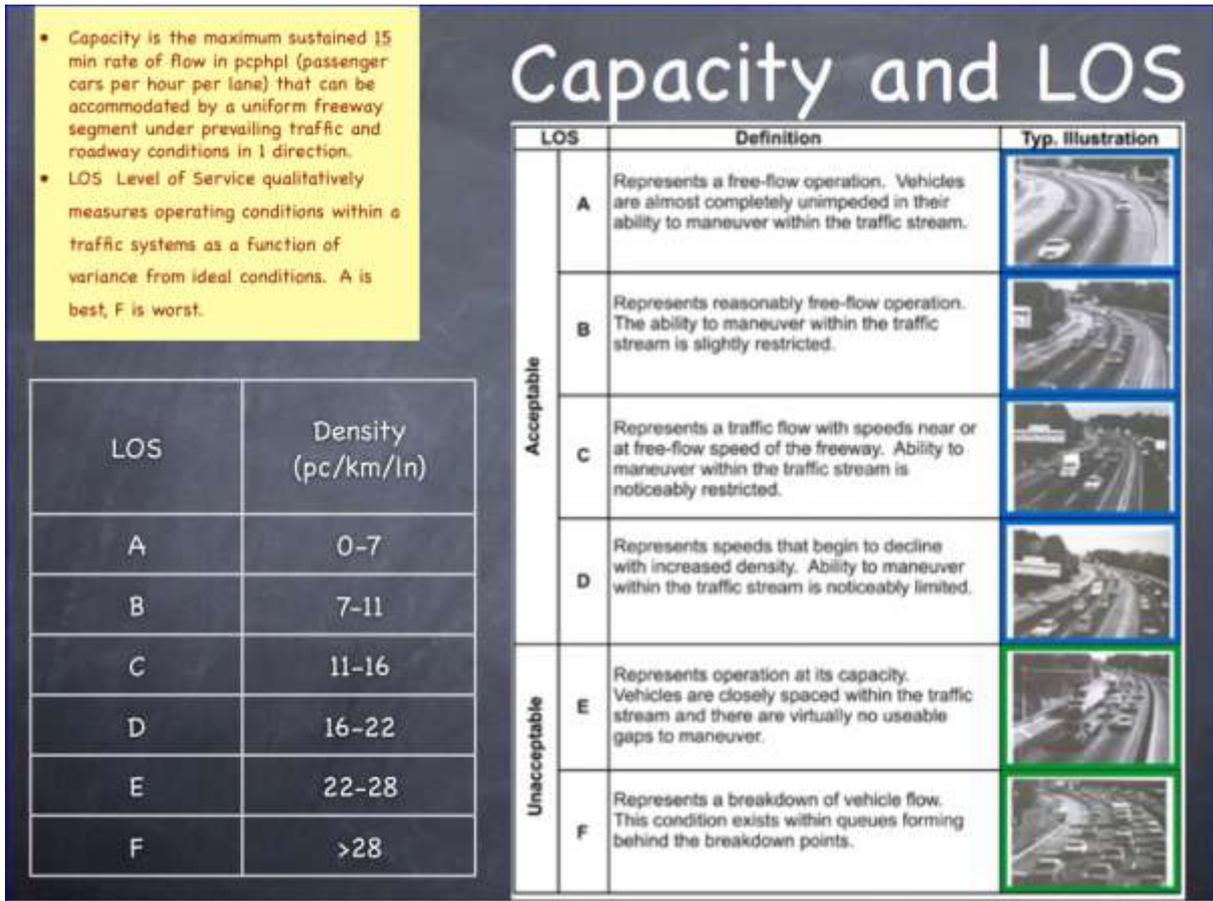


Figure 1: Taken from the lecture notes of Professor David Levinson (university of Sydney, School of civil engineering: Highway Capacity and Level of Service [LOS])

LOS	Flow conditions	v/c limit	Service volume (veh/h/lane)	Speed (miles/h)	Density (veh/mile)
A	Free	0.35	700	> 60	< 12
B	Stable	0.54	1100	> 57	< 20
C	Stable	0.77	1550	> 54	< 30
D	High density	0.93	1850	2: 46	40
E	Near capacity	1	2000	2: 30	67
F	Breakdown		Unstable	< 30	> 67

		Two-way Single Carriageway- Busiest direction flow (Assumes a 60/40 directional split)								Dual Carriageway				
		Total number of Lanes								Number of Lanes in each direction				
		2			2-3	3	3-4	4	4+	2		3	4	
Carriageway width		6.1m	6.75m	7.3m	9.0m	10.0m	12.3m	13.5m	14.6m	18.0m	6.75m	7.3m	11.0m	14.6m
Road type	UM	Not applicable									4000	5600	7200	
	UAP1	1020	1320	1590	1860	2010	2550	2800	3050	3300	3350	3600	5200	*
	UAP2	1020	1260	1470	1550	1650	1700	1900	2100	2700	2950	3200	4800	*
	UAP3	900	1110	1300	1530	1620	*	*	*	*	2300	2600	3300	*
	UAP4	750	900	1140	1320	1410	*	*	*	*	*	*	*	*

Figure 2: From Transport for London 2013; Technical Note 10 - What is the capacity of the road network for private

14.2. In a report to the Planning Inspector, GBC ref 81/p/0424 and others, during the site appeal on the proposed site in 1981, (after opening of the Burpham Bypass in 1980) it was noted that over 991 vph in New Inn Lane, prior to and very much earlier than both the Sainsbury store and Aldi in 2014 and the building of over 1500 homes in the Burpham Ward. ‘Design’ capacity UAP4 is 750 vph. Road width 5.15m

We are now in a situation in Burpham where:

- 14.3. Condition D/F North bound London Road; practical traffic counts are simply ‘impossible’ stretching at times from Woodruff Avenue and beyond heading North to the A3 at Clay Lane speeds exceeding 5 km per hour are sometimes achieved during peak times! and
- 14.4. Condition D/F from the A3 onto the Slip Road (London Road) backing up on the A3 to Woodbridge Avenue and beyond entering Guildford. A recent [but not uncommon] report was Great Oaks Park to New Inn Lane took 20 minutes [0.54km]
- 14.5. From the Connect consultants report for the Aldi Store traffic distribution New Inn Lane takes 20% of traffic off the London Road while Clay lane takes 25%, Despite this siphoning off of traffic London Road {A3100} remains seriously congested.

14.5.1. Condition F regularly occurs in New Inn Lane where queues can be up to 30 vehicles waiting to exit onto the London Road.

AADF Traffic figures	Count point	2000	2016	increase	Twenty year increase
A3 Slip road, to London Road off	78194	10,938[e]	12,050[e]	10%	21%
A3100 between Clay lane and Great Oaks	28731	10,831 [e]	11,931 [e]	10%	21%
A3 Burpham South of slip road	37945	85,079 [e]	97,629 [e]	14%	35.4%
A3100 King Post Parade	17735	21,122 [e]	18,888 [e]	-10%	-0.9%
A3100 Clay lane Bowers farm	48084	18,357 [e]	19,993 [mc]	8%	24.5%

14.6. The drop in vehicles per hour at site '17735', reflects the calamitous introduction of a food store with undersized car park on the corner of Burpham Lane which has reduced traffic speeds to such a level the 15 minute and hourly counts (VPH) for which the 24 hour count is based, drop rather than increase with the added severe congestion.

14.7. AADF –means Annual average daily flow

14.8. AADF figures give the number of vehicles that will drive on that stretch of road on an average day of the year. For information on how AADFs are calculated, see the guidance on the Traffic Statistics pages on GOV.UK.

14.9. AADF figures are presented as: Units = vehicles per day

14.10. [e] = estimated [mc] =Manual count

14.11. There has been no true traffic count in Burpham covering all junctions. Simply estimates taken from previous counts, and extrapolated from adjacent roads. Local counts including turning motions were complete in sequential fashion over multiple days instead of parallel counts on the same day, thus making the results unusable.

14.12.20 year increase taking from Ministry of Transport “provisional road traffic estimates October 2016 – September 2017” .

AADF Traffic figures Note all figures are estimates	Year 2032 estimate on 21% increase in traffic attempting to pass in and through Burpham	Year 2016 estimates (% over design capacity; 18 hour)	Number of traffic lanes	24 hour capacity	18 hour Capacity	Capacity per hour 60/40 split
Slip road – to London Road off A3 road usage 100% one way	14,580	12,050 (1%)	2	15,840	11,880	1320
A3100 between Clay lane and Great Oaks 98% one way	14,436	11,931 (22%)	2	12,960	9,720	900
A3, Burpham South of exit	118,131	97,629 3% spare capacity	6	134,400	100,800	5600
A3100 King Post Parade	22,854	18,888 (39%)	2	18,000	13,500	750
A3100 Clay lane Bowers farm	24,191	19,993 (48%)	2	18,000	13,500	750
New Inn Lane from Aldi transport report	2,294	1,896 peak hr 30 vehicle queue normal	2	14,088	10,566	587

14.13. The present road system within Guildford around the A3 due to the bottleneck on the A3 at Stoke road / A320 intersection and high car ownership are hyper congested and when actually running are oversaturated in design terms.

14.14. Currently no prediction of real traffic figures for the end of the Plan period exist, rather the numbers provided from ‘computer models’ give ‘increase from undisclosed base figures’ This practice hides the severity of the existing problems, while ‘suggesting’ that the additional traffic flows will not be greatly affected. Statistically 21% is a very significant number. In the table above the 2032 figure is based on an average 21% increase in vehicles using these roads. As can be seen from the estimates based on current car ownership and road congestion, nothing has been provided within either

the Strategic Road Network (SRN) or the Local Road Network (LRN) to actually address these extremely serious problems.

14.15. The 'modal shift' claim of SMC 6 through Burpham was never discussed with the Neighbourhood Forum and would have been challenged if it had. The proposal fundamentally fails to take into account lack of availability of road width to accommodate two cycle lanes, two bus lanes off of the current congested two vehicle lanes. Further the extreme high level of Public transport provision, to achieve timely passenger movement to 50 locations averaging 14.3 miles on the residents journeys to work, would not provide a viable and sustainable alternative to a private vehicles.

15. Appendix 2: Infrastructure – Water Supply & Sewers

	guildford			woking			waverley			HMA effect on infrastructure
	2001	2011	2032	2001	2011	2032	2001	2011	2032	
no of properties	52,400.00	56,220.00	68,646.00	36,900.00	40,691.00	44,195.00	47,200.00	51,597.00	58,896.00	171,737.00 total number of properties
increase			12,426.00			3,504.00			7,299.00	23,229.00 housing increase
No Of People	129,700.00	137,200.00	171,615.00	89,800.00	99,200.00	114,907.00	111,392.00	122,800.86	141,350.40	
average people per house	2.37	2.42	2.50	2.41	2.49	2.60	2.36	2.38	2.40	
No of people increase										
Water per house m3	174.46	175.82	178.00	215.53	177.73	180.72	174.19	174.74	175.28	
Water increase										
Total water m3 annual	9,141,913.60	9,884,825.28	12,218,988.00	7,953,057.00	7,231,930.05	7,986,920.40	8,221,862.40	9,015,853.39	10,323,290.88	25,316,833.00 2001 26,132,608.72 2011 30,529,199.28 2032 4,396,590.56 additional water needed cubic metres per year
ANNUAL WATER USAGE IN CUBIC METRES										
Home	Low	Average	High							
1.00	45.00	66.00	100.00							
2.00	55.00	110.00	136.00							
3.00	82.00	136.00	175.00							
4.00	110.00	165.00	210.00							
5.00	136.00	182.00	245.00							
6.00	155.00	200.00	265.00							
car availability	1.46	1.50	1.60	1.40	1.43	1.46	1.50	1.58	1.65	198,964.00 2001 224,041.39 2011 271,536.70 2032 47,495.31 additional cars on the road.
number of vehicles	76,504.00	84,330.00	109,833.60	51,660.00	58,188.13	64,524.70	70,800.00	81,523.26	97,178.40	
Sewers	Records of pipe sizes are inaccurate, Inverts are unknown Last inspection of any pipe could be as far back as 1980 or earlier Pipes were declared 2/3 design size for current requirement in 1981 Any pipe could be within one event from P1 or P2 even (P1 outside pipe P2 inside pipe lost control)									
Current water supply when run at peak discharge, is four hours										

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Comparison of all three proposals

The table below compares all three proposals.

	 Fixing leaks	 Sourcing water more sustainably	 Reducing personal water use	 Risk of interruptions	 Severe drought restrictions	 Environmental projects	 Reliability of water pressure	 Future forecast bill
Plan A:	11% reduction in leakage	10 million litres less water taken from the environment	To 129 litres per person per day	Reducing to a 1.5% (1 in 65) chance in any year	Reducing to a 1.7% chance (1 in 60) chance in any year	£2 million to fund new schemes	Reducing average hours of low pressure per property per year to 8.7 hours	£170 per year in 2019/20 £158 per year in 2024/25
Plan B:	11% reduction in leakage	10 million litres less water taken from the environment	To 129 litres per person per day	Reducing to a 0.8% (1 in 130) chance in any year	Reducing to a 1.7% chance (1 in 60) chance in any year	£6 million to fund new schemes	Reducing average hours of low pressure per property per year to 6.5 hours	£170 per year in 2019/20 £161 per year in 2024/25
Plan C:	15% reduction in leakage	39 million litres less water taken from the environment	To 124 litres per person per day	Reducing to a 1.5% (1 in 65) chance in any year	Reducing to a 0.5% chance (1 in 200) chance in any year	£2 million to fund new schemes	Reducing average hours of low pressure per property per year to 8.7 hours	£170 per year in 2019/20 £168 per year in 2024/25

Figures are in 2018 prices and do not include inflation

15.1. Increased water requirement of the HMA is 4.4 million m³ to meet the average need of 110 m³ per household. Affinity Water in their new draft business plan (extract above) for the next 15 years are going to in effect reduce available water supply by a minimum of 1,000 cubic metres meaning there will be a shortfall of at least 4.5 million m³ in the HMA.

Extract from a commentary on THAMES WATER'S DRAFT PLAN FOR 2020-2080

BACKGROUND: Following the public inquiry held in 2010 into Thames Water's 2009 Water Resources Management Plan, the Inspector found that TW's proposals for a huge reservoir south-west of Abingdon were; not fit for purpose, not compliant (they had overestimated demand) and that some important alternatives to the proposed Abingdon reservoir (Upper Thames Reservoir UTR) south west of Abingdon had not been properly investigated, particularly the options involving water transfers from R Severn to R Thames to supply London's reservoirs. **As a result the Inspector ruled out TW's proposed 100 million cubic meter reservoir.** Consequently, TW's plan was subsequently amended as a result of these findings. Even in their 2014 Plan they did not return to a concrete proposal.

THE CURRENT THAMES WATER PROPOSALS

On 12th February 2018, Thames Water published their new draft Water Resources Management Plan (dWRMP19). This is now open for public consultation, ending on 29th April 2018. The Plan covers detailed investment up to 2024, but then presents an outline Preferred Plan out to 2080 (new government guidelines support more long-term planning by Water Companies). In progressing to this, TW produced a 'Fine Screening Report' to propose a set of water supply options which would be investigated in detail to produce the final list of water sources. "TW's current draft plan predicts, by the end of the century, a London deficit of about 800 Million litres per day, which could only be met by several large schemes. They present many plan versions, but their Preferred Plan (ie. the one for which they would seek approval) is, only in outline". That is a currently projected deficit of 292m³ per year.

Following this their first big new resource will be the 'Teddington Direct River Abstraction (DRA)', by 2030. This is an 'indirect re-use' water scheme, where treated London wastewater is diverted from its normal discharge into the Thames Estuary, and piped upstream to the Thames above Teddington Weir, from where it can be extracted to fill the London storage reservoirs. It is interesting that this scheme, was rejected by Thames Water at the Public Inquiry in 2010.

After that, the next big scheme will be needed by mid 2040s, so a decision on the choice will be needed by about 2030. This new resource (90% justified by London's needs) would be the Abingdon reservoir (150 Million cubic metres). In the various scoring schemes, Abingdon Reservoir appears as commissioned between 2043 (least cost) and 2047 (preferred programme) – as the reservoir takes over 15 years to approve, construct and fill, a decision is required between 2028 and 2032.

For subsequent London needs after 2060 a large Re-use plant at Beckton in London is constructed. It is notable in the Plan that the needs of Swindon and Oxford area (SWOX) could be met without the Abingdon reservoir. Lastly, a 'bottom line' appears in the Plan (mainly hidden from the top-level documents). Beyond 2060, the preferred plan foresees that Thames Water would sell 120 Million litres per day (40% of the Abingdon Reservoir's output) to other areas of the South-East (Affinity Water – Essex, and South-East Water – Kent).

Thus confirming Thames Water anticipate severe water shortage across the south east. This comment is confirmed by the Draft water Resources management plan 2019 section 1/



Figure 1-4: Maps of forecast regional deficits by 2040 (accounting for committed supply side options to 2025) under three example future scenarios ¹²

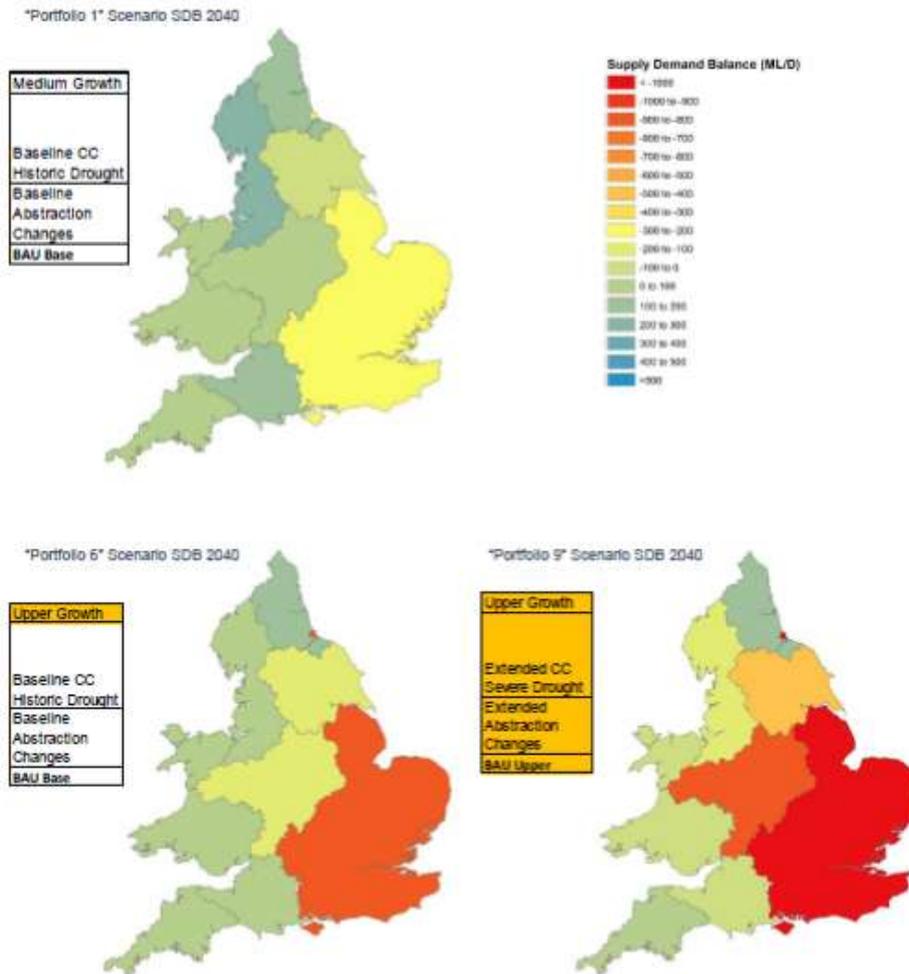


Figure 3: Thames Water PLC’s “public declaration of water resource problems”

17. Appendix 3: Report Foul Water Drainage Gosden Hill (1981)



Martin Grant Homes Ltd

Grant House, Felday Road, Abinger Hammer, Dorking, Surrey, RH5 6QP.

Telephone: Dorking 730822 (5 lines)

PROPOSED RESIDENTIAL AND INDUSTRIAL DEVELOPMENT
AT GOSDEN HILL FARM, GUILDFORD, SURREY

Planning Consultant: Stephen Kingsley MSc.ARICS
3 Gilmore Close
Slough
Buckinghamshire

Engineering Consultants P.E. Noble Associates
17 Berkeley Street
London W1X 5AE

March 1981



Directors: M. GRANT, C. GRANT
Regd Office: 217 Longley Road, London, SW17 9LQ.
Regd No: 1262485

FOUL WATER DRAINAGE

(a) Existing Situation

- 8.1 Foul sewage from the area drains to the Woking Road Treatment Plant of the Thames Water Authority Lambourn Division.
- 8.2 There is adequate spare capacity at the works to treat the effluent discharged from the development.
- 8.3 The existing trunk main serving the development to the west of the farm land is of 21 and 24 inch diameter pipes.
- 8.4 The trunk sewer has only limited spare capacity: the majority of its length has a capacity of less than 4 times dry weather flow (dwf) compared with the normal design requirement of 6 dwf.
- 8.5 Initial discussions with Guildford Borough Council, acting as agents for the Thames Water Authority, suggest that any additional development taking place in this area of Guildford will require the trunk foul sewer to be improved over an approximate length of 3 kms.
- 8.6 This would probably require the duplication of the existing main which can be carried out under the provision of the Water Act 1973.
- 8.7 A development of the Bowers Farm land would also require the trunk sewer capacity to be increased.

- 8.8 The existing trunk sewer has been duplicated at its crossing point with the A3 Ladymead - Burpham - Bypass.
- (b) Proposed Foul Drainage to Serve Proposed Development
- 8.9 A provisional foul water drainage scheme to serve the proposed development is shown illustrated on Plan 3.
- 8.10 The criteria to be used for design is assumed to be the normal design parameters adopted by the Thames Water Authority, namely:
- a) an average number of 3.5 persons per house;
 - b) an average water consumption of 230 litres/head/day;
 - c) sewers designed on a peak flow of 6 x dry weather flow; and
 - d) discharges from industrial area dependent upon type of industry to be assessed individually.
- 8.11 Level differences prevent Gosden Hill Farm development being drained by gravity into the existing foul sewers serving the Great Oaks Park development.
- 8.12 The suggested foul drainage will be by means of a gravity system of on site sewers discharging into a pump house sited near the A3 boundary. Effluent will then be pumped via a rising main to discharge into the existing foul trunk sewer.
- 8.13 A suitable discharge point for rising main into trunk sewer will be the A3 Ladymead - Burpham Bypass crossing point.
- 8.14 The rising main could be laid in the southern verge of the bypass wholly in local authority controlled land.

- 8.15 Clearly the drainage layout will be subject to specific treatment following a detailed layout of the development being produced.
- 8.16 Plan 3, therefore, indicates the principles of design to be adopted i.e. sewers laid along the line of the loop road.
- 8.17 The pumping station will be located to accept all the developments' effluent including that from the industrial area.
- 8.18 All sewers, rising mains and pumping facilities will be constructed to the specification of the Thames Water Authority.
- 8.19 Improvements to the existing trunk foul sewer and the provision of the rising main and pumping facilities will require the developer to enter into a section 52 agreement with the Water Authority for their future adoption.
- 8.20 Onsite sewers will be subject to a section 18 agreement for their adoption.

Notes:

- Thames Water PLC stated (2016) they have spare capacity throughout the Borough of 4,000 properties.
- In 8.3 the diameter of these pipes claimed at 21” (533mm) and 24” (610mm) are indicated on the current maps as 450mm. Physical inspection suggests the pipe (actually 250mm) is in reality the original pipe work over much of its installed length.
- 8.7 clearly shows trunk capacity is inadequate.
- 8.8 current mapping does not indicate the sewer being duplicated under the A3 in reality the 250mm carries the old sewer and the new Pressure main from Lawrence Close is a secondary pipe.
- 8.10 Displays interesting and relevant water facts of the 1980's.
- 8.11 It is no longer possible to suggest joining the gravity system at Great Oaks Estate as the pipe work further downstream is at capacity and inadequate (see 8.4)
- While all these notes are engineering ‘problems’ the financial cost to the community, Thames Water and the developer will be extremely high. Further the potential ongoing disruption in traffic flows during the process – if carried out prior to road improvement schemes - will result in hyper congestion on local roads.

18. Appendix 4: Traffic solution assessment A3

Proposals to solve traffic problems from M25 past A31. Score 1 best 3 worst.			
Option	Widen	Divert	Tunnel
Proposer of solution	Highways England GBC	Guildford Society 2013	University 2014
Number of Lanes	3 * 2 duel [3]	2 + two way [2]	4 *2 both duel M [1]
Road type	UM	UM + UAP1	UM *2
Road capacity	5,600vph [3]	4,000 + 2,010 vph [3]	4,000 + 4,000 vph [1]
Current VPH	97,629 24 hr count 5,424vph 18 day	Predicted + 21000 6,590 vph 18 hour day	Predicted + 21000 6,590 vph 18 hour day
Predicted capacity free space within 10 years	-990 [3] Under capacity	-580[3] Under capacity	1,410 [1] free capacity
Land Ownership	Multiple [3]	Multiple [3]	Two Owners [1]
Disruption Factor	19 points of 'difficulty' eg. bridges road junctions etc. [3]	11 points of contention plus SSSI, Common land and ditches and rivers – plus two major intersections and one short tunnel [3]	only two Intersections to construction [1]
Costing	Unknown – impossible to account for delays in traffic and increase in pollution levels with standing traffic [1]	Major Land ownership versus section 252 Highways Act 1980 legal opposition, cutting across the Thames Valley Basin and flood plain [2]	Estimated £1.4 Billion [3] pay back 5 years on 'savings' by removing delays experienced
Delays to completion of Project	High traffic levels on existing road, moving people after section 252 - compulsory purchase. [3]	Major legal battles with conservation groups ANOB and land owners and Environmental Agency crossing flood plain – viaduct construction and considerations of handling road intersections across A320, A322, A31 crossed or joined (roundabouts) with all such traffic implications on those roads and journey time along its full length [3]	Two road junctions Compton and Gosden Hill intersecting with existing A3 [1]
Time to completion from today	5-10 years 2028 [2]	20 years legal battles 5 years including tunnel under Hogs back 2042? [3]	3 years – 271 days to dig 8.2 km plus 2 years to complete additional works and road intersections 2025 [1]
Route distance	A3 as is, 8.4 km [2]	Via rear Sutton Park Fairland's and under Hogs Back 12km? [3]	From Gosden Hill to Compton – straight line 8.2km [1]
Scheme failure score	23	25	11

19. Appendix 5: Extract - Burpham Neighbourhood Plan 2016

Policy: B-EN 4: Local Green Spaces

This policy designates important Local Green Spaces in Burpham to be protected in accordance with the Paragraph 76 - 78 of the NPPF.

New Wildlife corridor Merrow Common and Lane

The 'new' area designated is from the junction of London Road and Merrow Lane 100 metres at right angles to the centre line of the road towards the North East, then along Merrow Lane until it reaches Merrow Common stream. Then, to form a triangle, with its west boundary being the development line to the rear of Gosden Hill Road in the east. Then, following the tree line of Merrow Common until it reaches the railway line in the south. Then, along the railway line to the west, where it joins the development line arriving from the north, which includes the areas of the Tree Protection Order of 1949 and the Ancient Woodland designations of the 1980's and the area known as "Copse Edge". It includes the wooded areas on both sides of Merrow Lane and New Inn Lane.

Other Local Green Spaces

Appendix 4 (Local Green Space Zones) forms part of this policy, which designates areas of land which is demonstrably special as local green space.

Development will not be permitted within any Local Green Spaces except that which provides drainage or minor improvement to the pre-existing facilities, such as storm drains and future flood alleviation ponds.

Note 1: Wildlife in and around Burpham - Natural England and the Countryside Council for Wales Accessible Natural Green Space Standard (ANGSt): No person should live more than 300m from their nearest area of natural green space of at least 2ha in size.

Note 2: Professor Anantha Duraiappah, director of the UN University's International Human Dimensions Programme on Global Environmental Change says the wealth of a country should not just be determined by GNP but should include other factors.

"When you wake up to the sound of chirping birds, you are listening to one of the simplest indicators of local environmental health." Our Burpham Bird Life includes over a season, forty bird species. Animals include fox, hedgehog, squirrel, wood mouse, frogs, toads, weasel, vole and newts. Bats are visible on summer evenings.

The current health of the environment, at a visible level, is good with streams running clear, and very little litter. Sadly the hidden dangers of air pollution are ever present.

There has been a 1% increase in Nitrogen Dioxide between 2008 and 2012 at Doverfield Road (source EA). If this level continues for the life of the Plan it will be at 25.22 PPM as an annual mean level.

Local Green Space: ‘Woodland for longer than living memory’

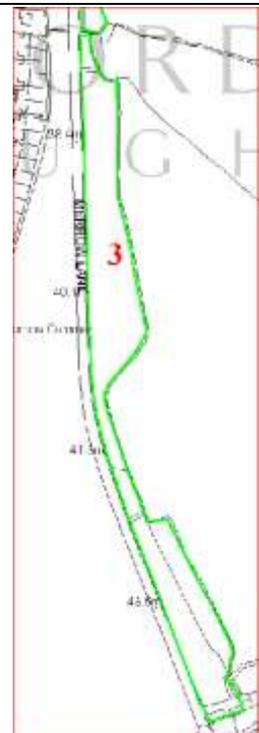
Site 2: Part of Merrow Common

This area of Merrow Common provides the eastern buttress of the "Green Cathedral" over Merrow Lane. This ancient Lane is much used by runners and walkers who enjoy its beauty and tranquillity, being one of the few areas of Burpham not to be affected by the noise of the A3 traffic. The Council had previously consulted on introducing an SSSI designation to this area in recognition of the richness of this "wildlife corridor".



Site 3: Part of Merrow Common

This area of Merrow Common also provides the eastern buttress of the "Green Cathedral" over Merrow Lane. This ancient Lane is much used by runners and walkers who enjoy its beauty and tranquillity, being one of the few areas of Burpham not to be affected by the noise of the A3 traffic. The Council had previously consulted on introducing an SSSI designation to this area in recognition of the richness of this "wildlife corridor".



20. Appendix 6: Extract “A brief History of Roads..

North of the A320 A3 past Burpham to Send”

1984: Gosden Hill Proposal

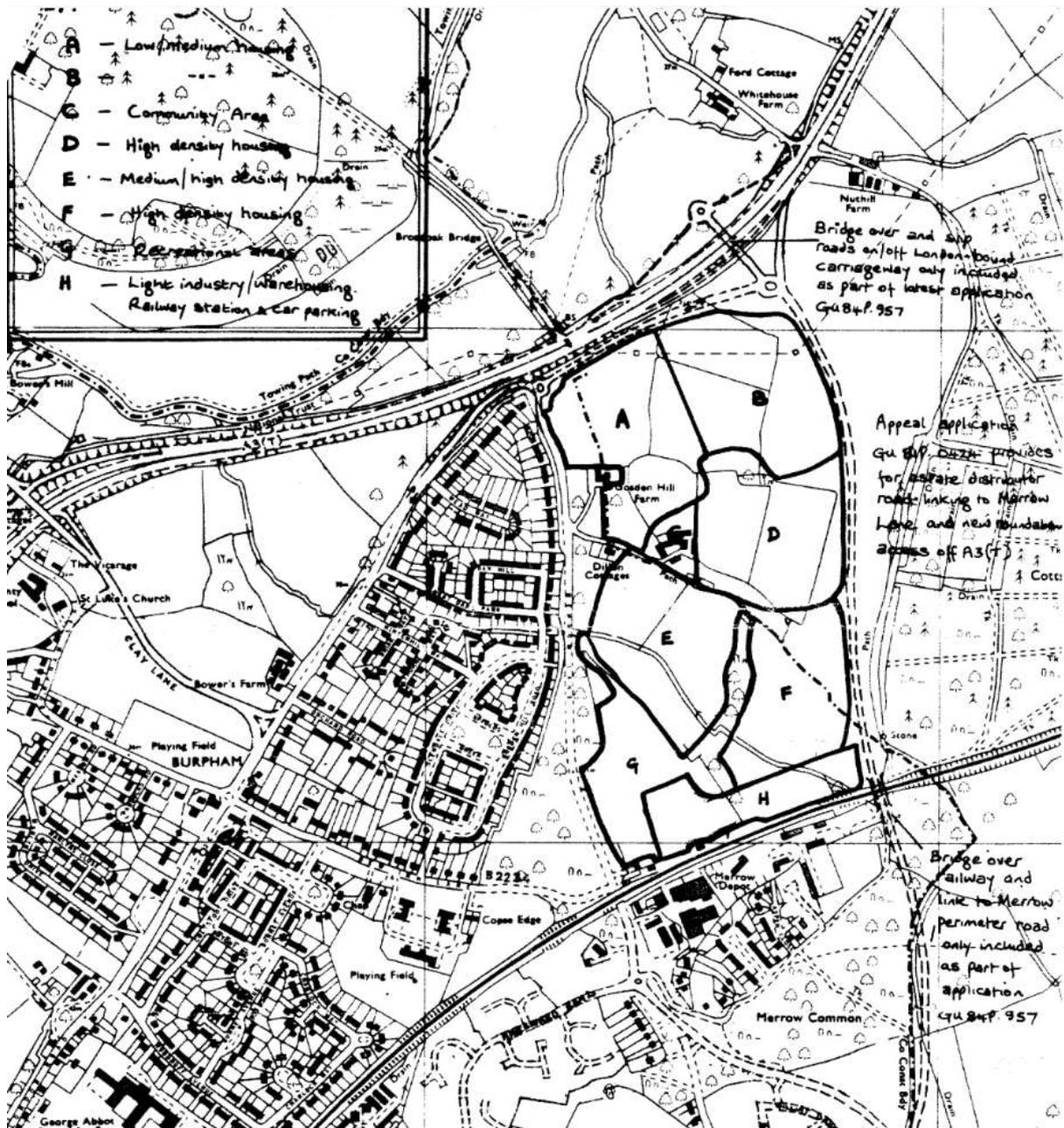


Figure 5: Gosden Hill Proposal 1981 with four way application proposal

20.1. This is the proposed development map provided by Guildford Borough Council in 1984 to residents indicating the wishes of Martin Grant Development for the expansion of Guildford into Gosden Hill Farm.

20.2. It can be clearly seen that in an attempt to make this development more acceptable it was seen by both the council and the Developer that a four way intersection is required along with a link road across the site (forming its boundary) to Merrow east of the SCC depot crossing the Railway.

1990: October Local Plan deposit inset 2 urban area

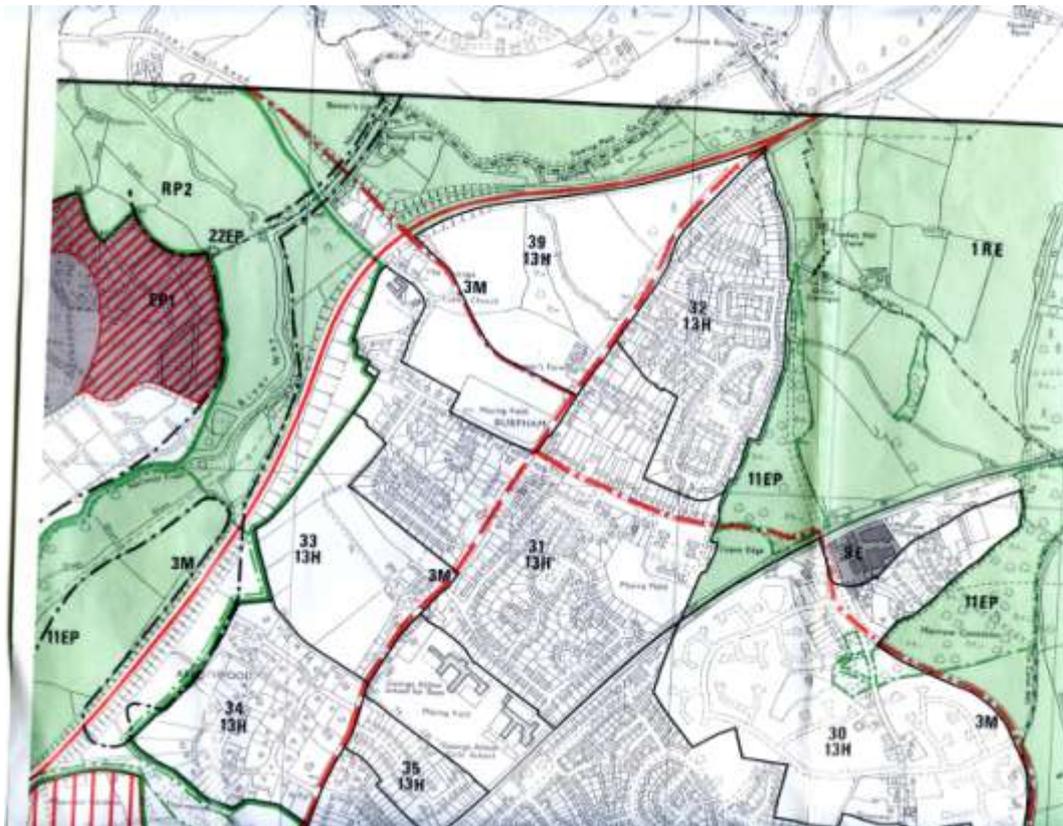
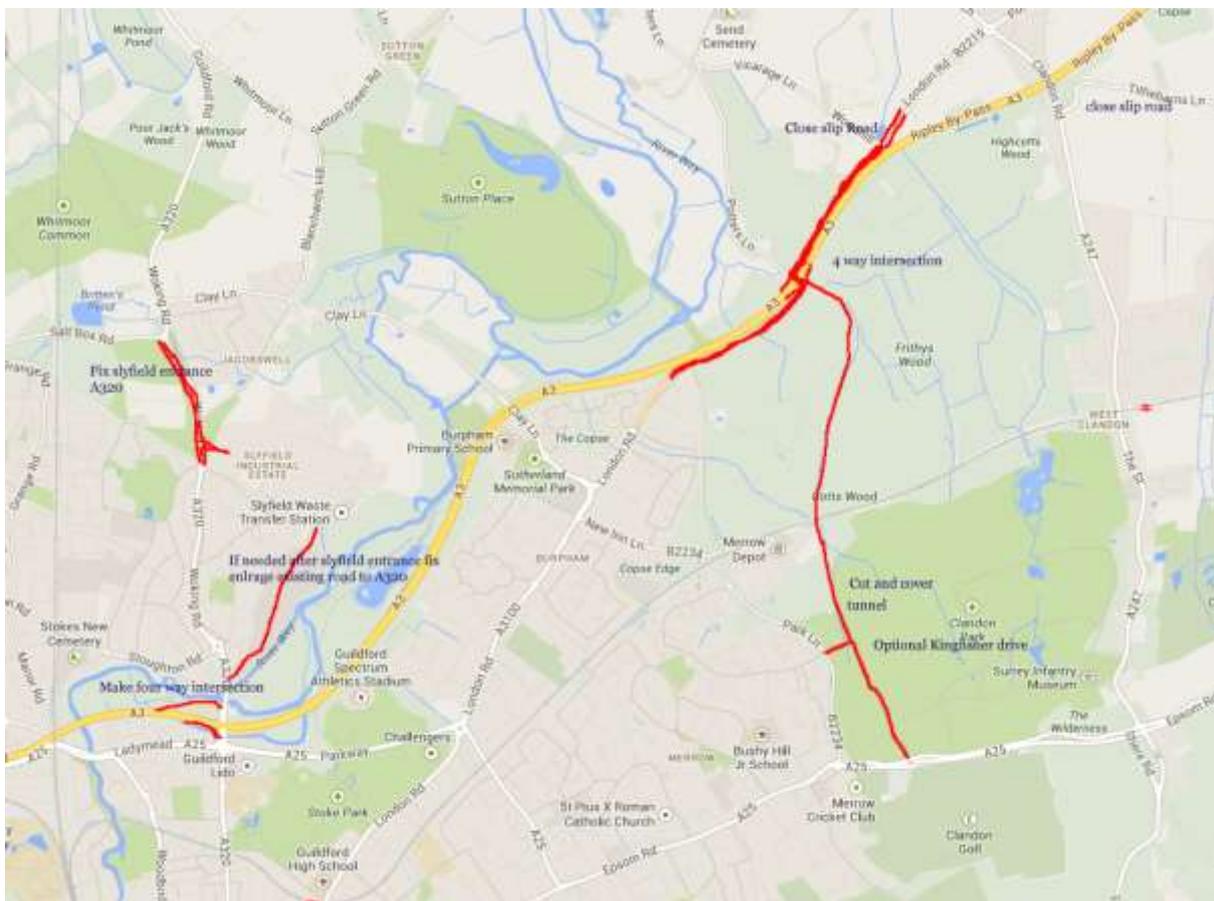


Figure 6: 1990 Local Plan note Green Belt line still firm since 1948 adjacent Merrow Common in Burpham 11EP.

- Notes:
 - Historic Green Belt.
 - Current A3 Road line
 - All Green areas on map are designated Green belt

- Sainsbury's is not on the map
- In this design subsequently changed
- There is no right turn into Clay lane from London Road 'slip' heading south.
- There is a sweep left so that entering Great Oaks Park is a straight across instead of a right turn. – now a roundabout.

20.3. Suggestion drawn up by the members of the Burpham Neighbourhood Forum in 2013 to solve problems north of Guildford.



20.3.1. Explanation: While writing the Burpham Neighbourhood Plan, this map was drawn up due to GBC claiming 'commercial confidentiality' [FOI, Lower Tribunal], when GBC refused to acknowledge the proposed release of land from the Green Belt at Gosden Hill, Draft Local Plan. The implications of the development of the site 'proposed since 1981' and the traffic flows north of Guildford should this development occur.

20.4. The Principles:

- 20.4.1. Four way at A320 intersection (removal of bus lane A320)
- 20.4.2. This will prevent problems of access to the A320 from the south on Ladymead.
- 20.4.3. This will improve access to Slyfield industrial estate from both directions.
- 20.4.4. Re-set the junctions to allow 'free flow' removing restrictions at intersections of A320 with Clay Lane, Saltbox, Moorfields Road (making Industrial estate one way)
- 20.4.5. Currently the junctions are running below capacity due to traffic light phasing and layout, Slip roads need removing and phasing changed to one green arm only.
Estimate increase in traffic through put 15 – 20%
- 20.4.6. Extend London road slip to approximately Potters Land on the East side of the A3 and the Send Slip to Potters lane on the West side of A3; Close Clay lane and west Clandon on slips. Install the proposed 1984 four way intersection at approximately Potters Lane
- 20.4.7. Install Link road as per 1984 suggestion to the A25

20.5. The merits of the Proposal:

- 20.5.1. Traffic should always be heading north to go north - current proposal by John Fury's diagram would mean two right turns occurring across traffic causing similar problems to those currently existing on Saltbox Lane A320 intersection. At 30 Cars per minute at peak periods preferential right turns simple stop traffic flowing from the left, noting HGV's take 2.5 times as long to cross a junction than a car or light van.
- 20.5.2. Traffic heading south could avoid entering Guildford town to access the A3 southbound.
- 20.5.3. If the Proposed development at the golf course in Merrow goes ahead the link road and all-ways would provide easy access away from Merrow and Burpham for access to the A3.
- 20.5.4. The five villages of Ripley, West Clandon, Send Marsh, Merrow, Burpham, Jacobs Well and Sutton Green would have a better quality of life due to general reduction in

(through) traffic flows being diverted onto the current A roads (A320 and A25). Traffic flows on the A320 would be improved removing the need for a second exit across the flood plain in Green Belt onto Clay Lane already exceeding its C class designation.

20.5.5. This diversion of traffic onto A class roads meets with SCC policies in respect of traffic in general and specifically HGV's

20.5.6. The new off A3 route would provide a cycle route from Wisley to Guildford encouraging cyclists. It would also provide a diversion route for the A3 should accidents or congestion require the A3 to be closed.

20.6. January 2015:– Proposal supplied by John Fury, Surrey CC Councillor (Roads)

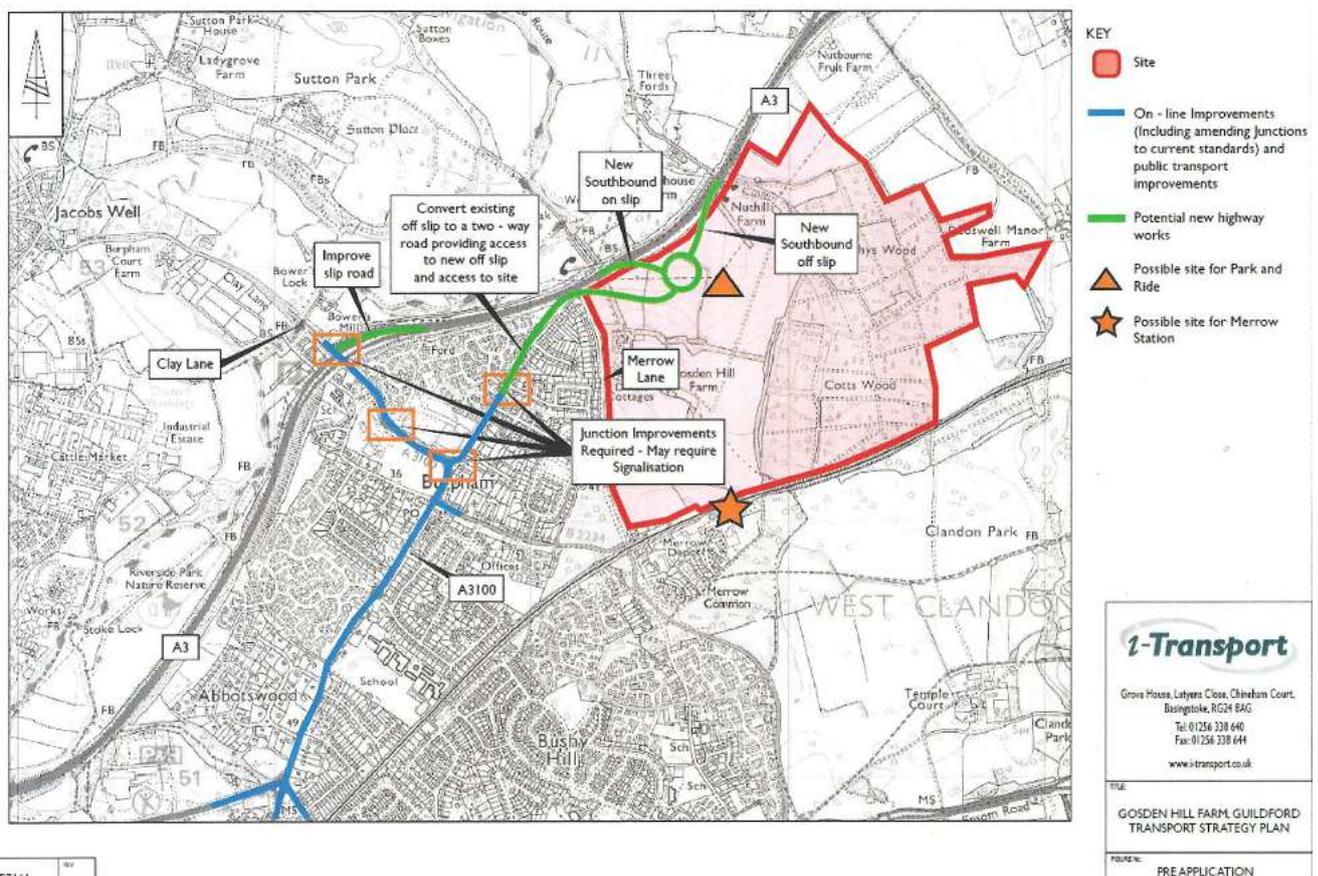


Figure 7: Pre - Application strategy plan Surrey County, Guildford Borough and Martin Grant developer

20.6.1. This is a pre-application Transport strategy plan from Martin Grant Development.

- 20.6.2. Only southbound on /off, no provision for anticipated north bound traffic from proposed park and ride & station Access – This proposal suggesting junction improvements within Burpham.
- 20.6.3. Fails to take into account what was previously deemed necessary in 1981/4.
- 20.6.4. Fails to take into account two right turns to exit Gosden Hill north and no access north to Gosden Hill.
- 20.6.5. The proposal is currently unsustainable and not future proof over the next 30 years.

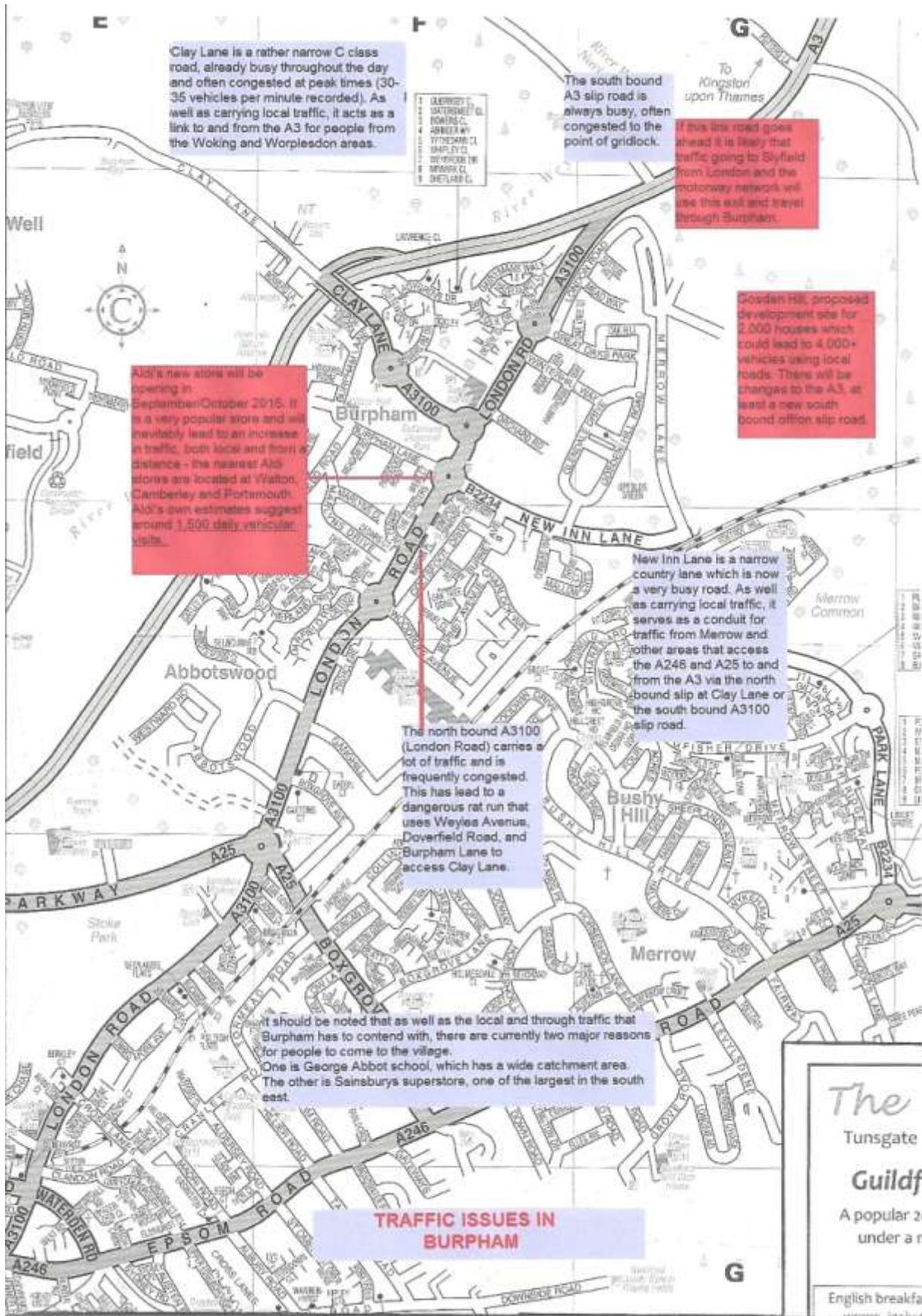


Figure 8: Traffic problems of Burpham laid out for the community

Additional information as of May 2016

20.7. Since 24th May 2016 there have been three proposals for road junctions on the A3 in the area of Send and Burpham. These are:

- 20.7.1. The two-way on-off south – this fails the Highways England Safety distance of 2km as it is 1.8km from the West Clandon On Slip.
- 20.7.2. The Three-way at A247 which will increase traffic through West Clandon; and
- 20.7.3. The all-way (and possible tunnel) north of Potters Lane south of the Send North Off Slip.

All suggestions as of 24th May 2016 Reg 19 (1st consultation) Local Plan

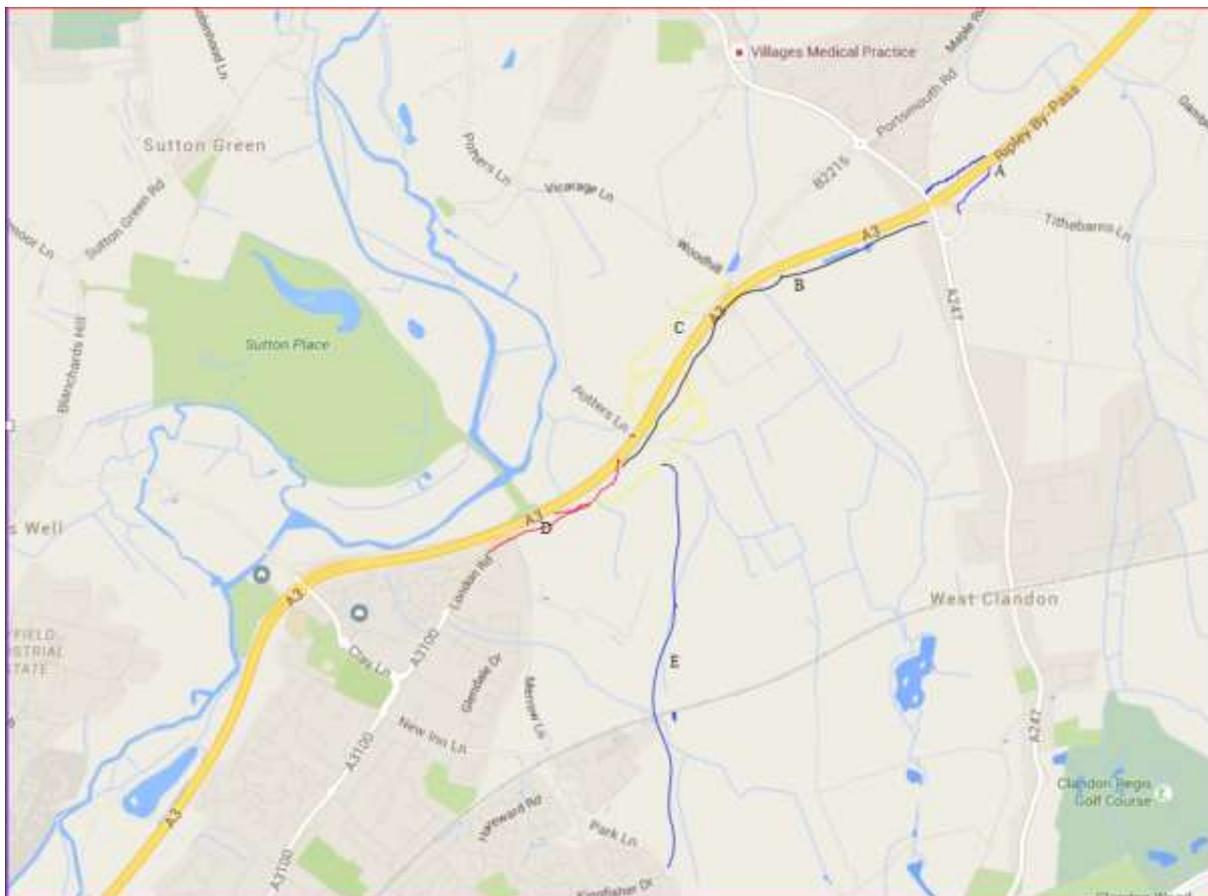


Figure 9: Current state of all suggestions as of 24th May 2016 Reg 19 agreed Local Plan

A = Three way option on West Clandon Road

B= Implied route of side road from a County Councillor comment – “Gosden Hill will exit on the West Clandon Road”

C= All-way 1984 and recent – moves along the road depending on who you speak to!

D= Two way as implied by SCC and GBC lead member for infrastructure noting South off (at Weighbridge) Fails 2km Rule

E= Cure for all! Link between A3 and A25 removing traffic from all villages off of 4 way on A3 – 1984 and BNF 2013

Not shown above, but if a tunnel is agreed then logically it would enter just south of the letter D with 'construction site' on south east side of A3 at C

21. Appendix 7: Aerial photos:

These photos show the existing Green Belt gap between Burpham and Send, also both red and amber sites in the Country side and Green belt Study adjacent to each other, forming a strong defensible Green Belt boundary.

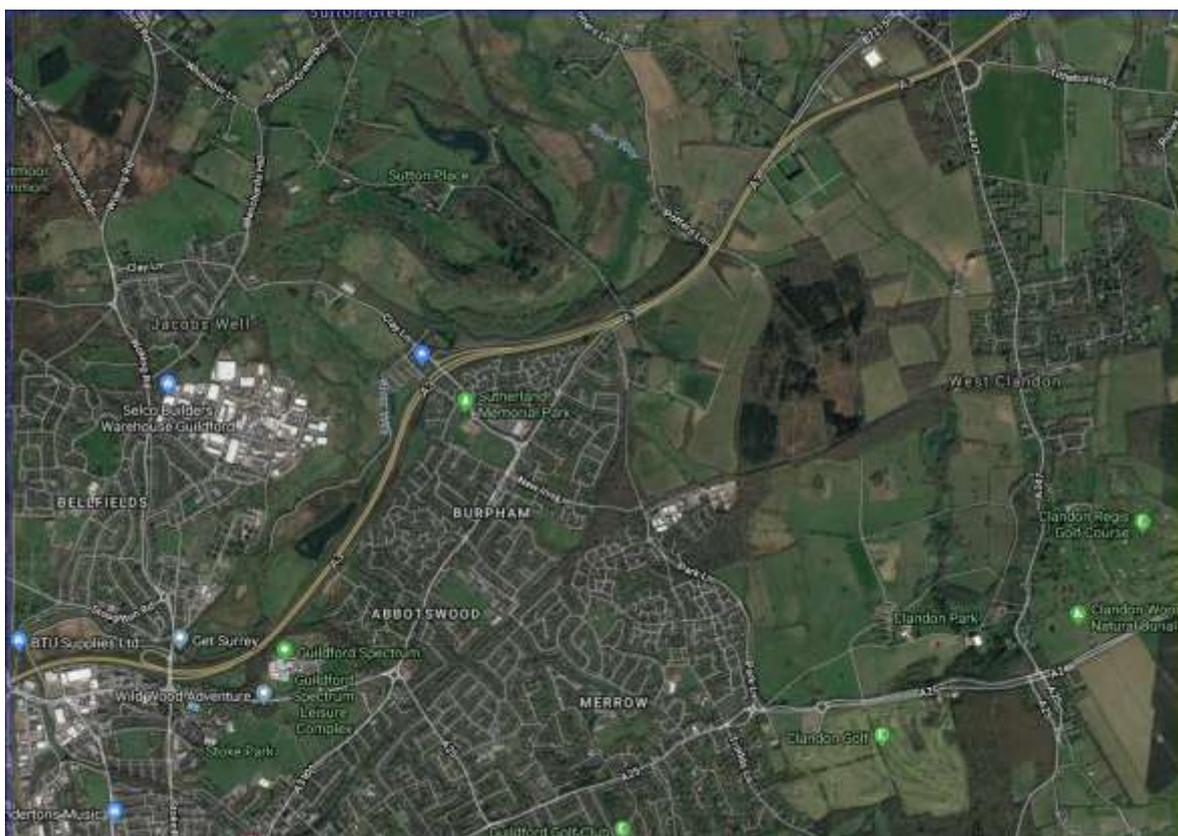


Figure 10 Policy site A25 Aerial view 2017

22. Figs 11 and 12 below show the ever changing new boundary of the Green Belt, as proposed, adjacent to the conifer harvesting (currently in operation). This insecure boundary compares unfavourably to the existing secure and defensible boundary on the current development line (the other side of the Local Green spaces and Common land).



Figure 11: Site Gosden Hill 2009 ever changing ‘new Green Belt boundary line’

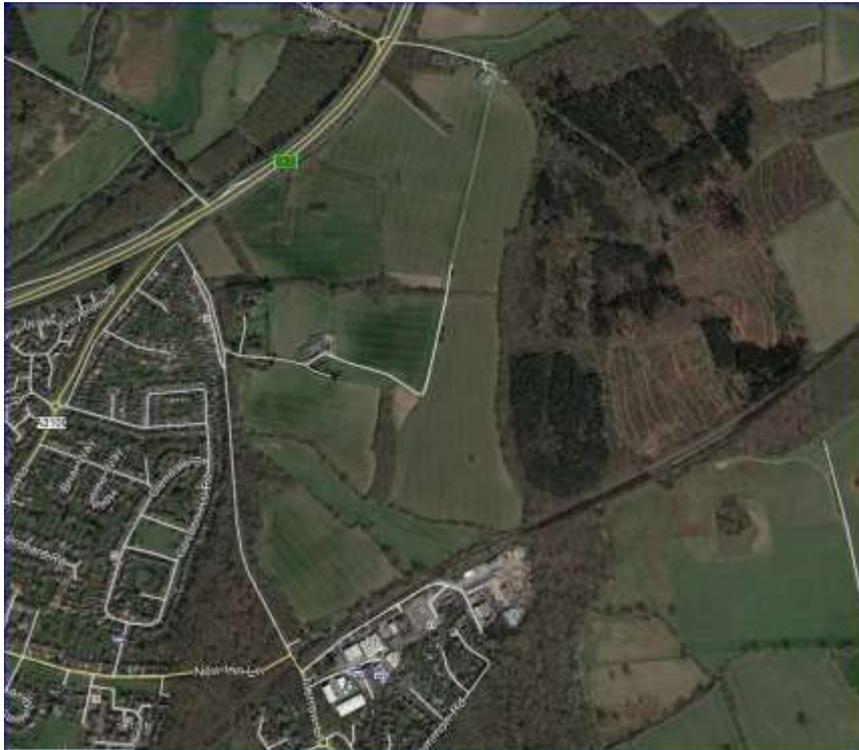


Figure 12: Policy A25 Site Gosden Hill 2017

23. Appendix 8: South East Plan Challenge Guildford Borough Council

Document reduced from PDF document sourced from GBC Executive papers 2009: "Item 11 South East Plan challenge.pdf"

EXECUTIVE

18 JUNE 2009

SOUTH EAST PLAN CHALLENGE SUMMARY

This report informs the Executive of publication of the South East Plan on 6 May 2009 and the decision taken by the Chief Executive, in consultation with the Leader, to instigate a legal challenge to the South East Plan. In view of the detailed research and legal advice involved, and the timing of decisions on comparable High Court challenges elsewhere, it was not possible to bring this matter to an earlier meeting of the Executive.

Having regard to the limited six week period in which to challenge that ended on 16 June, the decision to proceed was taken under delegated powers set out in the Constitution. These require that the action be reported to the next meeting of Executive or Council (as appropriate); this report is therefore presented in compliance with delegated power no. 21 in the Scheme of Delegation (Part 3 of the Constitution). Councillors are invited to note its contents.

1. INTRODUCTION

1.1. The Secretary of State published the South East Plan (SEP) on 6 May 2009. The SEP is the regional spatial strategy (RSS) that shapes future development in the region to 2026. It now forms part of the statutory development plan for Guildford Borough, replacing earlier regional planning guidance (RPG9) and the Surrey Structure Plan. The Guildford Development Framework must be in general conformity with the SEP.

1.2. Publication follows the Government's SEP 'proposed changes' consultation, July-October 2008. During this time the Council ran a forum event (8 September 2008) to promote awareness and a local voice. Local groups such the Campaign for the Protection of Rural England (CPRE) and the Guildford Society also worked to raise awareness. The Government's consultation summary records that the growth proposals for Guildford were the subject of the single highest level of objection received to any part of the document. Some

3,095 respondents wrote to object to the proposal for an urban extension of 2,000 houses to the north east of Guildford.

1.3. This report informs the Executive of publication of the South East Plan on 6 May 2009 and reports the decision taken under delegated powers by the Chief

Executive, in consultation with the Leader, to instigate a legal challenge to the South East Plan.

2. MAIN CONSIDERATIONS

Published Plan

2.1. The SEP requires that we plan for an average of 422 new homes each year up to 2026. This is an increase of 100 homes a year above the March 2006 draft SEP prepared by the South East England Regional Assembly (SEERA). This additional quantum of development is allocated to the part of our borough in the London Fringe sub-region. This includes the urban area of Guildford where the Plan requires us to carry out 'selective review' of Green Belt land to the north east of Guildford to accommodate this growth.

2.2. The Borough Council has consistently voiced concerns that the need for any Green Belt review (should it be required) and the directions for future growth (including the locations of any green field development), are matters properly determined at the local level - through the Local Development Framework and informed by appropriate, thorough and up to date evidence.

Legal Challenge

2.3. Following publication of a RSS the only recourse to those parties aggrieved by its contents and process of preparation is to instigate legal proceedings, in the first instance to the High Court. A six week period follows publication during which challenges can be issued. Officers investigated carefully potential grounds for challenging the SEP, informed by recent decisions on challenges of the East of England Plan made by Hertfordshire County and St Albans District Councils.

2.4. Legal advice was secured that confirmed sufficient grounds exist for us to challenge on the basis of the process used to identify north east of Guildford as a location for significant housing development. This was not informed by the full environmental appraisal required by regulations; no explicit consideration was given to the proposal and reasonable alternatives

to this through the Strategic Environmental Assessment (SEA), which form part of the Sustainability Appraisal (SA) process.

2.5. This brings into question the additional portion of Guildford Borough's housing requirement. This is the additional 2,000 homes (annual average of 100 homes) allocated to us since the examination for the period to 2026. The effect of this has been a significant uplift in our overall housing requirement, from a total of 6,440 homes (annual average of 322 homes each year) to 8,440 homes (422 homes each year).

2.6. The 6 week period of challenge ended on 16 June. In view of the detailed research and legal advice involved, and the timing of decisions on comparable High Court challenges elsewhere (mentioned in paragraph 2.3 above), it was not possible to bring this matter to an earlier meeting of the Executive. To ensure exercise of the Council's functions in relation to monitoring and responding to the regional planning process, it was considered expedient to instruct Counsel to prepare proceedings for a legal challenge on the SEA ground. Under the power delegated to the Chief Executive, in consultation with the Leader, this urgent action was taken and the challenge issued on 12 June 2009. The Constitution requires that such actions be reported to the next meeting of Executive or Council (as appropriate); this report is therefore presented in compliance with delegated power no. 21 in the Scheme of Delegation (Part 3 of the Constitution).

Timetable

2.7. Recent experience shows this process can take up to 12 months. The Secretary of State (SoS) has powers to expedite the process, although his predecessor did not choose to use these in relation to the East of England Plan.

Risks

2.8. The SoS could argue insufficient grounds exist for the challenge to proceed, but Counsel's advice is that this is unlikely. Alternatively, the legal point could be agreed before reaching a hearing.

2.9. If the challenge proceeds to hearing and is successful, the judge could potentially choose to quash the Plan's policy references to selective Green Belt review to the north east of Guildford and that part of the Borough's housing numbers relating to development of the Green Belt at Guildford.

2.10. Other outcomes are possible. The challenge seeks proper SEA process. If the SoS is required to carry out SEA to address the deficiency, this could find that no changes are required to the SEP as a result.

2.11. Alternatively the SoS may argue that any actions required (such as review of borough housing numbers) have by the time of the judge's decision been overtaken by, and can be subsumed within, the new review of the SEP (that commences in 2010).

2.12. The challenge creates an uncertain environment in which to progress the Guildford Development Framework, especially the Core Strategy. There is a danger that the challenge or the judge's decision may create a policy vacuum, heightening risks of 'planning by appeal'.

3. THE COUNCIL'S STRATEGIC FRAMEWORK

3.1. The legal challenge continues the Council's consistent robust defence of Guildford Borough's interests at this very last opportunity in the present SEP process. Quashing of key housing and Green Belt review references would support provision of new housing on previously developed sites. This will inevitably mean that we will have to deliver homes on urban sites.

4. FINANCIAL IMPLICATIONS

4.1. The adopted SEP is demanding in terms of financial and human resources, particularly if the Council does not receive significant Housing and Planning Delivery Grant this year.

4.2. The scale of growth proposed within Guildford Borough will have implications for a range of Borough Council services as an infrastructure provider, in terms of extra demand, particularly at Guildford as a regional hub. The full financial implications are not known at this stage as much will be dependent upon the location of future growth (which is the subject of this challenge).

4.3. Legal costs have and will be incurred; the costs of Counsel's advice, the challenge and any appeal. If the challenge were to be successful the Council may be able to claim costs against the SoS. If unsuccessful, liability is estimated to be at least

£25,000.

5. HUMAN RESOURCES IMPLICATIONS

5.1. Implementation of the policies and proposals in the SEP, and the challenge process, are placing additional workload pressures on Planning Services staff, and elsewhere including in Legal and Democratic Services, and Corporate Development.

6. LEGAL IMPLICATIONS

6.1. Advice was taken to inform the decision to challenge and to prepare papers.

7. CONCLUSIONS

7.1. Urgent action was taken to instruct Counsel and to issue the legal challenge to the South East Plan on SEA grounds within the six week period following publication. It was not possible to bring this matter to an earlier meeting of the Executive. The decision to proceed was made by the Chief Executive, in consultation with the Leader, under delegated power no. 21 in the Scheme of Delegation (Part 3 of the Constitution). The main objectives are to reduce the housing requirement and remove reference to selective Green Belt review at Guildford.

7.2. This decision was promptly and widely communicated to relevant contacts through press releases, the website, direct email messages and letters. All local MPs, Borough and County Councillors, parish councils within the Borough, local residents', amenity and environmental groups and staff have been informed. The Executive will be kept fully informed as the challenge process continues.

8. DECISION

8.1. The Executive is therefore asked to:

(I) endorse the actions taken so far under delegated powers, and

(II) authorise the relevant director, Head of Planning Services and Head of Legal and Democratic Services, in consultation with the Leader and Lead Member for Environment, to take actions necessary to continue this process.

Reasons for Decision:

To ensure that the interests of Guildford Borough in terms of its environmental, economic and social needs are effectively defended and that decisions made in the

South East Plan affecting the area are informed by proper process.

Background Papers:

Counsel's advice (May / June 2009)

Published South East Plan (May 2009), earlier iterations and SEA / SA reports Planning Policy Statement 11 'Regional Spatial Strategies' (2004, as amended 2009) The Council's Constitution

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Note: By reason of the Special Circumstances described below, the Chairman considers that this item should be dealt with at this meeting as a matter of urgency pursuant to Section 100B 4 (b) of the Local Government Act 1972.

Special Circumstances: The urgency has been due to the limited six week period of challenge that ends on 16 June and which follows publication of an RSS.