

Guildford Borough Local Plan

Statement of Common Ground

Guildford Borough Council & Wisley Property Investments Ltd

1. This Statement of Common Ground ("SoCG") has been prepared by Guildford Borough Council and Wisley Property Investments Ltd ("WPIL") and together they are described in this SoCG as the "Parties". This SoCG describes those matters that the Parties believe to be agreed as common ground in respect of emerging Allocation A35 and relevant sections of the emerging Guildford Borough Local Plan ("GBLP").

Matters Agreed in respect of the Planning Appeal

2. The matters agreed between the Parties in relation to the Appeal at former Wisley Airfield (ref: APP/Y3615/W/16/3159894) ("the Appeal Proposals") include:
 - At the appeal public inquiry ("The Inquiry") a separate SoCG ("appeal SoCG") was agreed between the parties which removed all reasons for refusal except for reason for refusal 1 (Green Belt) and part of reason for refusal 8 (Indicative Quantum and Scale) (Enclosure 1). It was agreed that, subject to conditions, the effect of the quantum and scale of development was not so harmful as to justify the refusal on these grounds alone but that this harm should be reflected in the planning balance.
 - The allocation of this site under Allocation A35 in the GBLP will release the site from the green belt and accordingly reason for refusal 1 (Green Belt) would fall away.
 - On the issue of principle, at the end of The Inquiry the two remaining issues of disagreement were firstly, WPIL's position that there were very special circumstances, set against GBC's position that there was an absence of the demonstration of very special circumstances (a more exacting test than the exceptional circumstances test applicable to local plan preparation) and secondly agreement with Highways England (HE) constituted the key remaining outstanding issues.
 - WPIL, GBC and Surrey County Council (SCC) agreed the proposed highways mitigation package contained within the agreed conditions (Enclosure 1) and the obligations set out in the two

Section 106 legal agreements (the definitions and schedules of these two Section 106 agreements are included in **Enclosure 3**). A summary of the key housing delivery point triggers for these infrastructure and other mitigation components is outlined in this SoCG at **Table 1**;

- The Parties agree that a 'Grampian style' obligation for Burnt Common Slips (Allocation A43a) is appropriate for this stage of planning (to support an outline application) and is provided for in the Section 106 legal agreement;
- By the conclusion of The Inquiry, HE had not agreed to the proposed appeal scheme mitigation package. A Progress Statement (March 2018) outlining HE's current position has been agreed between WPIL and HE (**Enclosure 4**).

Matters agreed in respect of the Inspector's Main Matters

Q 11.24 Is the size of the allocation sufficient to create an adequately self-contained new village?

3. The Parties agree that Allocation A35, which provides for approximately 2,000 units, is of a sufficient size to create an adequately self-contained new settlement.
4. The Parties agree that the mix of uses proposed by Allocation A35, and the package of infrastructure and mitigation measures required by policy to be provided will constitute a sustainable community. The allocation is of sufficient scale to create a sufficient critical mass to provide a village centre, on-site school provision and sustainable transport solutions.
5. In addition, Allocation A35 provides sufficient critical mass of development to be able to support a place-making and infrastructure supporting mechanism such as a Community Trust.

Q 11.25 What is the position regarding the substantial brownfield / hardstanding areas that are not included within the site boundary?

6. The Parties agree that the Agricultural Land Classification Plan (ref. 1715/SK/079 Rev B) (**Enclosure 5**) identifies the area of Previously Developed Land (PDL) within the Appeal proposals boundary, both inside and outside the allocation boundary. The area within the appeal proposals boundary but outside the allocation boundary is capable of being included

within "SANG 12" as provided for in the infrastructure schedule supporting the GBLP, and is proposed to be excluded from the Green Belt. The bespoke SANG as proposed in the Appeal Proposals is agreed with Natural England (NE) as affording suitable mitigation / avoidance to the Thames Basin Heaths Special Protection Area (TBHSPA). These proposals are set out within the SANG management plan suite of documents, which form an obligation within and which are appended to the Section 106 agreement with GBC and SCC, and which provide for the remediation of the land in question to SANG standard.

Q 11.26 The site is on a rise, with extensive views. How would the visual impact of the scheme be handled?

7. The Parties will provide additional comments in respect of this question in their separate Examination Statements.

Q 11.27 How would the site access be handled?

8. The appeal proposal (and Allocation A35) is proposed to be accessed via all modes of transport from the A3 Ockham roundabout and Old Lane. Emergency, pedestrian and cycle accesses will also be provided from Elm Corner and Ockham Lane. In addition, no diversions will be made to any of the five public rights of way transecting the site.
9. The access drawings are, subject to s.278 processes, agreed by the Parties as outlined in the agreed condition 4 (ref. 0934-SK-025 J and 0934-SK-005 F) (see **Enclosure 6**). SCC raised no objection to the access arrangements at the appeal.

Q 11.28 What is the relationship of this site to the A3 infrastructure improvement works?

10. The Parties agree that the appeal mitigation package will mitigate the impacts of the Appeal Proposals on the A3 and these are identified in the Section 106 and agreed conditions. HE are still to agree this package of measures.
11. The HE Road Investment Strategy (RIS) proposals for Junction 10 (consulted upon in February - March 2018), will supersede the proposed works to the A3 / M25 except for the signalisation to Ockham roundabout and Burnt Common slips. The RIS scheme brochure identifies that Burnt Common slips would mitigate the negative impacts of the RIS scheme on Ripley village.
12. The Appeal Proposals mitigation obligations and conditions would deliver the Burnt Common slips which would be entirely funded by the Wisley Airfield development.
13. The Preferred Route Announcement for Highways England's scheme to improve M25 Junction 10 has selected a route for diversion of Wisley Lane over a new overbridge to Elm Lane and through the Appeal site to Ockham Roundabout. WPIL presented an amendment to the Indicative Masterplan to the Inquiry that incorporated this arrangement.
14. The parties also agree that Allocation A35 are not related to future proposed improvements to the A3 through Guildford town set out in the GBLP.

Q 11.29 What would be the pattern of movement from the site? How could the plan effectively promote more sustainable transport modes?

15. Allocation A35 includes the requirement to provide sustainable transport modes and when read alongside ID3 and the GBLP read as a whole allows for sufficient flexibility for sustainable transport modes to be accommodated within the allocation proposals.

16. The Appeal Proposals incorporate a sustainable transport solution. The profile of trip generation from the Appeal Proposals has been agreed with SCC. In addition, the package of mitigation obligations and conditions agreed between WPIL, GBC and SCC includes a range of sustainable transport proposals including upgrades and funding to foot and cycle routes on and off site and a sustainable bus service linking the site to local railway stations and service centres on a frequent basis. The funding mechanism for this has been included within the Community Trust proposals as part of the Section 106 agreement (Appendix 6 of Section 106 with GBC, SCC & WPIL).

Q 11.30 What is the timing of the key infrastructure works for this allocation and their relationship to the delivery trajectory for the site?

17. WPIL, GBC and SCC have agreed a package of mitigation measures for the Appeal Proposal as included within the agreed conditions and the Section 106 agreements.

18. Policy ID1 in the GBLP requires necessary infrastructure to be phased alongside development and Allocation A35 sets out that other supporting infrastructure must be provided to serve the allocation site. The triggers agreed within the Section 106 agreement for the Appeal Proposal are set out in Table 1. For reference, the key dates provided by Highways England for the DCO for the M25 Junction 10 RIS are also shown.

19. The Parties agree that the Allocation A35 can be built out within the GBLP plan-period.

Table 1: Potential Timeframes of Delivery (based on the Section 106 obligations and WPIL projected delivery rates)

Dwellings Delivered (based on WPIL Summary Document)	Wisley Potential Delivery	Airfield Delivery	Infrastructure Triggers (longstop)	Delivery	RIS M25 J10 DCO (based on RIS consultation brochure)
2nd year prior to first occupation	Grant of consent				Submission of application for DCO (2018)
	First reserved matter submission		SANG phase 1 construction		
1st year prior to first occupation	Estimated grant of consent for first reserved matter		SANG phase 1 construction		Confirmation of application for DCO (2018)
			SANG phase 1 construction		Final decision on DCO application (circa 15 months from start) (2019) Construction starts (2020)
75	First dwelling occupation. Various reserved matters by phase afterwards		Ockham Junction signalisation – trigger 1 st Occupation Horsley and Effingham bus stop upgrade – trigger 75 units Cycle & PRow Upgrades (contribution) – further triggers at 200, 700, 1200 & 1700 units SANG Phase 1 completion (3x hay cuts) - trigger 1 st Occupation Bus Service – trigger 75 units Temporary Community Facility – trigger 75 units		
210			A3 Speed Restrictions – trigger 200 units M25 J10 / A3 improvements - trigger 200-500 units Cycle Upgrades to Brooklands – trigger 250 units		
377					

537		<p>2FE Primary School – trigger 400 units</p> <p>Old Lane Restriction – trigger 500 units</p> <p>Effingham Junction Crossroad Improvements – trigger 500 units</p> <p>Send roundabout – trigger 500 units</p> <p>Horsley Station parade upgrade – trigger 500 units</p> <p>Bus Infrastructure improvements at Effingham Junction and Horsley – trigger 500 units</p> <p>Community Hall – trigger 499 units</p>	
695		<p>4FE Secondary School – trigger 650 units</p> <p>Healthcare facility – trigger between 650 – 1,000 units</p>	
892		Employment Phase 1	
1116	Occupation of 1,000 th dwelling	<p>Burnt Common Slips – trigger 1,000 units</p> <p>Library (contribution) – trigger 1,000 units</p> <p>Village Centre – trigger 1,000 units</p> <p>Sports Facilities MUGA (Hockey Pitch) - trigger 1,000 units</p>	
1325			
1506		<p>SANG Phase 2 – trigger by 1,558 units</p> <p>SANG Phase 3 – trigger by 1,643 units</p> <p>Employment Phase 2</p> <p>Nursery (Maintained)</p>	
1714			
1848		SANG Phase 4 – trigger 1,981 units	
2000	Occupation of 2068 th dwelling		

Note: GBC's housing trajectory as outlined in the Housing Delivery Topic Paper of December 2017 predicts 1st occupation in 2022/23 and 1,000th occupation in 2028/29.

Q 11.31 Can the plan's provisions effectively prevent an adverse impact on the SPA?

20. The Parties agree that the GBLP, when taken as a whole, provides for effective mechanisms to prevent adverse impact on the SPA. Allocation A35 provides for bespoke SANG to be provided to mitigate the impacts of the allocation on the TBHSPA. The package of measures included within the Section 106 agreement and the agreed conditions has been agreed by Natural England as suitable mitigation for the Appeal Proposals.

Q 11.32 How much of the site is considered to be brownfield land?

21. The Appeal Proposal site boundary includes approximately 29.9ha of Previously Developed Land (PDL) part of which is proposed to be included within Allocation A35 and the remainder within the proposed SANG12 area (see **Enclosure 5**).

Q 11.33 Are there local level exceptional circumstances that justify the release of the site from the Green Belt?

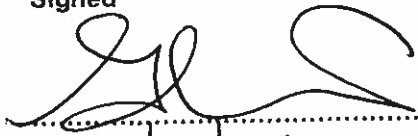
22. The Parties agree that there is an extensive evidence base to justify the Exceptional Circumstances to release the site from the Green Belt.

Q11.37 What are the anticipated movement patterns arising from the new slip roads in combination with the housing and employment allocation, taking into account the potential for a redistribution of traffic from the strategic road network (notably from the east towards Woking) and what would their effects be on the roads through Send including traffic flow, noise and air quality?

23. The traffic modelling supporting the evidence presented by WPIL at The Inquiry demonstrated that Burnt Common slips act as mitigation for the Appeal Proposals and background growth. This showed a change from the *without Appeal Proposals and without Burnt Common Slips* scenario of small reduction in the number of movements in the AM peak on the A247 through Send north of Send Marsh Road, and a marginal increase (approximately 15 vehicles per hour) on the same section in the PM peak.

END

Signed



.....Guildford Borough Council

9/5/18 Date



.....Wisley Property Investments Ltd

9/5/18 Date

