

Inspector's request to Council dated 1 November 2022 re Policy ID10

The Taylor Wimpey statement makes a detailed case for some changes to the cycle route map. The Inspector will need a response to this from the Council - do they agree any of the changes, and if not why not?

It would be helpful if this is in writing by the end of next week. It might also be worth the Council meeting Taylor Wimpey to agree something.

Can the Council consider this.

Council's response dated 4 November

The Council is not seeking to alter the mapped routes in response to Taylor Wimpey's suggested amendments. Taylor Wimpey's proposals are part of a submitted planning application which is yet to be determined. Policy ID10 at point (1) states, subject to a proposed main modification as contained in the Council's hearing statement (ED-GBC-LPDMP-005), that the routes and infrastructure which comprise the Comprehensive Guildford Borough Cycle Network "will be the starting point for the identification of improvements, primarily for utility cycling, provided and/or funded by new development." In addition, paragraph 6.85 of the Reasoned Justification states that "The map is not exhaustive, and consideration will be given to proposals not presently included in the Policies Map." A further minor modification has been proposed to this paragraph as part of the submission Local Plan (GBC-LPDMP-CD-006) to directly follow the previous quoted sentence. It reads "Further to this, the majority of routes identified have only been established at a concept level and the identification of improvements will, in such cases, require feasibility and design stages to be undertaken. This will involve undertaking road safety auditing and impact assessments, as appropriate, taking into account any relevant statutory designations."

Therefore it is considered that the policy, along with the reasoned justification (subject to modifications), reflect the concept that the mapped network is intended to start engagement by showing where it could be appropriate to develop a connection or upgrade the current infrastructure. In this respect, the mapped network as reflected in the Policies Map does not represent a fixed and inflexible end state and is not intended to be geographically precise or definitive in terms of the level of infrastructure provision. It takes the form of a concept level map, with further work required on each route or connection to establish feasibility and further design choices. This is not inconsistent with Taylor Wimpey's description of their activities and consultation during the planning application process.

As such, we consider a meeting with Taylor Wimpey/Savills to determine areas of common ground would not serve any purpose as we disagree with the principle of amending the map.