

# Draft Guildford borough Local Plan: strategy and sites July 2014

Consultation under Regulation 18 of the Town and Country Planning  
(Local Planning) (England) Regulations 2012



GUILDFORD  
BOROUGH



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# Foreword

## Councillor Stephen Mansbridge - Leader of the Council

“This draft Local Plan is the culmination of a complex and multi-faceted process, where we have sought to consult with our residents as widely as possible. The Plan is produced in parallel with the Guildford Town Centre Vision Document, which will act as a pre-cursor to a Supplementary Planning Document setting out how the town of Guildford should be planned in future. The Plan also takes into account ongoing transport studies.

The Government is energising development as a stimulus for growth and employment as one of the key drivers to bring our country out of recession and embed a sustainable long term strategy for prosperity. The National Planning Policy Framework (NPPF) has provided the basis for local authorities to put together plans which, once tested for soundness and cooperation by the Planning Inspectorate will in Guildford, provide the framework for improved infrastructure, development and employment for the 20 years of the Plan period and beyond.

Every borough or district has a unique set of circumstances and Guildford does so in particular. The town and borough benefits from having two universities, a world class research park, a world leading research institute, a cathedral and being the home to a number of UK and European business headquarters. The rural economy employs 25 per cent of all those who work in the borough and the visitor economy generates over £300m a year. The borough has some exceptional landscape, heritage and beautiful villages, which need to be protected as much as possible, as they are economic drivers also. It has a vibrant retail economy and its three main theatres are part of a blossoming cultural hub together with successful and growing festivals.

We recognise that Guildford is an expensive place to live and work and over many years the town’s infrastructure has been neglected. Congestion is the unwanted product of progress during the last few decades coupled with a reluctance or inability to tackle difficult problems at all levels. We now have the opportunity to start putting right many of these through our Local Plan, although we acknowledge it will be a relatively slow process over a number of years.

Our development needs are not all external by any means. We have a growing population and our children do not necessarily want to live far from home. Our mix of housing needs to change, with more affordable and social housing being included in future developments. We must make sufficient provision for our Traveller population and this needs to be inclusive in new large scale developments.

Our housing number has been derived by looking carefully at every piece of land offered in the Strategic Housing Land Availability Assessment (SHLAA) and by applying all possible constraints to the land ; such as not allowing development on AONB, SSSI or SPA land. The number of 652 is the product of an intensely difficult balancing act: we need a sound plan, we need to ‘future proof’ the borough and not duck key problems, and we need to be sufficiently restrictive so as not to radically change or damage our environment. We continue with a draft Strategic Housing Market Assessment (SHMA) because we continue to challenge this document and we await new Office of National Statistics data which may affect the housing number.

Whilst this Plan will be emotive to some, it seeks to take up all the brown field sites that are available first. However, there are not enough to meet our housing requirement. We therefore have to look at all other options, which includes Green Belt land. In our manifesto for the 2011 election, we pledged to protect the Green Belt and now, despite the Government’s publication in

2012 of the NPPF, we continue with this pledge, but with realigned boundaries that we hope will provide protection for the coming decades. To ignore or dismiss the borough's need for more housing and employment land would be a destructive and dangerous strategy that would do great harm to the place that we all cherish. In total this plan will take up 2 per cent of Green Belt land. It must be carefully noted that this plan is an early draft. The Plan has to take into account our persistent under delivery of housing in past years and the almost complete absence of a 1-5 year land supply. Constraints have been applied on a site by site basis and, for this first draft, and considerable optionality has been built into the Plan in terms of overall numbers.

We have seen many different and often competing views about the borough's future. We are very aware as to what these views are and this document represents a measured and forward looking Plan to cater for the borough's needs in the longer term. It will deliver more housing of every type, more land for businesses to prosper, more allotments, more space to bury our loved ones and much more. It will preserve our beautiful landscape and it will protect our picturesque villages for many years to come. It will look at Ash and Tongham in a more holistic way which we have never done before. The Plan will help towards improving our infrastructure: people and vehicle movement, schools and health centres. It will allow us to master plan our market town as a parallel piece of work, which can only be done in concert with this Plan.

This Plan maps out and protects our future prosperity and I and my Executive commend it to you.”

A handwritten signature in blue ink, appearing to read "Robert M. ...", is written over a horizontal line. The signature is fluid and cursive.

## Monika Juneja – Lead Councillor for Planning and Governance

Welcome to our Draft Local Plan. This is a crucial document because it sets out the identified need and location for housing, employment, supporting infrastructure, and environmental policies for our borough up to 2031. Without a Draft Local Plan, we significantly increase the risk of being unable to prevent or control ad hoc unplanned development.

Unlike many councils, we decided to engage extensively with as many residents, key stakeholders, Parish Councils, young people and those that are hard to reach, as we could prior to developing this Draft Plan. We recognise that this consultation and Local Plan process will be contentious with some residents, which is why we have taken such care over our public engagement.

Beyond this, we have also engaged with other local authorities and statutory bodies to ensure that we can demonstrate our Duty to Co-operate. It is also important to understand that this is a continuing process.

The vision, which you can find on page 14, highlights just how important it is for us to ensure that our borough can continue to develop as an attractive and accessible place in which to live, work and socialise. The Draft Plan also puts forward important supporting policies, which will help shape future development and cover issues such as new homes, employment, infrastructure and maintaining our environment.

This Plan comes from a complex evidence base, and we need to dispel the many myths that have grown during and after the first consultation. For example: the take-up of empty homes, the use of windfall sites, university accommodation, underground car parking, development by appeal and so on. It is clear, that despite the ambiguities of ministerial letters, the Government's policy has remained unchanged and this Plan conforms to the policies as set out in the NPPF and accompanying guidance.

The selection of brownfield sites has always been our first priority and we have exhausted all those that are available. This is particularly important when assembling land to meet the criteria for delivery in the first five years of the Plan.

However, brownfield sites do not entirely meet our needs or necessarily bring significant infrastructure improvements. Whilst it is not desirable to develop on Green Belt sites, Government policy and clear precedent from the actions of other local authorities, gives us a situation where we have no alternative. We have sought to select sites carefully and in a way which does not over burden any single area of our borough and ensure that the right infrastructure is in place.

I believe that this is a plan that has taken into consideration a vast amount of information and evidence, and will form the basis of a credible plan to put forward for submission to Government next year. There will be an extensive consultation for 12 weeks over the summer and a third consultation before submission. We look forward to your views as this process continues.



# List of policies

## Strategic

Policy 1: The presumption in favour of sustainable development

Policy 2: Planning for the borough – our spatial development strategy

## Society

Policy 3: Homes for all

Policy 4: Affordable homes

Policy 5: Rural exception homes

Policy 6: Making better places

## Sustainability

Policy 7: Sustainable design, construction and energy

Policy 8: The Surrey Hills Area of Outstanding Natural Beauty (AONB )

Policy 9: Villages and major previously developed sites

Policy 10: Green Belt and the countryside

Policy 11: Ash and Tongham

Policy 12: Historic environment

## Economy

Policy 13: Economic development

Policy 14: Leisure and visitor experience

Policy 15: Guildford town centre

Policy 16: District and local centres

## Infrastructure

Policy 17: Infrastructure and delivery

Policy 18: Sustainable transport for new developments

Policy 19: Green and blue infrastructure

## Development

Planning for the Sites

Site allocations 20-123

# How to read this plan

**Blue boxes**  
contain POLICY

**Pink boxes**  
contain information on how the draft POLICY will be implemented and monitored

**Green boxes**  
contain important information to support draft POLICY

**Turquoise words**  
and phrases are those that are included in the Glossary at Appendix A

**Blue underlined text**  
is a hyperlink to a place in this document or to a website

# 1. Introduction

## Background

- 1.1 The new **Local Plan** for 2011 - 2031 will be in two parts. This draft Local Plan: strategy and sites document sets out our vision, aims and strategy including over arching planning policies for the borough up to 2031. We will also allocate land for different types of development in this part of the draft Local Plan including for housing, employment, community facilities etc. The second part of the Local Plan, known as delivering development will include detailed planning matters, including development control policies.
- 1.2 Planning shapes where we live, work, shop and play. Planning decisions determine where new homes, offices, business, shops and leisure facilities will go and how we protect our countryside, historic environment and open spaces.
- 1.3 Our draft Local Plan is central to delivering Guildford's vision for the future. It deals with key issues of local importance to Guildford, and gives direction to deliver a high quality of life in a sustainable way. Planning applications will be determined in light of policies and proposals within this part of the Local Plan when adopted.
- 1.4 The Planning and Compulsory Purchase Act 2004 (and amendments in subsequent Acts) set out the requirements and consultation processes needed to produce a Local Plan. The Town and Country Planning (Local Planning) ( England) Regulations 2012 set out the processes we must use to do this.
- 1.5 The new Local Plan will also need to be in line with the National Planning Policy Framework 2012 (NPPF). This instructs us to prepare a plan that is positive about development and requires us to have cooperated with our neighbouring councils when producing the plan. The National Planning Practice Guidance (NPPG) has also guided us.

## Plan making

- 1.6 Local Plans must comply with the law as set out in the Localism Act (covering Duty to Cooperate and Neighbourhood Plans) and the Planning and Compulsory Purchase Act. They also need to take into account national planning policy and guidance as set out in the National Planning Policy Framework and National Planning Policy Guidance. Other relevant legislation includes European Legislation such as the Habitats Regulations.
- 1.7 Specific plan-making requirements are set out in The Local Planning Regulations 2012. In order for this Local Plan to be found sound by a Planning Inspector, appointed by the Secretary of State it must be positively prepared, justified, effective and consistent with national policy. We can only formally adopt the Local Plan after it has been found sound by the Inspector
- 1.8 This Local Plan is informed by strategic Council visions and plans, including the Corporate Plan, Economic Strategy and Interim Housing Strategy. It is also based on a collection of research and information documents called the Evidence Base. We have also engaged with specific consultation bodies, organisations and our community who have helped influence the formation of the draft Local Plan.

- 1.9 The challenges facing the borough are complex and often there is no easy resolution or agreement, but working with our partners and stakeholders, we have produced a positive Plan for the borough. Policies set out in the draft Local Plan aim to address the challenges, and set out a spatial strategy to deliver the strategic priorities of the Plan.
- 1.10 The Plan should be read as a whole. There is a detailed explanation of how each policy has developed and the reason for the choices made.
- 1.11 A new Duty to Cooperate was introduced by the Localism Act 2011 and Local Plan Regulations in 2012. This means that we need to be able to demonstrate that we have engaged in a constructive, active and ongoing basis with other neighbouring councils and certain organisations that are concerned with sustainable development such as Natural England. In order to demonstrate how we have addressed this new duty, we will publish a Duty to Cooperate topic paper that will show who we have cooperated with, the matters we have discussed, and when and where we have met to discuss sustainable development and strategic policies to achieve this. We will produce this alongside the submission version of the Local Plan, and send this version to the Secretary of State for consideration and examination in public.

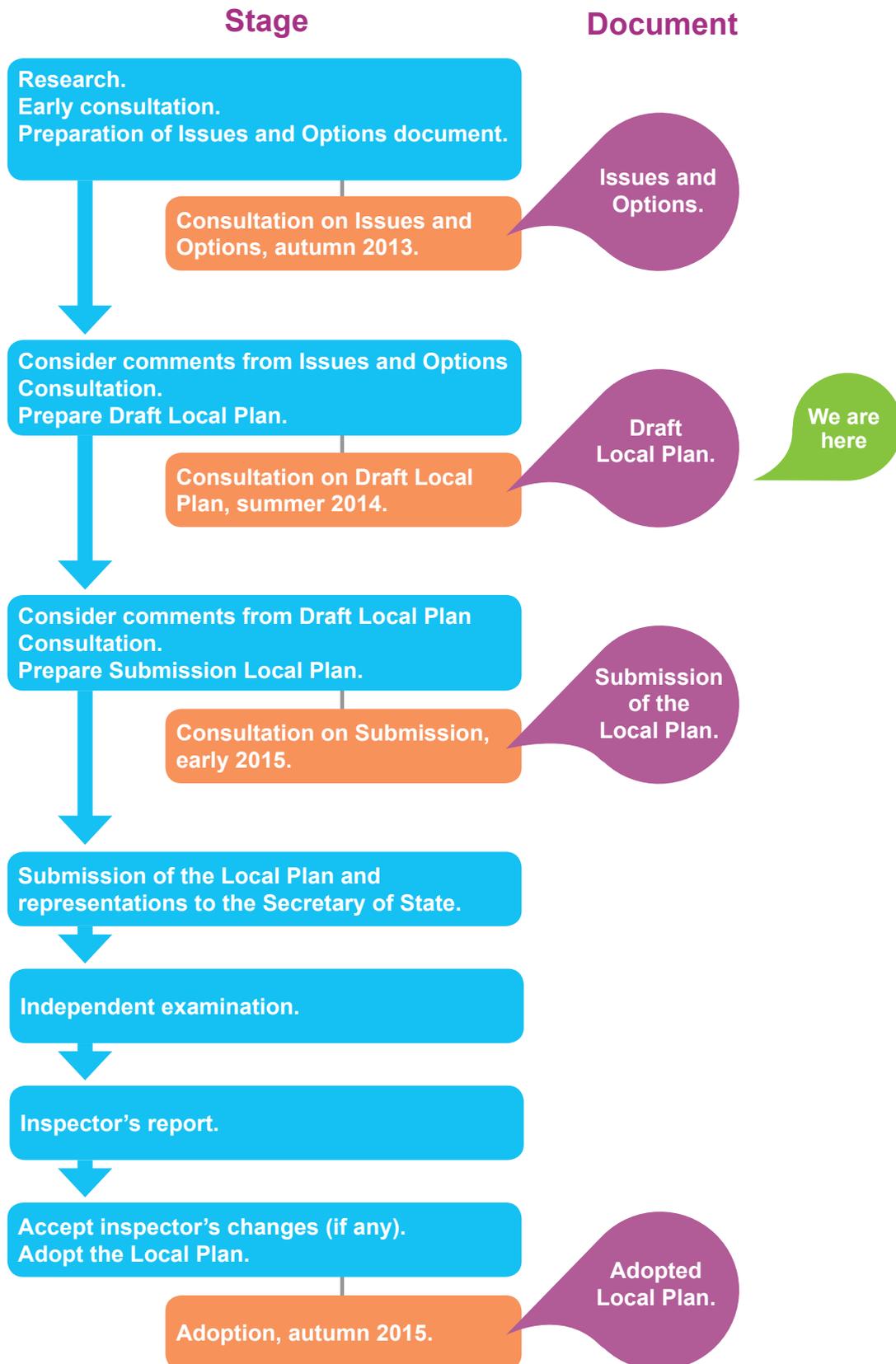
## Policies Map

- 1.12 We will publish a Policies Map alongside the Local Plan.
- 1.13 We need to have a map that:
- identifies areas we want to protect including the Surrey Hills **Area of Outstanding Natural Beauty**, the **Special Protection Areas** and the Metropolitan **Green Belt**
  - identifies safeguarded sites and designated safeguarding areas identified in the Minerals and Waste Development Framework
  - identifies strategic sites and strategic infrastructure
  - sets out the areas to which specific policies apply
- 1.14 The Local Plan is a first step in helping us to make decisions on applications for development such as planning applications. This is because we have a 'plan-led' system in England and Wales where the Local Plan is the first consideration in determining planning applications. Our Local Plan will provide an up to date framework for local communities who are preparing neighbourhood plans. This is a plan prepared by a parish council or neighbourhood forum for a particular designated neighbourhood area. Through a neighbourhood plan, communities can set out a local vision for an area or site and planning policies for the use and development of land. The neighbourhood plan needs to be in line with national policies and the strategic policies in our Local Plan. When adopted, the neighbourhood plan will become part of the statutory **development plan**.

## Evidence base

- 1.15 The NPPF requires us to base the development of policies on evidence. This evidence must be as up to date and relevant as possible. We will continue to develop our Evidence Base as we progress towards the examination of the draft Local Plan. Our Evidence Base comprises documents that have helped inform past stages of the Local Plan development; current evidence that helps direct current policy development and emerging evidence that will help the inform future development of policies for the Local Plan.

# Stages of preparing the Local Plan



## 2. Key facts about the borough

- 2.1 Guildford is the county town of Surrey, known for its historical features and vibrant town centre. Situated in the south west of Surrey and surrounded by Green Belt and countryside, the urban areas of Guildford, Ash and Tongham are home to many of the borough's residents, with further communities in numerous village settlements. We are within commuting distance from London and about 70 kilometres from the south coast. We are the second largest borough in the county in terms of area, covering approximately 269 square kilometres.

### Population

- 2.2 Our borough has a steadily growing population from 93,000 in 1951, 118,700 in 1971, 120,600 in 1981 to 139,700 people in 2012. We predict that the borough's population will reach 155,400 by 2031. Guildford Cathedral, the University of Surrey, The Hog's Back and Surrey Hills are dominant landmarks. We are one of the safest parts of Surrey and part of one of the safest counties in England.
- 2.3 Our residents are largely healthy, enjoying well above average life expectancy, and the workforce is generally well educated, highly skilled and well paid. The Index of Multiple Deprivation 2010, which provides a measure of deprivation based on factors such as income, employment, health, education, housing and crime, ranks our borough as one of the least deprived 10 per cent of boroughs in England.

### Pockets of deprivation

- 2.4 However, there are pockets of deprivation. For the purposes of the Index of Multiple Deprivation, our borough is divided into 84 smaller areas called lower super output areas (LSOAs). Whilst 67 per cent of our borough's LSOAs are within the least deprived quartile in England, part of Westborough is within the most deprived national quartile and is the fourth most deprived area in Surrey. A further 12 areas (located in Stoke, Westborough, Ash Wharf, Friary and St Nicolas, Merrow and Worplesdon) are within the most deprived half of lower super output areas in England and amongst the 66 most deprived in Surrey (out of a total of 709). We feel the impact of such relative deprivation more keenly in an affluent area such as our borough.

### Employment

- 2.5 The number of jobs in the borough continues to grow in line with our role as a regional administrative and commercial centre. The number of jobs available in the borough has reached 71,700 in 2012 across a wide range of industry sectors<sup>1</sup>. The main employment sectors that are continuing to grow are public administration, education and health, finance, distribution, hotels and restaurants. We also have a growing cluster of high tech industries that continue to create new jobs. Jobs in retail are focused on Guildford town Centre and our district and local Centres in Ash and particularly East Horsley.
- 2.6 We are fortunate that the level of unemployment in the borough is low at 4.7 per cent 2012<sup>2</sup>, which is below the national average of 7.9 per cent 2012<sup>3</sup>. We do have a skills shortage in some sectors, coupled with many workers being unable to afford homes close to work. This creates additional pressure to make sure that adequate provision is made for housing.

<sup>1 2 3</sup> Office for National Statistics (ONS)

## Transport and accessibility

- 2.7 High car ownership and high levels of movement through the town of Guildford, particularly through the Town Centre, and also in the surrounding areas of our borough, cause traffic congestion on roads at peak times. Commuting to work and school by car is high. Public transport is well used but not always in a connected way; for example many movements to railway stations are made by car rather than by public transport. The high cost of housing in our borough forces many to live a considerable distance from their workplace.
- 2.8 Guildford is a busy town with a wide influence on its surrounding area. The M25, A3 and A31 are the motorways and main roads that connect Guildford to the rest of the strategic road network. The A3 cuts through our borough and town and provides a direct link to London and the south coast.
- 2.9 Guildford has good rail links with London accessible within 40 minutes. Car ownership is high in our borough compared to regional and national levels (86, 81 and 74 per cent respectively in 2011) and we also have a significantly greater proportion of households with two or more cars. Reliance on the car for the school run adds to congestion, a problem made worse when schools are not within easy walking or cycling distance. Given the level of commuting, the prosperity of the town centre and ongoing demand for services and facilities, transport infrastructure in our town is under pressure. As a result, we need to do more to support the use of sustainable modes of transport. Park and ride sites serve the town centre and are well used. There is also a reasonable network of cycle routes and footpaths. Without a connected approach to the planning of development and transport, the significant achievements in modal shift towards walking, public transport and cycling in recent years will be undermined.

## Housing

- 2.10 Housing is an issue of significant importance to the borough with the provision of appropriate housing to cater for our objectively assessed level of need as a major theme within the Plan. We have devoted considerable effort to understanding what our needs for housing are in the borough and we demonstrate this in our Evidence Base that contains a Strategic Housing Land Availability Assessment (SHLAA) and a Strategic Housing Market Assessment (SHMA).
- 2.11 The SHLAA helps us to consider where new homes could be built by assessing land to see whether it is suitable, available and viable to provide them. The SHLAA is an audit of land at a point in time. The SHLAA does not decide where new homes will be built and does not grant planning permission. The SHLAA helps to inform the process of deciding how many new homes we may be able to deliver and when, and provides information about possible land that could be used to provide those new homes.
- 2.12 The SHMA is an assessment of peoples' housing needs within our borough based on statistical evidence and it provides us with our objectively assessed housing need. We need to have detailed evidence to feed into the new Local Plan. Our current SHMA is dated 2009 so a new SHMA will ensure that the emerging Local Plan is based on up-to-date and robust information. It will help inform calculating the number of houses we need to plan for over the lifetime of the Local Plan.

The NPPF provides the national policy on planning for housing, business and other development and requires councils to identify the housing needs of an area and respond positively to wider opportunities for growth (paragraph 17). The NPPF requires us to use our evidence base to ensure that our Local Plan meets the full, objectively assessed needs for market and affordable homes in the housing market area, as far as is consistent with the policies set out in this Framework (paragraph 47).

- 2.13 We have worked in parallel with the production of the Interim Housing Strategy and have taken into account the Homelessness Strategy 2013 – 2018. We have also taken into account surveys that have been carried out by our Parish Councils on local need.
- 2.14 Our borough is in the main an affluent area. House prices are high, sustained by high demand, considerably above the national average (England and Wales average - £170,000, Surrey - £323,919)<sup>4</sup> Guildford average marketing price for all properties – £394,654<sup>5</sup>. This in turn has led to a vibrant private rented sector that provides housing for those who cannot afford to access the private sale market but who can afford private rented accommodation. There is an ongoing shortage of affordable housing, particularly for first time buyers, which in turn contributes to the skills shortages. There is also a shortage of suitable accommodation for people wishing to downsize but remain living in our borough.

## Infrastructure

- 2.15 Pressure on existing infrastructure and additional stress caused by our borough continuing to grow and develop means that appropriate infrastructure is central to our continuing prosperity. Many who live here are attracted by our high quality of life and environment. This places a high demand on school places and access to amenities such as open spaces has struggled to keep pace with Guildford's popularity. Most visitors travel by car to the town and this leads to growing pressure on car parking and congestion. We are also aware of the pressure on local facilities in village settlements.

## Natural environment

- 2.16 Our borough has some spectacular scenery designated for its long term protection. The south of our borough lies within the Surrey Hills Area of Outstanding Natural Beauty. There are Special Protection Areas (SPA) (particularly surrounding Ash), Special Areas of Conservation (SAC), Sites of Special Scientific Interest (SSSI), Regionally Important Geological Sites (RIGS) and local Sites of Nature Conservation Importance and nature reserves across our borough. 89 per cent of our borough is within the Metropolitan Green Belt.
- 2.17 Guildford has its origins growing up where the River Wey flows through the North Downs Ridge. These factors contain development and create a clear sense of separation between the town and outlying settlements, protecting the highly valued environment that is a distinctive part of the borough's character. The western border of the borough lies within the Blackwater Valley.
- 2.18 Some areas of our borough, including Guildford Town Centre, are at risk of fluvial and surface water flooding. Flash flooding can cause severe disruption to people and businesses, closing main roads and damaging homes. Over recent years we have seen more frequent flooding events in the borough.

<sup>4</sup> Land Registry House Price Index, Feb 2014    <sup>5</sup> BBC House Price Tracker, April 2013

## Heritage

- 2.19 Our borough has a particularly rich and varied architectural heritage with 1,200 listed buildings and 38 Conservation Areas. It is home to a series of great historic country houses set within designed landscape and parklands and a number of other registered parks and gardens.

## Competing and conflicting demands

- 2.20 The Local Plan needs to protect our attractive and valued environment whilst at the same time reconciling the need to accommodate our development needs. This careful balance is at the centre of our thinking behind the spatial strategy to guide protection of the environment and to accommodate development over the plan period. Another very important issue that must also be balanced against the need to protect the environment is the need to accommodate appropriate infrastructure to support the level of development set by the spatial strategy. It is the role of the Local Plan to balance all of these competing and conflicting demands.
- 2.21 The way that we have chosen to try and reach this balance is to look to a controlled realignment of the Green Belt boundary and development of a small number of strategic sites to allow us to provide for mixed and inclusive communities supported by new infrastructure.

## Other plans and strategies

- 2.22 The South East Plan was published in May 2009 but the majority of the plan was revoked on 25 March 2013. The only policy that remains is NRM6 which relates to new residential development close to the Thames Basin Heaths Special Protection Area. You can see the South East Plan here [on the National Archives website](#).
- 2.23 Surrey County Council is responsible for the preparation of the Surrey Waste Plan. The Plan adopted in May 2008 sets out the framework for the development of waste management facilities in Surrey. Its provisions are a material consideration in the determination of planning decisions. The Policies Map identifies safeguarded sites and designated safeguarding areas identified in the Minerals and Waste Development Framework.
- 2.24 Surrey Minerals Plan Core Strategy and Primary Aggregates Development Plan Documents (DPDs) were adopted in July 2011. They form part of the Surrey Minerals and Waste Development Framework. The Plan provides the policy framework to guide minerals development in the county. It replaced the Surrey Minerals Local Plan 1993. The Policies Map illustrates designated Minerals Safeguarding Areas within Guildford Borough. Surrey County Council has adopted its Aggregate Recycling Joint DPD (February 2013) for the Surrey Minerals and Waste Plan. The Minerals Plan is part of the development plan and its provisions are a material consideration in the determination of planning applications.
- 2.25 The Aggregates Recycling Joint DPD forms part of the Surrey Minerals and Waste Development Framework. Surrey County Council adopted it on 12 February 2013. It sets out proposals with regard to the provision of aggregates recycling facilities across the county for the period to 2026. The Aggregates Recycling Joint allocates the preferred areas for locating aggregate recycling facilities. It should be read alongside the Surrey Waste Plan 2008 and the Surrey Minerals Plan Core Strategy 2011 and the Surrey Minerals Plan Primary Aggregates 2011. The Joint Plan is part of the development plan and its provisions are a material consideration in the determination of planning applications.

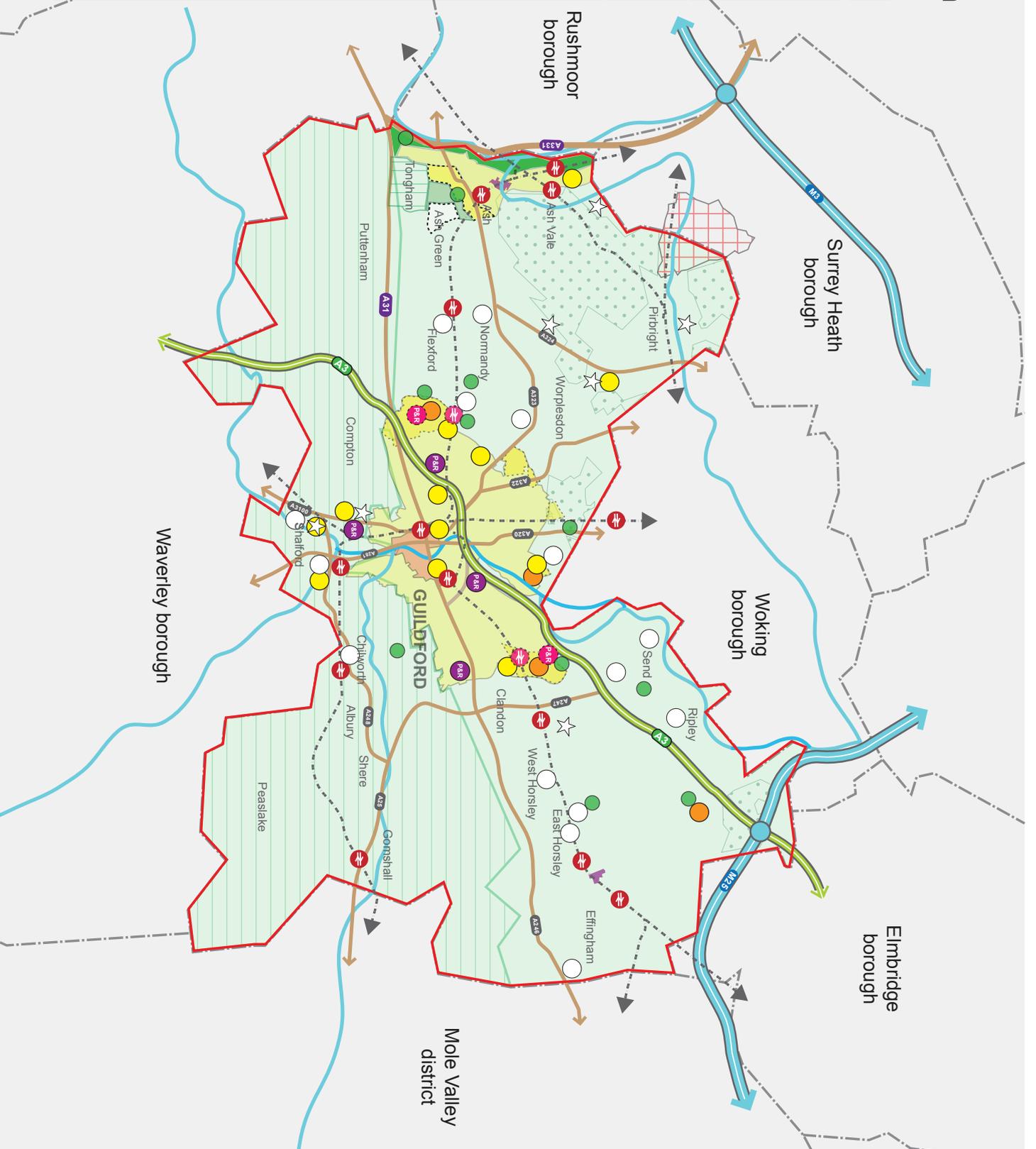
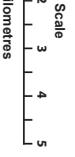
## **Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA)**

- 2.26 We are required to carry out a Sustainability Appraisal (SA) incorporating a Strategic Environmental Assessment (SEA) of the draft Local Plan to assess its impacts on social, economic and environmental objectives. We have undertaken the SA as an integral part of the Local Plan process. This has been an iterative process where outcomes have been fed back to inform the policies and proposals of the draft Local Plan: strategy and sites. The process includes an appraisal of options to demonstrate that the options chosen are the best when tested against reasonable alternatives. Each policy and site has been appraised. We will publish the SA as a separate document to support the draft Local Plan. You can find full details at: <http://www.guildford.gov.uk/localplansa>

# Guildford borough Key diagram

This diagram is indicative, please refer to the Policies maps for detailed information.

Key	
	Guildford borough boundary
	Railway line
	Railway station
	Proposed railway station
	A roads
	Park and Ride
	Proposed Park and Ride
	A3
	County side
	Rivers and canals
	Urban area
	Urban area extension
	Green Belt
	New Green Belt
	Suitable Alternative Natural Green Space
	(New) Area of separation
	Surrey Hills Area of Outstanding Natural Beauty
	Thames Basin Heaths Special Protection Areas (SPA)
	Strategic Development Sites
	Strategic Employment Site (non town centre)
	Town centre, shopping centre
	District shopping centre
	Deepcut development site
	Proposed inset villages
	Major sites inset from Green Belt



### 3. Our vision and ambition

- 3.1 This Plan has a high-level vision developed from a range of existing strategies and through consultations and feedback from stakeholders. The Local Plan is designed to help develop the kind of borough we want to be in 2031.
- 3.2 In keeping with the five themes in the Corporate Plan infrastructure, economy, development, sustainability and society, we envisage becoming a borough with:
- strong infrastructure
  - world-class business with capacity to expand and deliver growth
  - an evolving and vibrant economy
  - which creates a progressive and sustainable environment
  - for people today and future generations living in an ever improving society.

#### Our vision and ambition

Our vision for Guildford is:

- for development within our borough to be supported by strong infrastructure
- to be a place fostering world-class businesses with capacity to expand and deliver growth in an evolving, vibrant and thriving economy
- for all new development to show excellent design and respect the character of the area
- new homes that will meet the needs of all members of all communities.
- a borough where people can choose from a variety of reliable transport modes
- for our community today and future generations to live in an ever improving society in Guildford
- a borough in which our natural, built and heritage environments are respected.

- 3.3 There are five fundamental themes in our Corporate Plan that support the achievement of our vision:
- **Infrastructure** – working effectively with partners to secure the infrastructure needed to drive development and business growth that will expand our economy
  - **Economy** – to grow a sustainable economy that will support all aspects of life in our borough
  - **Development** – to ensure that there is appropriate infrastructure, commercial space and a range of homes, built sensitively, without damaging our heritage or countryside
  - **Sustainability** – to ensure the services we provide and that the borough develops and grows sustainably
  - **Society** – to evolve a self-reliant and sustaining community, while supporting our most vulnerable residents



Themes (from Corporate Plan 2013- 2016)	Ambition	Issue (from issues and options October 2013)	Strategic objectives
<b>INFRASTRUCTURE</b>	To work effectively with partners to drive development and business growth that will expand our economy.	<ul style="list-style-type: none"> <li>• Road congestion at peak hours particularly at known pinch points.</li> <li>• Overcrowding on peak rail services.</li> <li>• Lack of sustainable modes of transport in rural areas.</li> <li>• Road safety (particularly for cyclists and pedestrians).</li> <li>• Limited funding.</li> <li>• Many rural parts of the borough without access to broadband.</li> </ul>	<ul style="list-style-type: none"> <li>• Achieve a transport system balanced in favour of sustainable transport modes to give people a real choice about how they travel where this is feasible, and which tackles traffic congestion.</li> <li>• Maximise the efficient use of existing infrastructure and secure forward-funded infrastructure that supports new development such as the provision of new schools.</li> <li>• Provide a vibrant culture with theatres, venues and restaurants, with a choice of leisure, cultural and sporting facilities for everyone.</li> <li>• Provide excellent broadband communications as standard in all new developments.</li> </ul>
<b>ECONOMY</b>	To grow a sustainable economy that supports all aspects of life in our borough.	<ul style="list-style-type: none"> <li>• Shortage of suitable commercial premises in appropriate locations.</li> <li>• Housing need.</li> <li>• Additional retail floor space.</li> <li>• Changing nature of the rural economy.</li> <li>• Shortage of infrastructure to support tourism.</li> <li>• Conference facilities.</li> </ul>	<ul style="list-style-type: none"> <li>• Recognise and support innovation and our contribution as a world leader in education, health, sci-technology and knowledge-based industries.</li> <li>• Provide for and support economic growth in environmentally sustainable and accessible locations.</li> </ul>

Themes (from Corporate Plan 2013- 2016)	Ambition	Issue (from issues and options October 2013)	Strategic objectives
ECONOMY			<ul style="list-style-type: none"> <li>• Support and expand the diversity of our business base.</li> <li>• Support and expand the economic vitality of our rural areas.</li> <li>• Keep and enhance the vitality and viability of our town, district and local shopping centres, with Guildford remaining a high quality town with a vibrant, cosmopolitan town centre.</li> </ul>
DEVELOPMENT	<p>To ensure that there is appropriate infrastructure, commercial space and a range of homes, built sensitively, without damaging our heritage.</p>	<ul style="list-style-type: none"> <li>• Ageing population.</li> <li>• Cost of homes.</li> <li>• Lack of affordable housing.</li> <li>• Need to accommodate growing student population.</li> <li>• Shortage of traveller accommodation.</li> <li>• Shortage of specific types and sizes of accommodation.</li> </ul>	<ul style="list-style-type: none"> <li>• Provide a choice of homes to meet the identified needs of our communities and to support long term economic growth.</li> <li>• Require new developments to be of the highest quality design, have a positive relationship with their surroundings and contribute towards making environmentally sustainable places.</li> </ul>

Themes (from Corporate Plan 2013- 2016)	Ambition	Issue (from issues and options October 2013)	Strategic objectives
<p><b>SUSTAINABILITY</b></p>	<p>To ensure the borough develops and grows in the most sustainable way.</p>	<ul style="list-style-type: none"> <li>Balancing the growth with protecting natural and heritage assets and designated places.</li> <li>Flood risk in certain areas of the borough.</li> <li>Mitigating the impacts of and adapting to climate change.</li> </ul>	<ul style="list-style-type: none"> <li>Where appropriate require new developments to take account of the historic environment so that they contribute to protecting and enhancing our heritage.</li> <li>Protect, maintain and enhance our valued landscapes, green spaces and habitats within and around our urban areas and villages, particularly where they are of European or National significance.</li> <li>Enhance the connectivity of our urban areas, open spaces and wildlife habitats.</li> <li>Require high levels of sustainable construction including incorporating energy efficiency measures.</li> <li>Minimise local carbon emissions, maintain good air quality and promote sustainable management of our waste.</li> <li>Provide good access to open spaces and the countryside from our urban areas and villages.</li> </ul>
<p><b>SOCIETY</b></p>	<p>To evolve a self-reliant and sustaining community, while supporting our most vulnerable residents.</p>	<ul style="list-style-type: none"> <li>Pockets of deprivation.</li> <li>Reduce unemployment.</li> </ul>	<ul style="list-style-type: none"> <li>Support communities in developing their neighbourhood plans where applicable.</li> <li>Support Guildford's role as a thriving centre of excellence for education.</li> <li>Support cohesive neighbourhoods, encourage social enterprise and volunteering, and maintain viable community facilities.</li> <li>Help to reduce relative disparities in health and education attainment.</li> </ul>

## 4. Policies

### Policy 1: Presumption in favour of sustainable development

- 4.1 The NPPF has introduced a presumption in favour of sustainable development that means that we need to plan positively to seek opportunities to meet our objectively assessed development needs. We need to follow the approach of sustainable development so that appropriate development can be approved without delay.

#### **POLICY 1: Presumption in favour of sustainable development**

When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. We will always work proactively with applicants jointly to find solutions that mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or they are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole or specific policies in that Framework indicate that development should be restricted.

- 4.2 Policy 1 follows the guidance from Communities and Local Government that our Local Plan should include a policy that embraces the presumption in favour of sustainable development and the policy above follows the model wording suggested.

#### **Monitoring Indicators**

We need to assess whether this Local Plan is meeting its aims and objectives, and have appropriate mechanisms in place to recognise if it is not, so that actions that can be taken if required. For each policy, there is a summary delivery strategy, monitoring and review indicators.

Where policies are not being delivered against the strategic objectives as intended, the Monitoring Report will suggest actions needed to address any issues. We will review the Local Plan if required by the results of monitoring.

As part of a review, we will consider the appropriate level of new homes and employment land and examine all available evidence sources including demographic evidence, economic conditions and forecasts. If required, we will commission additional evidence base reports. If evidence suggests that additional provision of homes or land for employment is required, a review will consider the appropriate response, including the possible need for additional allocations, the early release of any safeguarded sites and the need for assistance from other neighbouring authorities, as part of the duty to cooperate.

The Annual Monitoring Report will show how many homes have been delivered against this number on an annual basis.

#### **Key Evidence**

National Planning Policy Framework

- Development control performance statistics

## Policy 2: Planning for the borough - our spatial development strategy

### Scale and distribution of development

- 4.3 Our development strategy for the plan period is based on national planning policy, with recognition of environmental constraints and the availability and viability of land for development.
- 4.4 Our preference is to focus growth in the most sustainable locations, making the best use of previously developed land. These locations are:
- Guildford town centre
  - urban areas
  - inset villages
  - identified Green Belt villages
- 4.5 There will also be opportunities for small-scale developments providing affordable homes in locations where new homes would not usually be appropriate.
- 4.6 Whilst these sustainable locations are our preferred locations for new development, they are unable to accommodate all of the new development we need. We will therefore release allocated land for development in other areas. These are:
- countryside beyond the Green Belt
  - urban extensions to Guildford and Ash and Tongham
  - new settlement at the former Wisley airfield
  - development around villages (including some expansion)
- 4.7 These will be phased according to deliverability and identified need. We anticipate that smaller allocated sites will provide the majority of supply in the first five years. Larger development sites, including the strategic development sites, will deliver the majority of new development in the 6-10 and 11-15 year periods of the plan.

### **POLICY 2: Borough Wide Strategy**

During the plan period (2011-31), we will make provision for 13,040 new homes, which equates to an annual requirement of 652 new homes a year, and 21.6 – 29.2 hectares of employment land to help meet the needs for new homes, support the economy and supply of 10,900 – 14,800 additional jobs.

In order to provide a level of flexibility and to ensure that the realigned Green Belt boundaries endure beyond the plan period, we are safeguarding approximately 99 hectares of land.

We will provide for 43 permanent pitches for Gypsies and Travellers and 6 permanent plots for Travelling Show people within Guildford borough between 2012 and 2017. Between 2017 and 2027 an additional 30 pitches and 2 plots will be permitted or any new target as identified within an updated Traveller Accommodation Assessment.

- 4.9 This is a higher level of development than experienced in Guildford borough during the previous Local Plan period, and represents an increase in new homes and employment floor space in line with the aims of NPPF, NPPG, our Economic Strategy, and the best available information on the likely levels of development required by 2031.

- 4.10 Safeguarded land, as shown on the Policies Map, is removed from the Green Belt, but will not be developed during this plan period. This reduces the need to amend Green Belt boundaries again at the end of this plan period, and will help meet longer term development needs stretching beyond this plan period. This land is not allocated for development at this present time.
- 4.11 Safeguarded land would only be considered for development during this plan period following a Local Plan review. A Local Plan review or partial review enables a flexible response to changing circumstances, should it be required. The Local Plan will deliver the following development between 2015 and 2031, as shown in Table 1 below and on the Key Diagram. The key infrastructure needed to support this development is outlined in the Infrastructure Delivery Plan that supports this Local Plan. The critical infrastructure to support the first five years of the plan development is identified in the infrastructure schedule at Appendix B of this plan. These figures are current at the time of writing – sources include SHLAA partial update May 2014 and SHLAA 2013.

**Table 1- Delivery between 2015 and 2031**

<b>Settlement</b>	<b>Homes (net increase)</b>	<b>Employment floor space (sq m)</b>	<b>Retail floor space (sq m)</b>	<b>Delivery period (years)</b>
Guildford Town Centre	1,932	16,500	50,000	1-15
Guildford urban area (excluding Town Centre, including Slyfield)	2,285	Up to 44,400	10,000 (includes bulky goods retail floorspace)	1-15
Ash and Tongham urban area	1,215	Up to 95,500	3,000	1-15
Inset villages and infill development within identified Green Belt villages	368	Up to 2,200	3,000	1-15
Rural exception housing	150	N/A	N/A	1-15
Previously developed land in the Green Belt	241	Up to 62,822	N/A	1-15
Former Wisley airfield (Allocation 66)	Up to 2,100	Up to 4,500	1,000	1-15
Urban extensions to Guildford (Gosden Hill Farm, Blackwell Farm, Liddington Hall, Land north of Keens Lane)	5,015	43,000	2,000	1-15
Around villages	1,354	Up to 55,000	N/A	1-5

- 4.12 The above table shows a number of new homes that is greater than the figure in the policy. This is to build flexibility into the Plan and demonstrate that our strategy is capable of delivering the target. Further details of these and other sites are provided in the site allocations policy of the Local Plan. (See Appendix G for site allocations and safeguarding)
- 4.13 The established hierarchy of retail and service centres will be retained. It is likely that a few new centres will be needed to support the development included in the publication plan, potentially at the former Wisley airfield, Slyfield regeneration area and at the strategic extensions to the Guildford urban area at Gosden Hill Farm and Blackwell Farm. Potential new centres are included below in Table 2. Before that stage, we will investigate the need for the expansion of centres and new centres.



- 4.14 Small parades of shops in towns and villages, and Ladymead Retail Park in Guildford are not designated centres.

### Monitoring Indicators

The Monitoring Report will measure the effectiveness of this policy by reporting:

- The number of new homes completed each year
- The amount of employment floor space by type completed each year
- The number of Traveller pitches and Travelling Showpeople plots completed each year

The Monitoring Report will compare the number of completions to the requirements of this policy.

### Key Evidence

National Planning Policy Framework

- SHMA
- SHLAA
- Housing Needs Assessment
- TSHLAA
- ELA

## Policy 3: Homes for all

- 4.15 We want to cater for all types of housing to meet the needs and demands of different people in our community. This includes families, older people, people with disabilities, travellers and students. New housing developments must take account of local need to create balanced sustainable communities and give a genuine choice in housing.

### **POLICY 3: Homes for all**

#### **Housing Mix**

New residential development is required to deliver a wide choice of homes and meet a range of housing needs as set out in the latest Strategic Housing Market Assessment. New development should provide a mix of housing tenures, types and sizes appropriate to the site size, characteristics and location. We will expect new residential development to offer a real choice of homes to meet the accommodation needs of our communities. Concentrations of any one type of accommodation in any one place will be avoided.

#### **Density**

New residential development is required to make the most efficient use of land whilst responding to local character, context and distinctiveness. Residential densities will vary dependant upon the local area context and character and the sustainability of the location. Higher density development will be supported in Guildford town centre.

#### **Specialist housing**

We will support the provision of specialist forms of accommodation in appropriate sustainable locations, taking into account local housing needs.

#### **Students**

We will expect a minimum of 60 per cent of the University of Surrey eligible student population (full time equivalent) to be provided with student accommodation on their campus or on university owned land. Should other higher education establishments expand through new development of academic floor space they will be expected to make student accommodation provision of up to 30 per cent of their increased eligible student population (full time equivalent).

#### **Travellers**

We will provide for Travellers in accordance with the level of need identified in Policy 2. This provision will be for a mix of tenures and provided on a number of small sites. The sites must have adequate utility services and amenity space, space for related business activities where appropriate, safe vehicular access, turning space and parking and be in areas with reasonable access to schools, health services and local services.

Sites should not significantly impact on the visual amenity and local character of the area or adversely affect an environmentally sensitive location.

We will also expect to see Traveller accommodation provided on site as part of any proposals that could reasonably be considered to form part of a strategic development.

For 500 to 999 homes we would expect two pitches or plots, 1,000 to 1,499 homes four pitches or plots, 1,500 to 1,999 homes six pitches or plots and 2,000 to 2,500 homes eight pitches or plots.

## Houses in multiple occupation

Proposals for houses in multiple occupation that require planning permission will only be supported where the balance of housing types and character of the immediate locality would not be adversely affected and there is sufficient amenity space available.

## Viability

We will consider on a case-by-case basis evidence of viability if an applicant can demonstrate that the requirements of this policy cannot be met.

- 4.16 We have assessed the types, sizes and tenures of homes required to meet the needs of our community through the SHMA. This includes families, older people, people with disabilities, service families, people wishing to build their own home, and students. The Traveller Accommodation Assessment (TAA) has assessed the need for traveller accommodation. The Housing Needs Assessment (HNA) 2013 found no demand for accommodation from service families and people wishing to build their own home, but we will keep this under review. We will refer to the SHMA when determining the correct balance of homes in new development and would encourage applicants to discuss housing mix with the Council's Housing Officers.
- 4.17 From the SHMA 2014 and the Census 2011 we know that in our borough:
- we have an ageing population with a significant projected growth in the over 65 year olds
  - there is a projected increase in people with long term health problems or disability
  - households headed by someone aged under 35 are projected to increase
  - there are 4,700 households containing non-dependant children
  - the number of children under 15 years old are expected to increase markedly to 2031
  - there is an indicative need for predominantly one and two bedroom affordable homes
  - there is an indicative need for predominantly two and three bedroom market homes.
- 4.18 We want a flexible housing stock that helps meet the wide range of accommodation needs so we will expect new homes to be flexible, accessible, adaptable and age friendly. New homes should support the changing needs of individuals and families at different stages of life.
- 4.19 For the purpose of monitoring the contribution of new homes towards our identified local housing requirement, we will include Class C2 residential institutions for older people, Class C3 dwellings and certain uses that do not have a specific use class and therefore stand on their own (known as sui generis<sup>6</sup> uses) such as large houses in multiple occupation. We have different accommodation targets for traveller accommodation that we will monitor separately. Student accommodation needs are considered as separate from general housing needs. Any additional student accommodation built over and above projected need (identified in the most up to date SHMA) will count towards the general housing requirement, based on the amount of accommodation it releases into the general housing market.

<sup>6</sup> The Use Classes Order 1987 (As amended)

## Density

- 4.20 We have a responsibility to use our natural resources such as land, wisely. Efficient use of land is essential. Housing density describes the number of homes developed within a particular site area. It is usually calculated by the number of dwellings per hectare (dph). Increasing densities can help to reduce the land needed for new homes and make development more sustainable. It can also support more facilities and services.
- 4.21 Certain areas can accommodate higher densities provided there is no adverse impact on the character of the area and the infrastructure is able to cope. Planning applications will be assessed on a case-by-case basis having regard to the local character of the surrounding area and the sustainability of the location.

## Family housing

- 4.22 The number of children under 15 is projected to increase significantly up to 2031 (an increase of around 3,300). We also know that households with dependant children are more likely to be overcrowded, therefore we need to plan carefully for family housing. This includes encouraging a reasonable quality and size of accommodation in the private rented sector.

## Ageing population

- 4.23 We need to provide suitable homes for the current and projected growth in the number of older people living in our community. Different types of homes are required to offer a real choice, be it smaller well-located market housing or more specialised homes offering improved safety and support suited to the various needs of people.
- 4.24 Housing stock should be flexible to meet the needs of an ageing population and enable people to remain in their own homes for longer should they wish. Smaller homes in suitable locations should also be provided to enable people to downsize but remain within their local community. Good design such as level thresholds to properties, door openings of a suitable width and care with the design and internal layout can help ensure accommodation is adaptable and wheelchair friendly.

## Specialist accommodation

- 4.25 Some of our community need accommodation that caters for their specific needs. This is often for more vulnerable members of our society, such as the frail elderly or those needing specialist social support, who would benefit from on-site support. To create inclusive communities, this type of accommodation should be located in accessible areas with links to public transport and local facilities.
- 4.26 Vulnerable people can include those who are homeless, people with physical or mental health issues, people with alcohol or drug problems, young people at risk, ex-offenders and those at risk of domestic violence. A stable environment enables people to have greater independence and a chance to improve their quality of life.
- 4.27 Specialist accommodation includes hostels, homes for those in later life such as extra care housing, homes for those with disabilities and support needs and residential institutions.

- 4.28 We will work with our partners, including Surrey County Council, to identify and secure provision of suitable sites for specialist housing. We will count housing provided for older people, including residential institutions in Use Class C2, as contributing towards our housing figure.

## Students

- 4.29 Guildford town is fortunate to have a variety of further and higher education establishments including the University of Surrey and Guildford School of Acting, the University of Law, Guildford College including Merrist Wood and the Academy of Contemporary Music. The University of Surrey is by far the largest student establishment in the borough and has purpose built accommodation on and off campus.
- 4.30 Some students live at home, rent rooms in private shared houses or have alternative accommodation arrangements such as using rooms at the YMCA or home stays. Many students are part time or undertake long distance learning courses. Whilst students should have a choice of accommodation, this should be balanced with the housing needs of the general population. To minimise the pressure on the existing housing stock it is important that any increase in full time student numbers on higher education courses attributed to increases in academic floor space is matched by the provision of purpose built student accommodation. This will enable the higher education establishments to grow at a sustainable rate whilst minimising the impact on the local housing market.

## Travellers

- 4.31 National planning policy is set out in Planning Policy for Traveller Sites and we will expect all sites to meet the requirements of this policy.
- 4.32 The TAA 2012 found that there was a need for a mix of tenures for both public and private sites. From our Local Plan issues and options consultation, there was support for small-scale Traveller sites and we believe these will better integrate with the locality. For the purpose of the Local Plan, we consider a small site to be up to nine pitches.
- 4.33 Our TAA found no evidence of need for a transit site within our borough. However, we will continue to work with neighbouring authorities to address the issue of transit sites if necessary.
- 4.34 Traveller accommodation should be provided as part of any strategic development of 500 homes or more.

## Houses in multiple occupation

- 4.35 Houses in multiple occupation (HMOs) are dwellings lived in by more than one family or groups of individuals who share facilities such as a kitchen or bathroom. They provide a valuable source of accommodation to meet the needs of some of our local population. They can offer a more affordable way to live in the borough, particularly for students, low paid workers and key workers such as police, teachers and nurses who cannot afford to access housing on the open market. However, it is important to get the balance of housing types right in an area to ensure it remains a vibrant community and to maintain the character of the area.

- 4.36 A concentration of homes leased to students can result in empty properties outside term time and impact on the vitality of an area. Therefore, when planning permission is required to convert a house into an HMO we will look carefully at the existing situation within that particular street. Currently, you do not need planning permission for a HMO for less than six people.
- 4.37 We will work closely with colleagues to monitor the impacts of HMOs and refuse planning applications for conversions of existing houses to those in multiple occupation where the balance of housing types would be adversely affected.
- 4.38 The housing mix will be delivered by:
- ensuring an appropriate mix of accommodation within residential planning applications by working with developers
  - updates to the Strategic Housing Market Assessment to show any changes that need to be reflected within the housing mix
  - monitoring the effectiveness of the policy and adjusting as appropriate
  - working with further education establishments to identify student accommodation needs and
  - working with our partners including Surrey County Council to identify and secure suitable specialist housing sites.
- 4.39 Traveller pitches and plots will be delivered by:
- identifying possible public and private pitches and plots within the Traveller Strategic Housing Land Availability Assessment
  - allocating any key sites for traveller accommodation
  - granting planning permission for suitable sites that meet policy criteria and
  - reviewing the accommodation needs of the travelling community through an updated TAA to inform the 15-year projection where appropriate.

## Monitoring Indicators

The Monitoring Report will measure this policy against the targets and indicators set out below.

- Monitoring the delivery of different size and types of housing compared to the identified mix in the Strategic Housing Market Assessment
- Monitoring the density of development granted planning approval and
- Monitoring planning approval for new or extended older persons' specialist housing (including care homes and warden-assisted accommodation) or general specialist housing.

### Travellers

- The delivery of additional pitches and plots for traveller accommodation, measured against the targets set out in this policy or, if applicable, an updated traveller accommodation assessment
- Number of pitches granted planning permission and
- The number of unauthorised or illegal traveller encampments or developments and enforcement action.

We will also monitor other types of new accommodation including student accommodation.

## **Key Evidence**

- National Planning Policy Framework 2012
- Planning Policy for Traveller Sites 2012
- Strategic Housing Market Assessment 2014
- Housing Needs Assessment May 2013
- Census 2011
- Guildford borough Traveller Accommodation Assessment 2012 and
- Traveller Strategic Housing Land Availability Assessment 2014

## Policy 4: Affordable Homes

- 4.40 Affordable housing need is defined in the relevant planning guidance, as the quantity of housing required for households who are unable to access suitable housing without financial assistance. These households will be eligible for affordable housing.
- 4.41 National planning policy defines affordable housing as including social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the market.
- 4.42 Sufficient housing to meet the needs of the borough's population will ensure that the borough thrives as a balanced and sustainable community. As well as the benefits to people's lives that having suitable housing can bring, this will also help to support the economy and potentially reduce travel to work journeys.

### **POLICY 4: Affordable homes**

As well as providing and managing affordable housing ourselves, we will work with Registered Providers, developers and landowners to ensure that at least 40 per cent of all new homes built in the borough are affordable housing. This equates to 5,126 new affordable homes.

Subject to viability, these affordable homes will be provided:

- on development sites of at least five homes (gross). On previously developed sites that meet this threshold at least 40 per cent of the homes will be provided as affordable homes. On greenfield sites at least 45 per cent will be provided as affordable homes,
- on developments of off-campus student accommodation and elderly people's housing (Use Class C3) of at least 20 bedrooms on sites that would otherwise be suitable for general housing in accordance with the formula,
- on allocated sites, in accordance with individual site allocations and
- on developments providing solely affordable housing either on public sector-owned land or developments by Registered Providers.

The tenure and size of affordable homes must meet the needs identified in the Strategic Housing Market Assessment 2014 or subsequent evidence document. This currently includes a tenure split of at least 70% rented, with the remainder being other forms of affordable housing

Affordable rent must be no more than the maximum percentage of market rent set out in our most recent housing guidance or strategy.

We will not grant planning permission for development that would result in the net loss of any affordable homes that have been built on site, secured by planning obligation.

- 4.43 The Government has consulted on introducing a national minimum threshold of ten homes before a site needs to provide affordable housing. If this is introduced we will need to consider the impact of this. This policy applies to retirement homes, sheltered housing, Extra Care Housing, and all other types of housing that fall within Use Class C3, as well as student flats. It does not apply to residential institutions such as care homes and nursing homes.

- 4.44 We will expect developments to provide the required amount of affordable housing. Where developers demonstrate to our satisfaction that providing the amount of affordable housing required by this policy would not be economically viable on a particular development, we will follow the following cascade mechanism to assist with delivering a scheme:
- vary the tenure mix of the affordable housing (for example, more intermediate housing and less rented housing), size, and/or type of homes to be provided
  - reduce the overall number of affordable homes
- 4.45 Where we consider that a large unallocated site is partly greenfield and partly previously developed land, the affordable housing contribution will be somewhere between the two figures dependent on the relative proportion of each.
- 4.46 Developments that seek to avoid the requirements of this policy by failing to make most efficient use of land (having regard to Policy 3 Homes for All), or by artificially subdividing land into smaller sites will not be permitted.

## Off-site provision and payments in lieu of on-site provision

- 4.47 Contributions from off-campus student housing developments and elderly people's housing within C3 use class (therefore excluding nursing homes) may be provided off-site, or by payment in lieu where we agree that on site provision and management would be impractical. Any off-site provision or payment must be of a broadly equivalent value relative to on-site provision. We will use financial payments made in place of on-site affordable housing provision to help provide more affordable homes.
- 4.48 We are currently working on formulae for calculating affordable housing payments in lieu of on-site provision. These will be provided in the Submission Local Plan. We will set out the working details for implementing the policy in an update to the Planning Contributions SPD 2011.

## Affordability and Need

- 4.49 Approximately half of all Guildford residents cannot afford to buy or rent a home on the open market, which meets their needs (draft SHMA 2014). The reason for high level of affordable housing need in the borough is the high cost of buying or renting homes on the open market in relation to local incomes. The relationship between the cost of homes and wages is termed affordability. Affordability is of most concern to those on the lowest earnings, including first time buyers. For this reason we measure affordability by comparing the lowest 25 per cent of earnings to the lowest 25 per cent of house prices, which gives an affordability ratio.
- 4.50 Government figures show that our affordability ratio is 10.92, higher than Surrey's ratio of 10.89 and much greater than England's ratio of 6.45 (all figures 2013).
- 4.51 The significant gap between affordable housing supply and need is illustrated in the draft SHMA 2014.
- 4.52 In the borough's relatively expensive housing market entry-level costs to buy a home are estimated to start from about £146,000 for a one bedroom home and rising to £423,000 for four bedrooms. For private renting the costs range from £825 to £1,500 per month depending on the size of property.

## Viability

- 4.53 Land values and property prices are high across the borough. Our viability evidence shows that the vast majority of developments in most locations in the borough are viable with an affordable housing contribution of 40 per cent. The viability may be more favourable for greenfield sites with lower existing land values. This evidence is currently being updated and expanded to include consideration of student and elderly people's accommodation and sites for allocation.
- 4.54 In calculating the number of affordable homes on sites, sometimes fractions of homes are required. In order to avoid requirements for fractions of homes we will either raise or lower the number. This practice is known as rounding up or down. On smaller sites rounding up the contribution required may mean that development of the site becomes unviable. We will therefore round up any part requirement of an affordable housing dwelling in line with common convention at 0.5 of a home, and down at 0.4 or less. If a developer can demonstrate that rounding up from half a dwelling or more would result in the development being unviable, we will negotiate a variation in tenure of some affordable homes, or a lesser number of affordable homes.

## Supply

- 4.55 As well as newly built affordable homes, the borough's affordable housing stock can also be increased by changes of use and conversion of non-residential properties. Other new affordable homes will come from conversions and re-use of empty or under-utilised properties including premises above shops.
- 4.56 We will ring-fence financial contributions in lieu of on-site provision to help provide more affordable homes elsewhere in the borough, for example by assisting delivery of conversions of buildings or building new affordable homes on Council-owned sites.

## Delivery strategy

- 4.57 Much new affordable housing in the borough is delivered by developers and Registered Providers as part of wider market housing developments. Additionally, wholly affordable housing developments are delivered by the Council and other Registered Providers.

### Monitoring Indicators

We will measure the effectiveness of this policy against the following indicators:

- Number and proportion of all new homes (new build, changes of use, and conversions).

### Key Evidence

- Strategic Housing Market Assessment
- Affordable Housing Viability Assessment 2008, 2009 update and 2011
- Viability Assessment 2014
- Tenancy Strategy 2013, supplemented by guidance to Registered Providers of Affordable Housing on rents and affordability, approved by the Council's Executive in November 2013

## Policy 5: Rural Exception Homes

- 4.58 In many rural areas of Guildford borough high house prices and limited supply of homes, to rent restrict the potential for newly formed households and for households working in the parish to have their own home that they can afford. People with connections to these rural areas through family, employment or recent past residence need homes that are affordable.
- 4.59 As an exception to other policies including Green Belt Policy, we will support the provision of rural exception housing. This is affordable housing provided on small sites in rural areas on Green Belt land as an exception to other planning policies. Such housing must be retained permanently for people who are current or former residents, or who have a family or employment connection to the parish.

### **POLICY 5: Rural exception homes**

We will permit small affordable housing developments, including pitches for travellers, to meet identified local housing needs provided that :

- the site is within the defined boundary of a settlement, or the site adjoins or is closely related to and in short, safe and easy walking distance of a defined or a non-defined rural settlement, and
- the number, size and tenure of homes would be appropriate to meet, or to contribute to meeting, the identified local affordable housing needs, and the homes are all secured as affordable homes in perpetuity.

- 4.60 There are fewer opportunities to build new homes in our rural settlements than there are in Guildford, Ash and Tongham. Policy 10, Green Belt and the Countryside, does not permit infill housing developments within small rural settlements that do not have a defined boundary. In determining whether a site is suitably small scale, consideration will be given to identified local housing needs and to previous applications for rural exception housing.
- 4.61 Legislation<sup>7</sup> enables us to secure affordable housing in perpetuity in and around almost all villages in the borough, but this does not include East Horsley and Send. Around these villages we may be able to secure rural exception housing in perpetuity using controls over tenure, secured by planning obligation.
- 4.62 We will facilitate provision of rural exception sites and small sites in the Green Belt for local traveller needs where such a need is demonstrated.
- 4.63 We will work with parish councils, the Surrey Rural Housing Enabler and landowners to understand the affordable housing needs of people with a local connection. In applying this policy, consideration will be given to the needs of the local community by accommodating households who are either current or former residents of the borough or have a family or employment connection.
- 4.64 Local Needs Surveys are generally carried out by the Surrey Rural Housing Enabler working with the Council and Parish Councils, based on a rolling programme. Over half of the parishes in the borough already have local housing needs surveys, although such surveys must be up-to-date if they are to be used in support of a planning application for rural exception housing. Developers may also carry out their own surveys, provided these are verified by the Council and the Rural Housing Enabler. The need for affordable

<sup>7</sup> This is because they are not designated as "rural areas" by the Housing (Right to Acquire or Enfranchise) (Designated Rural Areas in the South East) Order 1997. East Horsley and Send therefore are not exempt from the right to acquire or right to enfranchise, and so affordable housing cannot be secured in perpetuity.

pitches for Travellers' accommodation is reported in Guildford's Traveller Accommodation Assessment 2013. We will facilitate the provision of rural exception housing for travellers of council-owned public pitches on small, suitably located sites in the Green Belt.

- 4.65 Delivery of housing will be by Registered Providers, including the Council, and by private developers.
- 4.66 There may be situations where a developer demonstrates that a rural exception scheme would be unviable without public subsidy. In such situations, and where there are no alternative sites available to provide the identified local affordable housing needs (as required by national policy) we will consider permitting the minimum number of market homes to make the scheme viable at our discretion. We may also consider allowing at least one market home where this would result in a significant improvement in the housing mix (tenure, type or size) or rent levels. The inclusion of market housing must serve to benefit the rural affordable housing stock and not inflate the "threshold land value". This is the price that a developer pays for the land.
- 4.67 Land values are generally high across the borough. Therefore where a developer proposes that at least one market house needs to be included to make the rural exception scheme viable, in considering the submitted development appraisal, we will limit the existing land value to no more than ten times the agricultural land value at the time. Where agreement cannot be reached, external consultants will be appointed at the developer's cost to provide an independent assessment of the scheme's viability. Any market housing must improve the mix of market housing in the village, and must be integrated into the rural exception development.
- 4.68 To ensure that the housing is secured permanently to meet local affordable housing needs, we will require the affordable housing provider to enter into a planning obligation with cascade provisions. This requires the housing to be allocated to people with a local connection to the parish (through residence, employment or close family), followed by those with a local connection to adjacent parishes who meet the criteria, and finally those with a connection to the borough of Guildford in accordance with its published scheme Guildford Homechoice (or equivalent scheme).

## Monitoring Indicators

- Net additional dwellings granted planning permission under this policy

## Key Evidence

- Parish housing needs surveys (various dates)
- Strategic Housing Land Availability Assessment (SHLAA)
- Affordable Housing Viability Assessment
- Tenancy Strategy 2013, supplemented by guidance to Registered Providers of Affordable Housing on rents and affordability, approved by the Council's Executive in November 2013
- Parish housing needs surveys (various dates)
- Strategic Housing Land Availability Assessment (SHLAA)
- Affordable Housing Viability Assessment
- Tenancy Strategy 2013, supplemented by guidance to Registered Providers of Affordable Housing on rents and affordability, approved by the Council's Executive in November 2013

## Policy 6: Making better places

- 4.69 We place a high value on the importance of good design in the built environment and making places better for people. The design of the built environment in terms of the relationship between buildings and spaces as well as the materials and construction of buildings, has a direct effect upon how places are used. It also influences whether people can move easily around, whether they can interact, and how places make people feel. It is important and fundamentally affects people's lives on a day-to-day basis.
- 4.70 We should facilitate the creation of healthy, inclusive communities. We are keen that development is shaped to create places that are good to live in, sociable and interesting, with access to green and open space. We also want an environment where people can move around easily on foot to access everyday needs, with reduced need to use a car. Places should provide variety and cater for the needs of different types of people, including young and old.
- 4.71 We need to accommodate growth over the plan period including the provision of adequate residential and economic development as outlined elsewhere in this Plan. It will be important to ensure that new housing and employment areas are designed to respect the existing character of the borough, face the future through innovation, and create great places for people to live in or use.
- 4.72 Through detailed design considerations we can ensure a gradual move towards improvements in the built environment, but we also have an opportunity now to ensure strategic design considerations are in place. The following policy seeks to provide a strategic framework of requirements to achieve this, to be augmented through a more detailed design policy at a later stage. These will be the Guildford design principles.

### **POLICY 6: Making better places**

We require all new developments, whether individual buildings or large-scale development schemes, to achieve high quality design and enhance the environment in which they are set. Large scale residential developments (20 or more dwellings or 0.5 hectares or more), informed by the Guildford design principles must:

- provide a harmonious, integrated mix of uses that fosters a sense of community and contributes to the creation of inclusive communities that provide the facilities and services needed by them;
- provides places for communities to meet and interact, such as play and recreation and other public spaces in large developments;
- give priority to non car based modes of transport;
- be designed to facilitate and promote walking as a means of transport, providing a high quality environment for pedestrians. Where possible residential areas should allow short walking distances to amenities; and
- provide convenient and safe routes through the development and to nearby areas for cyclists.

All developments will:

- promote and reinforce local distinctiveness to create a sense of place. Innovative architecture will be encouraged and supported in the appropriate context;
- be expected to have regard to and perform well against Building for Life criteria;
- be expected to use art and materials of a nature appropriate to their setting;
- take account of the context in which they are sited.

- 4.73 It is important at this strategic stage in the local planning process that we set out how we will plan positively to achieve very high quality and inclusive design for all developments. National planning policy requires the inclusion of a robust policy for design quality. This policy forms the strategic element with more detailed policy to follow as we form the development control policies.
- 4.74 We want to create places that we can be proud of, that are inclusive and promote community and healthy living. We are keen to encourage a mix of uses, particularly on larger sites, but also on smaller sites. This provides the potential to create places where services and facilities are readily accessible to residents, in particular through walking or cycling. We are keen to see places that allow access to facilities and support the use of sustainable modes of transport.
- 4.75 Design of development will be expected to respond to local character and history, reflecting the identity of its surroundings whilst allowing for innovative and forward thinking design. This could include reflecting historic street patterns and established building lines, local building vernacular and considering the effects upon views and skylines. Balanced with this is a requirement to develop with flair, imagination and style, reflecting our position as a regional centre and County town. These design considerations will be set out in more detail in development control policies. This approach is not confined to our urban areas but will be appropriate throughout the borough.

### Monitoring Indicators

- Building for Life criteria

### Key Evidence

- NPPF

## Policy 7: Sustainable design, construction and energy

### Sustainable development

- 4.76 The NPPF tells us that sustainable development means achieving growth while “ensuring that better lives for ourselves don’t mean worse lives for future generations”. In environmental terms, this means taking into account the impact of our consumption patterns on the environment’s ability to provide both for ourselves and for future generations. In practice this means being careful about how much we consume, using materials as many times as possible and favouring renewable resources like sunlight and plant materials over finite resources like minerals and fossil fuels.
- 4.77 Our Corporate Plan sets out our ambition to see good practice in sustainable development across the borough.
- 4.78 National policy requires us to help achieve carbon reductions in line with national targets. Many of our carbon emissions come from our energy supply as the UK produces 63% of its electricity from gas and coal (mostly imported), and we power our transport with oil fuels. We generate around 15 per cent of our electricity from renewable sources, with nuclear accounting for around 20 per cent. Reliance on imported energy and fuels means our energy supply is not secure.
- 4.79 We need to reduce the carbon emissions we produce directly, for example when we drive or heat our buildings, but we also need to consider the carbon emissions embodied in the products we consume. By taking a life cycle approach to decision making, reducing consumption wherever possible and choosing the most sustainable materials, we can also reduce our indirect carbon emissions.
- 4.80 The developments we build today are likely to be with us into the next century. We can avoid the carbon and resource costs associated with retrofitting and replacement by ensuring that the buildings we build today are suited to, and easily adaptable for, a range of climate conditions and weather patterns.
- 4.81 The efficient use of water is a particularly important issue in our borough. Making water clean enough to use carries a carbon cost and much of the water we use is heated, which accounts for around 20 per cent of domestic carbon emissions.
- 4.82 Access to enough clean water is important for maintaining our standard of living. Projections of changing rainfall patterns, an increasing population and planned reductions in abstraction show that our water supply is likely to come under increasing pressure in an area already identified as being under serious water stress.
- 4.83 The issue of waste is directly linked to the way we use resources. If we reuse waste and reclaim materials through recycling, we can reduce our consumption of primary resources. Space for landfill is finite, so disposing of waste to landfill is not a sustainable practice. Around a third of the UK’s waste comes from the construction and demolition sector.

## Achieving sustainable development

4.84 The energy and waste hierarchies set out the sequence of steps that should be followed to make development more sustainable.

The energy hierarchy	The waste hierarchy
<p><b>Step 1: Eliminate energy need</b> Even renewable energy carries an embodied carbon cost so using less energy is better than using clean energy. New developments should be designed to eliminate the need for energy through measures including:</p> <ul style="list-style-type: none"> <li>• design of the scheme layout</li> <li>• design and construction of individual buildings</li> <li>• making optimal use of passive heating and cooling systems</li> </ul> <p><b>Step 2: Use energy efficiently</b> Developments should incorporate energy efficient systems, equipment and appliances to reduce the demand for energy where it cannot be eliminated.</p> <p><b>Step 3: Supply energy from renewable and low carbon sources</b> When energy need has been reduced as far as possible through elimination and efficiency, the remaining energy need should be met from renewable and low carbon sources.</p> <p><b>Step 4: Offset carbon emissions</b> As a last resort, any remaining emissions should be offset, for example through Allowable Solutions payments that could be used to fund projects that reduce</p>	<p><b>Step 1: Eliminate waste</b> Eliminating waste removes collection, transporting and processing costs and introduces efficiencies into resource production and use. Construction practice and design should reduce waste wherever possible through measures including:</p> <ul style="list-style-type: none"> <li>• efficient procurement, avoiding over supply and favouring low packaging products*</li> <li>• eliminating waste at the design stage</li> </ul> <p><b>Step 2: Reuse waste materials</b> Any waste should be reused, preferably in its current location, to eliminate the energy costs associated with transport and recycling.</p> <p><b>Step 3: Recycle/compost waste materials</b> Where waste cannot be reused, materials should be recovered through recycling and substituted for primary materials to avoid harvesting, mining and processing costs. Composting in a closed loop system avoids the greenhouse gas emissions produced by organic material in landfill, and produces rich soils that can replace fertilisers.</p> <p><b>Step 4: Recover energy</b> If waste cannot be reused or recycled, it should be incinerated to recover some of the energy used to produce it, and to act as a substitute for fossil fuels.</p>

\*around 60 per cent of construction waste by volume is packaging and 13 per cent by weight is unused material (BRE 2008).

4.85 The sequence of steps in the two hierarchies will sometimes depend upon the full life cycle approach to impacts; for example, landfill may be preferable to energy recovery for some materials. The approach to water management should follow the basic principles of the hierarchies, with elimination and efficiency as the first steps, and other measures, including water harvesting and grey water reuse systems, coming after.

## **POLICY 7: Sustainable design, construction and energy.**

### **Sustainable development**

We will give strong support and encouragement to proposals for zero carbon development and we expect all development (which includes new development and refurbishment of, conversion or extensions to existing buildings) to achieve the following:

- the highest levels of energy and water efficiency that are practical and viable and
- the lowest level of carbon emissions, including direct and embodied emissions, that is practical and viable.

In meeting any sustainability requirements, all developments should follow the energy and waste hierarchies, except where it can be demonstrated that greater carbon reductions can be achieved by utilising measures further down the hierarchy. In particular, development proposals will be expected to demonstrate how the following have been incorporated:

- sustainable design and construction practice, specifically through:
  - o waste minimisation and the re-use of material derived from excavation and demolition
  - o the use of materials, both in terms of embodied carbon and energy efficiency
  - o landform, layout, building orientation, massing and landscaping
- water efficiency measures
- measures that reduce the waste produced by building occupants and
- biodiversity improvements.

We encourage early engagement between developers and the Council to help achieve the greatest sustainability benefit.

### **Climate Change Adaptation**

New developments should be fit for purpose and remain so into the future, taking full account of the impacts of climate change. Proposals for all development will be expected to demonstrate how they are adapted for a changing climate and changing weather patterns. New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change and built to standards that offer high levels of resilience.

### **Renewable, low carbon and decentralised energy**

We support the development of decentralised and renewable energy and recognise the responsibility of all communities to help achieve this. We will give strong support and encouragement for the development of renewable and decentralised energy schemes, especially where there is a strong degree of community benefit and/or community ownership.

We support and encourage the development of district heating/cooling systems. All new developments should connect to existing district heating/cooling networks or support the development of new networks, unless it can be clearly demonstrated that this is not practical or viable.

We expect all developments to meet a minimum percentage of the energy need that remains after efficiency measures have been applied through on-site provision of renewable and low carbon technologies. This percentage will be set out in a future document.

- 4.86 The NPPF sets out the government's vision of sustainable development, and highlights the key themes that should be addressed including:
- water supply and demand
  - minimisation of waste and pollution
  - promotion of renewable, low carbon and decentralised energy
  - the prudent use of natural resources
  - reduction of carbon emissions and
  - management of the risks of climate change through suitable adaptation measures in new developments.
- 4.87 The policy follows the general principles of sustainability set out through the energy and waste hierarchies in the supporting text, and reflects the priority for reducing consumption of energy and materials above all other actions.

## Carbon reduction

- 4.88 The Climate Change Act 2008 requires CO<sup>2</sup> emissions reductions targets of 80 per cent by 2050 and 34 per cent by 2020 against a 1990 baseline. The NPPF describes the role of planning as helping to secure 'radical reductions' in greenhouse gas emissions and specifically requires us to have regard to the objectives of the 2008 Act. These national targets are ambitious so in order to meet the requirement placed on us by the NPPF and to meet the sustainability ambition stated in our Corporate Plan; our own efforts at carbon reduction must also be ambitious. The policy will ensure that new developments will lead to the lowest level of carbon emissions that are practical and viable.

## Sustainable construction

- 4.89 National policy regarding sustainable construction standards is currently evolving, but the government has signalled that technical standards will become the remit of building regulations, while local planning policy focuses on energy efficient design. The NPPF requires that any local building sustainability requirements be set in a way consistent with the government's zero carbon buildings policy. This strategic policy shows the direction we expect design in new development to take and our support for both energy and resource efficient design and the provision of renewable and low carbon energy in principle. It does so in a way compatible with the proposed national zero carbon standard by avoiding technical standards and focusing on design.
- 4.90 The average home in our borough consumes more energy and produces more carbon emissions than the average home in the UK, and more than the average home in Scotland, which has a climate that is both darker and cooler than our own. This demonstrates a particular need to improve the efficiency of our dwellings. The policy supports higher standards in new dwellings.
- 4.91 We recognise that retrofitting existing buildings is vital step for reducing carbon emissions, particularly in homes. The majority of retrofit measures fall under permitted development and therefore this we do not believe there is a need to cover this in the policy. However, we confirm our strong support for retrofitting existing buildings to improve energy efficiency.

## Renewable, low carbon and decentralised energy

- 4.92 The NPPF requires us to have a positive strategy to promote renewable, low carbon and decentralised energy, and places particular significance on heating/cooling networks. The UK has a target for generating 15 per cent of energy from renewable sources by 2020. Other national policy specifically supports heating/cooling networks as a cost effective way to reduce carbon emissions, and we recognise that they have an important role to play in decarbonising energy. The policy reflects this position.
- 4.93 In terms of small scale renewable energy installations, of the type typically seen on homes and commercial buildings, our installed capacity per household is notably lower than the average for both the South East and Great Britain. This demonstrates an opportunity to improve uptake at this scale to help meet the national target. The policy therefore supports the introduction of a renewable and low carbon energy provision requirement, but in a manner compatible with the energy hierarchy (favouring energy reduction as the first step).
- 4.94 We support a movement towards transport modes that use sustainable energy. This is covered in the transport section and is therefore not addressed by this policy.

## Climate change adaptation

- 4.95 The NPPF requires local planning authorities to adopt proactive strategies to adapt to climate change. The policy supports this, acknowledging that this means adapting both for a changing climate and for changes in weather patterns, and requires new developments to take this into account in design. We expect that one of the biggest impacts will be on our water supply.

## Water

- 4.96 The South East is a region that already experiences serious water stress. Projections of changing rainfall patterns suggest that this will get worse, and that the region could face severe deficits, with supply being well below peak demand in dry periods. At the same time, our population is expected to increase and our water companies are being asked to reduce abstraction from groundwater stocks. We are close to London, where the existing water deficit is expected to increase by ten times over the next two decades, which could lead to additional water stress for us.
- 4.97 By national standards, water consumption in our borough is high. The four water companies that operate in our borough report the highest per capita consumption in England, 17 per cent above the water company average. This indicates a significant opportunity to improve the way we use water.
- 4.98 The strategic policy will require buildings to be designed so occupants can remain healthy and comfortable while using less water. This will help mitigate the impact of increased water shortage on the environment by reducing pressure on groundwater stocks. It will also help us adapt for more frequent and severe water shortage by enabling us to maintain our standard of living during periods of low water availability. The policy does not set technical standards, so is compatible with proposed changes to national policy.

## Waste

- 4.99 The Surrey Waste Partnership comprises Surrey County Council and all Surrey's Borough and District Councils. It is responsible for setting the waste management strategy. Surrey County Council is responsible for implementing much of the strategy through its Waste Plan. The waste management behaviour of households in our borough is something that is best addressed through policies and action plans created by our recycling and waste services team but this policy assists this by enabling better waste management behaviour. However the Local Plan can encourage the reuse and recycling of construction waste to minimise the amount sent for disposal.
- 4.100 The policy will help ensure natural resources are used prudently by both reducing the total amount of resources consumed and encouraging the substitution of secondary, recycled or waste materials for new materials wherever possible.

## Biodiversity improvements

- 4.101 We place great value on the biodiversity in our borough. The policy ensures that new developments contribute to maintaining our biodiversity by including supporting improvements. Examples of these improvements will be set out in development management policies.

### Monitoring Indicators

- Megawatts (MW) of new renewable energy installations receiving permission
- MW of installed capacity per household (Ofgem data)
- Reduction in average energy consumption per household (national statistics)
- Number of dwellings and commercial buildings connecting to decentralised networks
- Number of new decentralised energy networks created
- Reduction in water consumption per household (Ofwat data).

### Key Evidence

- Emissions within the scope of influence of local authorities (Department of Energy and Climate Change)
- Energy consumption in the United Kingdom (Department of Energy and Climate Change)
- Feed-in-tariff statistics (Department of Energy and Climate Change);
- Increasing; the use of low-carbon technologies (Department of Energy and Climate Change)
- UK waste data and waste management (Department for Environment, Food and Rural Affairs)
- Water company household consumption statistics (Ofwat)
- Water Resources Management Plan 2015-2040 (Thames Water)

## **Policy 8: Surrey Hills Area of Outstanding Natural Beauty (AONB)**

- 4.102 Areas of Outstanding Natural Beauty (AONB) are parts of the countryside considered to have significant landscape value in England, Wales and Northern Ireland. AONB were originally identified via the National Parks and Access to the Countryside Act 1949, with the primary purpose to conserve the natural beauty of the landscape. Currently, AONB are designated by Natural England on behalf of the Government ensuring that these landscapes remain a national asset.
- 4.103 The Surrey Hills AONB offers some of the most beautiful and accessible countryside in the South East and includes both striking views and access to natural green space and stretches across the North Downs from Farnham, through a large part of Guildford borough, to Oxted in the east.
- 4.104 In addition to the Surrey Hills AONB, Guildford borough has land designated as an Area of Great Landscape Value (AGLV), located in parts of the North Downs and which predominantly abuts the Surrey Hills AONB. The AGLV remains an important contributor to the environment of the borough in its own right as well as supplementing the high landscape quality of the surrounding areas. AGLV is a local designation introduced by Surrey County Council and, as such, it does not currently hold the same weight as the AONB in policy terms.

## **POLICY 8: Surrey Hills Area of Outstanding Natural Beauty (AONB)**

The Surrey Hills Area of Outstanding Natural Beauty (AONB) will be conserved and enhanced to maximise special landscape qualities and will be protected from inappropriate development. The national significance of the AONB will be afforded the highest level of protection and only proposals which can be sensitively incorporated into the area and which complement and enhance the character of the AONB will be considered. All proposals will be considered against whether they:

- conserve and/or enhance the natural beauty and/or amenities of the area
- conserve wildlife, historic objects or natural phenomena within it
- promote its enjoyment by the community and visitors to the area
- support the rural economy of the Surrey Hills area and
- provide or maintain public access to it.

The AONB does not preclude specific types of development and proposals will be assessed on their individual merits. They will need to be able to demonstrate that they can achieve the principles set out above, whilst meeting other necessary material planning considerations. The delivery of the Surrey Hills AONB Management Plan will be supported and should be read in conjunction with the Local Plan.

Our areas of AONB and AGLV are intrinsically linked and due to the high quality of the AGLV in its own right, and in the contribution it makes to the AONB proposals within the AGLV will need to demonstrate consideration of the principles set out above, as well as the other relevant landscape and design policies of the Local Plan. Proposals within the AGLV which would have a negative impact upon views into and out of the AONB and which do not respect the setting, will not be acceptable. More detailed and specific criteria for development within the AGLV will be set out in the Local Plan: delivering development.

The boundaries for both the AONB and the AGLV can be viewed on the Policies map. These boundaries will remain until such time as a review by Natural England, is undertaken. We will work collaboratively with Natural England throughout any review process which takes place.

In accordance with the most up to date Surrey Minerals and Waste Plan, safeguarding of applicable land within the AONB and/or AGLV may be necessary and deemed appropriate.

- 4.105 The NPPF is clear that AONB should be afforded the highest level of protection in terms of landscape and scenic beauty. As the local planning authority we have a duty and an opportunity to ensure that this regard is enshrined in our Local Plan.
- 4.106 We know that the Surrey Hills AONB is valued by those that live in the borough and contributes to quality of life. It also attracts visitors and brings economic investment to the area, demonstrating that the AONB has more than just a 'physical' value to our borough. The Surrey Hills AONB Management Plan (2009-2014) acknowledges these wider values and views the AONB as a 'living landscape', which constantly changes across seasons and in response to the many social and economic forces placed upon it.

The Surrey Hills Board AONB, in collaboration with ourselves and all the relevant districts and partners, produces the management plan that sets out a vision, framework and management policies to supplement local plans. The document is a key tool to the decision-making process of all districts and boroughs that share the AONB and who have a role in its protection.

- 4.107 We understand that updates to the Surrey Hills Management Plan will be a continuing process, which will enable the document to reflect changes in national policy, any reviews to the AONB boundary and relevant changes to the landscape. The Surrey Hills Management Plan (2014-2019) is currently being prepared and was consulted on between December 2013 and January 2014.
- 4.108 Some of the area immediately adjoining the Surrey Hills AONB is designated an Area of Great Landscape Value (AGLV), that extends across the width of six Surrey boroughs and districts. The designation was originally introduced by the Town and Country Planning Act 1947, and defined as an area of land in England which was considered to have a particular scenic value. The area we currently recognise as AGLV was identified through the expired Surrey County Structure Plan and has been carried forward through individual local plans.

### **Monitoring Indicators**

- Surrey Hills AONB Management Plan

### **Key Evidence**

- Guildford Landscape Character Assessment – January 2007
- Surrey Hills AGLV Review – June 2007
- Surrey Hills Area of Outstanding Natural Beauty Management Plan
- Sustainability Appraisal
- Habitats Regulations Assessment

## Policy 9: Villages and major previously developed sites

- 4.109 Outside the urban areas, the borough consists of a rich and varied mix of villages, settlements and interspersed development. This is what makes Guildford borough such an attractive place to live and visit yet it is important that we continue to sustain the rural areas and enable them to meet their development needs. We also wish to promote a thriving rural economy for a prosperous borough.

### POLICY 9: Villages and major previously developed sites

Development should help support the present and future economic, environmental and social sustainability of the rural settlements, commensurate to their size, character and function:

- within the defined boundary of the following villages and major previously developed sites inset from the Green Belt, appropriate development and redevelopment opportunities will be supported

Villages	Ash Green, Chilworth, East Horsley and West Horsley (North), Effingham, Fairlands, Flexford, Jacobswell, Normandy, Peasmarsh, Ripley, Send, Send Marsh/ Burntcommon, Shalford, West Horsley (South), Wood Street Village
Major previously developed sites	Henley Business Park (former BTRE Vokes), HM Prison Send, Keogh Barracks, Mount Browne, Peasmarsh Industrial Estate, Pirbright Barracks, Pirbright Institute, The University of Law Guildford

- within the defined boundary of the following identified villages and major previously developed sites in the Green Belt, small-scale or infill development and redevelopment opportunities that do not harm the main purposes of the Green Belt will be supported

Villages	Albury, Compton, East Clandon, Gomshall, Holmbury St. Mary, Peaslake, Pirbright, Puttenham, Shere, West Clandon (North and South), Worplesdon
Major previously developed sites	Bisley Camp, Merrist Wood College, RHS Wisley

Land is excluded from the Green Belt at Fairlands, Send Marsh, Normandy and Flexford and safeguarded to meet longer term development needs. These sites can only be considered for development through a Local Plan review.

We are keen to support economic growth in our rural areas, whilst protecting the best and most versatile agricultural land, and will support the sustainable growth and expansion of business and enterprise through conversion of existing buildings and well designed new buildings.

We are also keen to retain existing and support the development of new local services and community facilities. In accordance with the NPPF, we will allow small-scale development for main town centre uses (see glossary) without applying the sequential approach. In Guildford borough, small-scale development means those of less than 280 sq m (gross).

All development should be appropriate in scale and design, having regard to each settlement's identity, countryside setting, and local character and distinctiveness. The detailed boundaries are defined on the inset and identified villages and major previously developed sites maps.

4.110 We are allocating specific sites across the rural areas as part of our spatial strategy as set out in the site allocations section. In addition to this, we wish to support appropriate development and redevelopment in those areas that are able to accommodate further sustainable development.

## **Inset villages and major previously developed sites**

4.111 All our villages, except Ash Green, and our major previously developed sites are currently washed over by the Green Belt designation. National planning policy states that only those villages whose open character make an important contribution to the openness of the Green Belt should be included in the Green Belt. Those that do not should instead be inset from the Green Belt, removing their Green Belt status. It also states that we should not include land in the Green Belt which is unnecessary to keep permanently open. It is important to stress that whilst the Green Belt policy would no longer apply, other development control policies will still serve to restrict any inappropriate development in these places, including for instance Conservation Area status.

4.112 Volume IV of the Green Belt and Countryside Study (GBCS) assesses the contribution that all our Green Belt villages make to the Green Belt and makes recommendations on which of them should be inset. Volume V assesses our major previously developed sites and their capacity for expansion or redevelopment. This will enable us to continue to support the uses already on site or, where no longer needed, the potential for these sites to be redeveloped for other uses.

4.113 In accordance with national policy, Green Belt boundaries need to follow defensible lines that are easily recognisable and likely to be permanent. This includes for instance roads, railway lines, woodlands and hedgerows. We have reviewed and followed the recommendations of the GBCS with the following amendments:

- Shere and Gomshall will remain washed over by the Green Belt as we feel that their special character and location within the Surrey Hills AONB warrants extra protection from potentially inappropriate development.
- Ash Green will be identified as an inset village and defining a settlement boundary will enable appropriate development that helps meet the needs of the village.
- West Clandon development site: although the village will remain washed over by the Green Belt, the site south of the railway line will be inset in order to accommodate a new secondary school.
- Henley Business Park (former BTRE Vokes) will be inset to the Green Belt due to its significant built form. There is currently an outstanding planning permission on the site which, once built, will limit the contribution this site makes to the openness of the Green Belt.
- Farncombe: we have identified a development site that adjoins the settlement of Farncombe and land reserved for future development in Waverley Borough Council's Local Plan 2002. We will continue to work together to progress this land over the plan period.

4.114 We have also reviewed the recommended Green Belt settlement boundaries and have made some adjustments where considered appropriate. We have ensured that these amendments continue to follow defensible boundaries.

## Safeguard land

- 4.115 National planning policy states that when altering boundaries we should have regard to their intended permanence in the long term so that they are capable of enduring beyond the plan period. This includes, where necessary, identifying safeguarded land in order to meet longer-term development needs. We have identified safeguarded land at Fairlands, Send Marsh, Normandy and Flexford, as set out in Site Allocation 118-120 and 123. This land will also ensure that we have the flexibility to meet our current development needs should any of our strategic sites not come forward as envisaged over the plan period.

## Identified villages and major previously developed sites

- 4.116 We currently have a number of identified villages in the Green Belt within which we allow limited infill development to occur. Some of them are not being proposed for insetting however we wish to continue to enable sensitive small-scale development that is appropriate to their size and character, and does not harm the main purposes of the Green Belt. We have reviewed all our settlements to assess whether any additional villages should be identified. Of these, we consider that East Clandon exhibits a built form that enables the creation of a settlement boundary. We have also amended existing settlement boundaries where considered appropriate. Given that they are not Green Belt boundaries, it is not necessary that they follow defensible features.

## Rural areas

- 4.117 In addition to our strategic employment sites and sites in urban areas, a significant contribution is made to the borough's economy from employment on much smaller sites. The rural wards in our borough account for around 25 per cent of all employment in the borough. They supplied over 17,500 jobs and were home to almost 2,200 businesses (36 per cent of the borough total) in 2008. These jobs are ranged right across the commercial and industrial spectrum<sup>8</sup>. The rural economy is now strongly diversified with many Small and Medium Enterprises (SMEs) and home-based workers. Employment is located in both our villages and in our rural areas. We are keen to support and, where possible, protect employment on these sites.
- 4.118 Provision and take-up of reliable and high speed broadband has been a major issue reported by rural businesses. Access to key services vital for economic growth is often poor in rural areas. Slow broadband and inadequate and slow mobile phone coverage are constraints to economic development. Support for the rural economy is key for the Council and Enterprise M3, the Local Enterprise Partnership (LEP) who recognise its significance for attracting business investment to the LEP through its excellent environment and quality of life. The borough's rural areas are potential areas for business and, in the future they will play a significant role in the health of the Guildford economy.
- 4.119 Implementation of this policy will be through the Council's development control process.

<sup>8</sup> Guildford Economic Study 2009

## Monitoring Indicators

- net dwelling completions by category of settlement
- net additional employment floorspace completed by category

## Key Evidence

- Green Belt and Countryside Study
- Landscape Character Assessment
- Settlement Hierarchy and Settlement Profiles

## Policy 10: Green Belt and the countryside

- 4.120 Most of our open countryside is designated as part of the Metropolitan Green Belt that surrounds London. The main aim of Green Belt is to prevent urban sprawl by keeping land permanently open. Green Belt also provides opportunities for people to access the countryside, to keep land for agriculture, forestry and similar land uses, and for nature conservation.
- 4.121 The borough also has countryside near Ash and Tongham that is currently described as Countryside Beyond the Green Belt. This is a local designation and does not carry the same weight as Green Belt. Nevertheless, it is important that we positively manage growth in this area and prevent any inappropriate development.

### **POLICY 10: Green Belt and the countryside**

We will continue to protect the Metropolitan Green Belt against inappropriate development in accordance with national planning policy to maintain its openness and open character. As required, we will use the NPPF to judge the suitability of development in the Green Belt, including those settlements not identified in Policy 9.

In the countryside not designated as Green Belt, only the following types of development will be permitted:

- development which requires a countryside location or where a rural location can be justified; or
- proposals for the reuse of existing rural buildings for employment, visitor accommodation or community use; or
- appropriate expansion or redevelopment of existing buildings, where the need has been demonstrated and provided the development is proportionate to the nature and scale of the site, its setting and countryside location; or
- small scale development to maintain and enhance the rural economy.

We will support sustainable rural tourism and leisure developments that benefit businesses, communities and visitors in rural areas as long as they respect the size, character and function of the countryside and comply with national policy on Green Belts.

We will support the development and diversification of agricultural and other land-based rural businesses.

The Green Belt boundaries can be viewed on the Policies Map.

- 4.122 National planning policy sets out the fundamental aim, characteristics and purposes of the Green Belt. The Government attaches great importance to Green Belts and there is a general presumption against new development in the Green Belt. National planning policy includes guidance on the types of development that may be appropriate in the Green Belt, which we will use to determine all planning applications.
- 4.123 National planning policy requires that Green Belt boundaries are only amended in exceptional circumstances and that this must be undertaken through the Local Plan process. Given the NPPF requirement to plan for enough sustainable development to meet our needs, we have undertaken a comprehensive review of our Green Belt boundary. This will enable us to demonstrate the level of development we consider we could accommodate whilst retaining the role and main purposes of the Green Belt. We

have amended the Green Belt boundary to include the specific development sites around our urban and village settlement boundaries, and to accommodate the new free standing settlement at the former Wisley airfield, as set out in Site Allocation 66.

- 4.124 We also have a smaller amount of countryside, located outside the Green Belt, around Ash and Tongham in the west of the borough. As part of reviewing our Green Belt boundary, we have taken the opportunity to create new Green Belt on land that fulfils the main purposes. Based on the recommendations set out in the Green Belt and Countryside Study, we are designating additional Green Belt on land south of Tongham. This land fulfils the main purposes of the Green Belt well. The detailed boundary is shown in Appendix G.
- 4.125 National planning policy states that we should recognise the intrinsic character and beauty of the countryside and support thriving rural communities within it. For this reason, we will seek to limit development in the countryside unless it has an essential need to be located there or contributes positively towards the rural economy. We will also seek to maintain the integrity of the strategic development gap that separates the Ash and Tongham urban area with neighbouring Aldershot.
- 4.126 National planning policy states that we should support sustainable rural tourism and leisure developments, including the provision and expansion of visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.
- 4.127 The visitor economy is important to Guildford borough and the whole of the Enterprise M3 LEP area. Tourism is a strong sector of the rural economy, and has high potential for further growth<sup>9</sup>, and helps support the economic viability of rural services such as shops and pubs. SMEs and business start-up numbers are high in rural areas. The Council will support sustainable rural tourism and leisure developments.
- 4.128 Implementation of this policy will be through the Council's development control process.

### Monitoring Indicators

- amount of development (by type) granted planning permission/completed in the Green Belt outside the identified villages and major previously developed sites
- amount of development (by type) granted planning permission/completed in the countryside

### Key Evidence

- Green Belt and Countryside Study
- Guildford Borough Economic Strategy 2013–2031
- The Enterprise M3 Strategic Economic Plan 2014-2020
- The Enterprise M3 Delivery Plan 2014-2020

<sup>9</sup>The Economic Contribution of the Visitor Economy', Deloitte and Oxford Economics, 2010 Enterprise M3 Strategy for Growth Strategy and Action Plan May 2013

## Policy 11: Ash and Tongham Strategic Location for Growth

4.129 As Countryside beyond the Green Belt (CBGB) in the previous Local Plan 2003, Ash and Tongham has in the past accommodated development on a piecemeal basis that has meant that infrastructure provision has not kept pace with housing development. The NPPF does not support this local designation of Countryside beyond the Green Belt. As this land is not designated for any purpose or reason, it is likely that there will be further pressure for land in this part of our borough to accommodate more development. To ensure that this additional development occurs in a planned way, this part of our borough as defined on the Policies Map and Inset Maps is to be designated as a Strategic Location for Growth. We will appoint consultants to produce a vision to guide the future development of this area. The vision will form the basis of a Supplementary Planning Document to guide the future protection and development of this area.

### **POLICY 11: Ash and Tongham Strategic Location for Growth**

Land surrounding Ash and Tongham, as defined on the Policies Map and Inset Maps, will be designated as a Strategic Location for Growth to accommodate development. We will produce a vision and subsequent Supplementary Planning Document to illustrate how development proposals for new homes and jobs in the strategic location will contribute to the provision of the following infrastructure:

- Suitable Alternative Natural Greenspace (SANG)
- sufficient school places
- improvements to the capacity of or provision of new Doctors and Dentist Surgeries
- improvements to the Local Road Network as outlined in the Infrastructure Schedule
- provision of shopping appropriate community and social facilities to meet the needs of residents

We will designate 140 hectares of new Green Belt as indicated on the inset map as this land fulfils the purposes of the Green Belt. (See also Policy 10 Green Belt and the Countryside)

In order to protect Ash and Tongham and Ash Green we will designate an Area of separation between Ash and Tongham urban area and Ash Green to ensure that the settlements retain their individual character and prevent their merger. Within this Area of Separation, we would expect any development proposals to show how they contribute to the ongoing separate identity of the Ash and Tongham Urban Area and Ash Green.

4.130 In our borough with its significant proportion of Green Belt there are some parcels of land in the Ash and Tongham area that are not designated as Green Belt and that do not fulfil the purposes of Green Belt designation. We have, in the past, locally designated this land as Countryside beyond the Green Belt. Some of this locally designated land has been recognised as fulfilling the criteria of land to be included in the Green Belt by the Green Belt and Countryside Study. It is a legitimate function of the Local Plan to review the Green Belt boundaries and make amendments. We have identified land that we believe provides a robust and defensible boundary to the Green Belt in this location, that can make a contribution to the openness of the area and that will help to prevent the coalescence of Ash and Tongham and Ash Green.

- 4.131 Other parcels of land in the Ash and Tongham area do not fulfil the criteria for inclusion in the Green Belt. Due to the designation this area as a Strategic Location for Growth it is appropriate to promote the production of a Supplementary Planning Document (SPD) to ensure that infrastructure is provided in a coordinated manner. The Infrastructure Schedule will identify the specific infrastructure that is required to support development in this area and this will identify the specific parts of the Local Road Network where improvements will be required to ensure that the impact of development is ameliorated appropriately.
- 4.132 Promoters of development applications within the Strategic Location for Growth will be required to make appropriate provision for the infrastructure and other requirements that the SPD will outline.
- 4.133 This policy helps fulfil strategic objectives within several of the themes within the Corporate Plan including growth and employment within the Economy theme; housing and affordable homes within the Development theme; and sustainable development, protecting our environment and promoting sustainability within the Sustainability theme.

### **Monitoring Indicators**

We will appoint consultants to produce a Vision Document for this area that includes the newly designated Green Belt and Area of Separation and that further identify the infrastructure that will be required to support development. There will be consultation with the community prior to the adoption of the SPD.

Delivery will be judged against the provision of infrastructure outlined in the Infrastructure Schedule and the SPD.

### **Key Evidence**

- Ash and Tongham Vision
- Green Belt and Countryside Study Volume II
- Infrastructure Delivery Plan

## Policy 12: Historic environment

- 4.134 The NPPF places emphasis on the conservation and enjoyment of the historic environment. We acknowledge that the historic environment contributes towards the high quality of environment in the borough and recognise that it needs protection from inappropriate development. We have taken into account the need to sustain our heritage assets and putting them to viable use wherever possible. We also acknowledge the wider social, cultural, economic and environmental benefits that conservation can bring to our community. We have a number of conservation areas in the borough and we intend to continue to review our conservation areas whilst also considering whether we should designate any new conservation areas.

### **POLICY 12: Historic environment**

We will conserve and enhance the historic environment. The built, natural and cultural heritage of the borough will continue to be valued and promoted. We will support development that recognises, protects and enhances the borough's distinctive heritage and landscape assets, character and their settings, and will seek to ensure that it makes a positive contribution. The borough has many rich and varied heritage assets including listed buildings, conservation areas, scheduled monuments, historic parks and gardens and areas of archaeological value and potential.

Designated and undesignated heritage assets, and their settings, will be conserved and enhanced as appropriate to their significance and for their important contribution to local character, distinctiveness and sense of place. Consideration will be given to the contribution made by heritage assets to supporting sustainable communities, local economy, and tourism. Development should aim to sustain and enhance the significance of heritage assets and put them to viable uses consistent with their conservation. Where new development would have an impact on heritage assets, it should make a positive contribution to local character and distinctiveness having regard to the significance of the heritage assets and their setting.

- 4.136 In the borough we have a significant number of designated heritage assets that make a valuable contribution to the visitor experience and that add value to the lives of the residents, businesses and visitors to the borough.
- 4.137 We are in the process of producing a series of Conservation Area Appraisals. The purpose of a Conservation Area Character Appraisal is to clearly identify what it is about the character and appearance of each area which should be preserved or enhanced and set out the means by which that objective is pursued. It is hoped that the clear assessment and definition of an area's special interest and the action needed to protect it will help to generate awareness and encourage local property owners to take the right sort of action for themselves.
- 4.138 The aim of a Conservation Area Character Appraisal is to:
- Improve the understanding of the history and historical context of the area
  - generate awareness of exactly what it is about the Conservation Area that makes it 'of special interest'
  - provide residents and owners with a clear idea of what should be cared for and preserved.

- provide residents and owners with a clear idea of what enhancements could be made to the Conservation Area
- provide a useful tool with which to guide future development, planning policies and practice for the area.

4.139 We also have a large number of undesignated heritage assets in the borough and the Delivering development document will look to provide appropriate guidance on how these assets should be protected and enhanced where appropriate.

4.140 The NPPF requires us to provide a positive strategy for the conservation and enjoyment of the historic environment and Policy 12 provides that framework. We will further develop our strategy towards the conservation of the historic environment in the Local Plan: Delivery development document that will set out the detailed policies aiming to protect, conserve and enhance our historic environment and the heritage assets within it. We will continue to work with our partners who are also engaged in the conservation and enhancement of the historic environment such as English Heritage.

### Monitoring Indicators

- Historic environment records
- Updating heritage asset register as appropriate

### Key Evidence

- NPPF
- Historic environment record which includes: scheduled ancient monuments, The Register of Historic Parks and Gardens, conservation area designations, statutory list of listed buildings, the Local List, conservation area character appraisals and management plans

## Policy 13: Economic development

- 4.141 The NPPF says one of the roles of the planning system is to contribute to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation. It goes on to say local planning authorities should plan proactively to meet the development needs of business and support an economy fit for the 21st century.
- 4.142 The Corporate Plan says that the economic vitality of the borough and the success of our businesses are fundamental factors in shaping our society by improving the quality of life and prosperity of local residents. We want to see Guildford's businesses thrive, innovate and be even more productive. To achieve this it is important to ensure that there is an appropriate quantity and range of employment land in the borough to enable the local economy to function efficiently. Our continued and enhanced prosperity is important to the region, the country and us.
- 4.143 The Corporate Plan (2013-2016) sets out that one of our priorities is to support and engage with businesses of all sizes by increasing the availability of commercial space required for them to grow. We will support existing innovation networks such as the high technology clusters that are such a key part of our economy. We will also support the wide range of other businesses in our borough. We will continue to play an active role in Enterprise M3, our Local Enterprise Partnership, to have an economy that is innovative, smart, well balanced and socially, environmentally and commercially sustainable.
- 4.144 The Council's revised Economic Strategy was published in 2013. The Strategy aims to ensure that Guildford continues to be the top-performing economy in Surrey in the years up to 2031 and beyond. The five cornerstones for growth are enterprise, innovation, infrastructure, skills and employment, and leadership.
- 4.145 The Economic Strategy vision is for:
- Guildford to be a town and borough with strong infrastructure
  - world class businesses with capacity to expand and deliver growth
  - an evolving and vibrant economy, which creates a progressive and sustainable environment for people today and for future generations living in an ever-improving society.
- 4.146 There are a broad range of jobs in the borough:
- public administration including education and health
  - commercial services which include a broad range of services to businesses software consultancy and supply, recruitment, legal services, accountancy
  - retail
  - tourism, arts and culture
  - hotels and restaurants
  - service sector and
  - manufacturing
- 4.147 Although the economy has a relatively high public sector element, the private sector remains significant and robust. The borough is home to the headquarters of significant global companies such as Allianz, Ericsson, Phillips, Electronic Arts and Avaya.

- 4.148 We are seeing the emergence and clustering of innovative industries, some based at the Surrey Research Park and the University of Surrey and others in the town centre, such as electronic gaming, stem cell research and satellite technology. We have also benefited from strong cluster growth in high tech innovative businesses including healthcare and bioscience and satellite technology. There are some emerging clusters built around new Fifth Generation technologies and veterinary science including the significant recent investment and presence of the Pirbright Institute, world leaders in animal virology which have considerable potential for inward investment and business start ups.
- 4.149 Guildford's economy is strong in areas that the government has announced are high priority growth areas for the UK including health and life sciences, space, digital and creative industries, and professional services. Guildford is designated as one of four Growth Towns by the LEP.
- 4.150 A significant amount of existing employment floor space in the borough is located on the seventeen strategic employment sites identified in the draft Employment Land Assessment (2014) (ELA). Almost all of the sites employ at least 100 people and occupy more than 0.7 hectares of floor space. Together these sites make up around 67 ha of floor space within the borough and approximately 70 per cent of all B-class floor space within the borough. The seventeen key sites are home to over 1,000 businesses and approximately 16,000 jobs.
- 4.151 Elsewhere in the borough a significant contribution is made by employment on much smaller sites. These are located on a mixture of industrial estates, in villages and in our rural areas. The Council is keen to support and, where possible, protect employment on these sites.
- 4.152 Recent research by the Enterprise M3 LEP confirmed Guildford as one of the best business locations in the region, although it pointed out that future growth could be hampered by congestion, lack of availability of commercial land and housing supply.

## **POLICY 13: Economic development**

We will support the provision of 10,900-14,800 additional B class (see glossary) jobs to 2031. We will allocate 21.6 hectares (ha) to 29.2 ha of B use class floor space (net) to ensure an adequate supply of land is available for employment purposes. This will provide a range and choice of employment floor space over the plan period and accommodate the predicted future growth in economic development required for Guildford's economy to develop and increase. The release of allocations will be phased in five-year stages to ensure a flexible rolling supply of employment land over the plan period.

	Lower range (ha)	Upper range (ha)
B1	11.3	15.3
B2	1.0	4.0
B8	7.3	9.9
Total	21.6	29.2

We aim to ensure sustainable employment development patterns, promote smart growth (see glossary) and business competitiveness, and allow for flexibility to cater for the changing needs of the economy.

We will:

- support the retention, creation and development of small local business by encouraging a range of types and sizes of new premises,
- support the provision of essential employment ancillary facilities close to places of employment,
- support rural economic development opportunities.

### **B Class Uses**

The 17 sites that together make up the borough's current core supply of employment land will be protected as strategic employment sites and their change of use to non-employment uses resisted. The retention, intensification and employment based regeneration of these sites is encouraged. The strategic employment sites (defined below) are:

- Guildford Town Centre employment core
- Slyfield Industrial Estate
- Lysons Avenue, Ash Vale
- Riverway, Astolat, Weyvern at Peasmarsh
- Cathedral Hill Industrial Estate/Guildford Industrial Estate
- Guildford Business Park
- Woodbridge Meadows
- Surrey Research Park
- Middleton Road Industrial Estate
- Merrow Lane (incl Perram Works, Bridge Park, Merrow Business Centre, SCC depot)
- Broadford Park, Shalford
- The Guildway, Portsmouth Road
- Quadrum Park, Peasmarsh
- The Pines Trading Estate, Broad Street
- Woodbridge Park, Woodbridge Road
- Henley Business Park, Normandy
- Pirbright Institute

The employment areas of the following sites will be designated as new strategic sites:

- Blackwell Farm (mixed-use site)
- Gosden Hill Farm (mixed-use site)
- Former Wisley Airfield (mixed-use site)
- Land at Grange Farm, Tongham (employment site)
- Land around Burnt Common Warehouse, Send (employment site)

The above sites are shown on the borough overview map (Appendix E).

- 4.153 The draft Employment Land Assessment (ELA) 2014 has assessed the future requirements for B use class employment land over the plan period. A forecast range for employee (labour) demand in B use class employment was calculated. Projected employment land requirements were derived from the projected employment numbers using floor space requirement per worker figures and established employment density ratios. The ELA identifies a residual need for between 10.0 hectares and 17.6 hectares of employment land, and the monitoring report, which is produced annually, will keep track of the delivery against this target. A three-yearly review of the ELA will enable any unforeseen changes in the local economy to be monitored so that policies can be reviewed where necessary to reflect changing circumstances.
- 4.154 The ELA did not find sufficient land within the urban area to meet the projected employment land requirements so we must find new employment sites elsewhere in the borough. New strategic sites are set out above. We also need to ensure there is a degree of choice and flexibility of floor space to ensure that the local property market can operate efficiently and allow businesses in the borough to grow.
- 4.155 If we do not provide enough suitable land, choice and flexibility, the new Local Plan may not meet the needs of the borough's businesses. In time, this could lead to existing businesses moving out of the borough and new and small businesses not being able to establish themselves or invest in the borough. The retention of existing and creation of new incubator and move-on units is key to supporting new businesses in the borough and helping existing small businesses to thrive. One priority for our economic strategy is to increase the amount of incubator and start-up space for new and emerging small and medium enterprises (SME).
- 4.156 As set out above, the draft Local Plan seeks to protect existing major employment sites and protect its locally strategic employment sites to comply with the National Planning Policy Framework. Loss of these sites to alternative uses runs the risk of constraining employment growth and limiting economic diversification.
- 4.157 The need to renew and refurbish employment floor space, especially office space, is imperative if the borough is to retain existing occupiers and compete effectively for new occupiers looking to locate in the area. There is a particular need for grade A (the best office space) and good quality second-hand floor space. We will support any proposals which come forward to redevelop outmoded employment floor space and cater for modern business needs.
- 4.158 We will support the provision of essential employment ancillary facilities close to places of employment. This will include change of use of premises on the existing and new strategic employment sites.
- 4.159 We will work with our partners including the Enterprise M3 LEP and local business organisations to support sustainable economic growth in the borough.
- 4.160 Implementation of this policy will be via the development control process.

## Monitoring Indicators

- Net change in permitted and completed B1 (a, b, c), B2 and B8 floor space (sq m) in the borough
- Amount of employment floor space (sq m) lost to non-B class uses
- Number of employee jobs (total and by industry) in the borough

## Key Evidence

- Employment Land Review (ELA) 2014 (forthcoming)
- Guildford Borough Economic Strategy 2013 – 2031
- The Enterprise M3 Strategic Economic Plan 2014-2020
- The Enterprise M3 Delivery Plan 2014-2020

## Policy 14: The leisure and visitor experience

- 4.161 The leisure and visitor experience in our borough supports people's quality of life and fosters social and cultural wellbeing and vibrancy. The sector makes a significant contribution to Guildford's local economy of around £300 million per annum and supports over 5,000 jobs.
- 4.162 The borough offers a varied leisure and visitor experience, encompassing both the tranquillity of the countryside along with the vibrancy of Guildford's town centre.
- 4.163 Guildford town centre provides the focus for the borough's entertainment and cultural activities, offering a mix of shops, restaurants, performance venues, galleries and attractions including the Guildhall, Guildford Castle and Guildford Museum. Other attractions in the borough include the River Wey and Dapdune Wharf Visitors Centre, Guildford Cathedral, Watts Gallery, The Hogs Back Brewery, Ash Museum, The Basingstoke Canal and the Blackwater Valley. We also have a range of sports facilities at the Spectrum Leisure Complex and at the Surrey Sports Park.
- 4.164 The rural parts of the borough offer considerable recreational and tourism opportunities. There are a number of attractions including the Royal Horticultural Society Gardens at Wisley, impressive historic properties such as Loseley Park and the National Trust properties of Clandon Park and Hatchlands Park, and the Chilworth Powder Mills. Additional visits also arise from the pursuit of outdoor sports, notably rambling, horse riding and cycling, for which there is an extensive system of footpaths, bridleways and cycleways.
- 4.165 The Local Plan aspires to improve and diversify the leisure and visitor experience in the borough.

### **POLICY 14: The leisure and visitor experience**

We expect the provision of a high quality visitor experience to our borough to increase the contribution that tourism, arts, cultural heritage and sport make to our quality of life and social and cultural well-being and vibrancy.

Development that improves the leisure and visitor experience will be encouraged by:

- supporting the provision of new and enhanced leisure and visitor attractions and facilities where they do not undermine the character of the area
- supporting the provision of new and improved visitor accommodation
- supporting the provision of new and improved accommodation and conference facilities for business visitors
- encouraging the provision of new and improved arts and cultural facilities in our urban areas

In rural areas, we will expect that new and enhanced leisure and visitor attractions and facilities will be accessible by one or more sustainable transport modes, including walking, cycling, low and ultra low emission vehicles, public transport and coaches.

- 4.166 We consider that the leisure and visitor experience in our borough has the potential to contribute significantly to future projected economic growth in the borough.
- 4.167 Visitor related development by its nature is often located in sensitive areas. Landscaping, careful siting of development, the re-use of buildings and attention to detail can help developments to blend in with their surroundings. Any new built development will be expected to complement the natural attractions of the landscape and reflect the character of a particular area.
- 4.168 The provision of visitor accommodation is important to both businesses and tourism. Occupancy rates are high in the borough, despite the recent expansion in hotels, and the volume of overnight stays is increasing. We therefore consider it is important to increase the stock of hotel accommodation.
- 4.169 The policy underpins the our ambition to prepare a Visitor Strategy.

### Monitoring Indicators

- Net change in number of businesses for relevant industry types, using UK Business Counts dataset
- Net change in visitor accommodation bed spaces granted planning permission and completed within the borough

### Key Evidence

- Guildford Borough Economic Strategy 2013 – 2031 (Guildford Business Forum and Guildford Borough Council, 2013)
- Tourism South East Research Services (2010) The Economic Impact of Tourism: Guildford 2009
- The Enterprise M3 Strategic Economic Plan – 2014-2020 (Enterprise M3 Local Enterprise Partnership, 2014)
- National Planning Policy Framework (DCLG, 2012)

## Policy 15: Guildford Town Centre

- 4.170 Guildford's retail and service centres are the heart of our communities. They serve as a focus for community life; providing attractive places where people live, work, meet up, shop and spend their leisure time.
- 4.171 Within the borough we have a range of centres of different scales and functions. The hierarchy of our centres is based on a single town centre in the centre of Guildford, one urban and one rural district centre, and 22 local centres. The role and function of each type of centre is related to its position in the hierarchy and its size and mix of uses. These centres are listed in Table 2.
- 4.172 Guildford town centre is the largest retail, service, administrative and commercial centre in Surrey county (measured by amount floorspace). With good transport accessibility, it is also one of the most important town centres in the South East outside of London.
- 4.173 The town centre is focused around two linear features, the River Wey and the High Street that rises up the valley side from Town Bridge. The centre has striking topography, relating to its origins and historic growth in the River Wey valley and up its eastern valley sides. Open countryside is only a short walk to the south and south east of the centre. It is renowned for its picturesque historic High Street and lanes off it, known as "gates", and the attractive views out to the surrounding countryside. These natural and historic features are a vital part of the special character of the town centre.
- 4.174 Guildford town centre has many assets, and it has proved to be one of the most resilient centres in the country in times of economic downturn<sup>10</sup>, primarily due to its largely affluent catchment population and attractive environment.
- 4.175 Nevertheless, centres do not stay the same, they are constantly changing. As the ways that we shop and spend our leisure time change, and nearby similar sized centres such as Kingston, Reading and Woking improve, so must Guildford town centre. As well as providing for shopping and employment needs, we must improve the overall experience for people visiting Guildford town centre. Improvements needed include the leisure daytime and evening economy, and the built and natural environment in certain areas (including the riverside) and the dominance of traffic congestion and surface car parks. These will help to ensure that by 2030, Guildford town centre is as described in the Vision below. Guildford Town Centre area and Guildford Town Centre primary shopping area is shown in Appendix G.

### Vision

Guildford town centre has a unique setting and historical character, and is at the centre of one of the most prosperous counties in England. We will protect and build on these assets and insist that all new development will be of the highest design and environmental standards. We will be proactive in building a great town centre which improves and connects to the amenity of the riverside. We will invest in creating high quality public realm. We will put people above traffic and we will promote new high quality homes, retail, leisure and business development. To achieve this we will develop innovative funding and delivery bodies. As we embark together towards this exciting future we pledge that we will continue and extend an active dialogue with our residents and other stakeholders.

<sup>10</sup> Second most credit crunch resistant retail centre in the UK (Source: CACI Retail Footprint Study 2010/11)

## **POLICY 15: Guildford town centre**

Working with partners we will promote Guildford town centre as the key retail and service centre for Surrey county and beyond. We will ensure that it is a more attractive place to live and to visit and is resilient for the future by encouraging and facilitating :

- approximately 50,000 sqm (gross) of additional comparison goods floorspace within the town centre's primary shopping area to reinforce it as the core shopping area. This includes the allocation of the North Street regeneration site for a retail-led mixed-use development;
- developments of other town centre uses that contribute to the liveliness of the town centre;
- approximately 1,932 new homes, particularly as part of mixed use developments and above shops and commercial premises, and ensuring that it is a pleasant and safe place to live;
- varied use of the centre during the evening and night-time, with residents and visitors feeling safe;
- active use of the riverside and the river
- more effective linkages within and across the town centre for pedestrians and cyclists
- improved public areas

We will produce a Supplementary Planning Document for Guildford Town Centre to deliver the Vision for the centre.

In order to preserve its liveliness and protect the centre from new retail developments in less suitable locations, we will use the national sequential and impact assessment tests, with a local impact assessment threshold of 1,000sqm. This will be applied to proposed retail developments on unallocated land outside of the primary shopping area.

The town centre will be the focus for developments of town centre uses of a scale appropriate to the centre's role and function that generate a large number of journeys. Outside of the primary shopping area but within the wider town centre, a variety of town centre uses will be encouraged. These uses include housing, food and drink uses, cultural, and community uses that add to the liveliness, attractiveness, and economic resilience of the centre.

- 4.176 As the most sustainable location in the borough, Guildford town centre is the most suitable location for the larger developments of town centre uses, and for housing. We will ensure that large scale developments of town centre uses are located with the town centre, wherever possible as part of mixed-use developments including housing. Large scale retail will be located wherever possible within the primary shopping area. All new development must complement and where possible enhance the appearance and character of the area.
- 4.177 Guildford Retail and Leisure Needs Study 2011 calculates the likely future need for retail and leisure floorspace for the whole borough. Calculations are based on 2010 ONS population projections (the most recent available at the time) and the likely future increase in expenditure. The figures also take into account changes in special forms of trading, such as an increased proportion of expenditure on internet sales.
- 4.178 The headline figure for comparison retail need to 2021 is 58,383 sqm, and for convenience need is 12,646 sqm. The cumulative forecasts to 2026 are 95,483 sqm and 13,858 sqm respectively, but are more indicative.

- 4.179 Against this identified retail need, we have approved approximately 12,000m<sup>2</sup> floorspace since 2011. Approximately 4,500 sqm of this is approved convenience floorspace for two new major food stores. The majority of the remainder is for four major approved developments of comparison floorspace at and around Ladymead and its junction with Woodbridge Road, two of which are specifically limited to bulky goods floorspace.
- 4.180 The vast majority of the comparison floorspace will be provided in one development on the land at North Street. We are planning this to provide for a new department store and supporting retail, food and drink and leisure floorspace, parking, and improvements to the urban environment in this area.
- 4.181 These retail need figures do not include the needs of new housing development included in this draft plan. The anticipated proportion of retail sales made on the internet is also increasing, and mobile retailing is growing. Since the 2011 Study, it is becoming clear that the successful large bricks and mortar retailers are increasingly becoming multi-channel retailers (selling through bricks and mortar stores and online), which is changing the pattern of shopping habits. We will update the Retail Study to re-consider need in the light of these changes for the publication draft Local Plan before submitting it for independent examination.
- 4.182 Once we have quantified the need for additional retail floorspace to support the housing development planned across the borough, we will confirm where this will be accommodated within the most suitable designated retail/ service centres in the borough. This may involve changes to the boundaries of some existing centres, and new local centres to provide for everyday shopping and service needs for strategic developments. These will be included in the publication plan prior to submission for independent examination. We will amend the retail element of Policy 2, our spatial development strategy, so that the publication plan reflects this.
- 4.183 Consumer habits are changing and the future for successful town centres will involve a broader focus than retail. The town centre as a focus for our leisure time will become more important, as will the enhancement of the riverside, buildings and public spaces between them.
- 4.184 National planning policy sets out two tests, the sequential use and impact assessment, that we must apply in considering applications for developments of town centre uses on sites outside of the centres that are not allocated for such uses in the Local Plan.
- 4.185 We will work with our partners to deliver the Vision for Guildford town centre. Partners include Experience Guildford Guildford's Business Improvement District (BID), major land owners, our development partner for the North Street Regeneration site, Surrey Country Council as local highway authority with responsibility for local roads, Safer Guildford Partnership, and the National Trust as owner of the River Wey.

## Monitoring Indicators

We will measure the effectiveness of this policy against the following indicators :

- number of new homes built in the town centre
- proportion of new major retail applications approved in Guildford Primary Shopping Area

## Key Evidence

- Roger Tym and Partners, Retail and Leisure Study 2011
- Guildford Strategic Housing Land Availability Assessment (SHLAA) 2012, and SHLAA partial update 2014
- Guildford Town Centre Vitality and Viability Studies 2008 to 2011
- draft Interim Guildford Town Centre Framework 2013
- Allies and Morrison, 2014 draft Town Centre vision document
- The Centre for Retail Research, May 2013, Retail Futures 2018 : Shop Numbers, Online and The High Street
- English Heritage, June 2013, The Changing Face of the High Street: Decline and Revival : A review of retail and town centre issues in historic areas

## Policy 16: District and Local Centres

- 4.186 Our hierarchy of retail and service centres of differing scale and functions are the heart of our communities. These provide places to meet up, socialise, and to shop.
- 4.187 These places are where people undertake their daily shopping needs and they serve as a central focus for their communities, often with post offices, restaurants, pubs and takeaways.
- 4.188 The hierarchy of centres is based on a single town centre in the centre of Guildford, an urban and a rural district centre, and 25 existing and proposed local centres. The role and function of each type of centre is related to its position in the hierarchy and its size and mix of uses.

### **POLICY 16: District and Local Centres**

We will support the role of district and local centres as the focus for communities in providing for everyday shopping and service needs for the local community. In order to keep these areas lively we will encourage and facilitate new homes provided above ground floor level.

We will embrace flexibility to enable the centres to adapt to meet changing retail and leisure habits and practices over the plan period.

In order to protect the liveliness and economic resilience of our district and local centres, we will direct developments of town centre uses consistent with the scale and function of the centre to a district or local centre. We will not apply this sequential approach to small developments of town centre uses of less than 280sqm (gross) in rural areas.

Retail, leisure and office development proposals over 500sqm (gross) outside of local and district centres on sites not allocated in the local plan must be supported by an impact assessment.

- 4.189 Town centre developments of suitable scale should be located in district and local centres as the most sustainable locations. This helps people to make a single trip to that centre for several purposes. It also provides increased competition and customer choice.
- 4.190 National planning policy sets out two tests that we must apply when considering developments of town centre uses that are not in a centre and are that we have not allocated in this Local Plan. These are the sequential test and the impact test.
- 4.191 The primary shopping area of each district and local centre is where retail development is concentrated. For each of our district and local centres, the primary shopping area is the boundary of that centre. These are shown on the 2003 Proposal Maps for the two existing district centres and the 22 existing local centres.
- 4.192 We will assess the need for additional retail floorspace arising from planned developments and the capacity of each centre to accommodate these, and will define the detailed boundary of each centre, including the new local centres, for the next stage, the publication plan.
- 4.193 National planning policy sets a default threshold of 2,500sqm gross for impact assessments for development on sites outside of centres that are not in accordance with an up to date plan. Given the size of some of our local centres and of most new retail and leisure developments in the borough, a much smaller development outside of a centre could potentially have a significant adverse impact on existing centres.
- 4.194 Under government permitted development rights, agricultural buildings under 500 sq m (and subject to a few other limitations) are permitted to change use without the need for express planning permission. Whilst this is over our small rural areas threshold, it only applies to agricultural buildings.
- 4.195 We will work with landowners and their agents and with Surrey County Council as highways authority for local roads to deliver the retail and service needs suitable for each centre, environmental and streetscape improvements, car parking

### **Monitoring Indicators**

We will measure the effectiveness of this policy against the following indicators :

- Amount of new retail, leisure and food and drink floorspace within each centre
- Number of new homes in each centre

### **Key Evidence**

- Roger Tym and Partners, Retail and Leisure Study 2011
- Guildford Strategic Housing Land Availability Assessment 2011
- Guildford Town Centre Vitality and Viability Study 2011

## Policy 17: Infrastructure and delivery

- 4.196 The timely provision of suitable, adequate infrastructure is key to the future success of the borough. It is crucial to the borough's economic future and also to the well-being of the borough's population.
- 4.197 To be effective, the plan must be able to be delivered within the plan period. We will work with infrastructure providers to facilitate the timely provision of infrastructure needed to support development. Where necessary this will involve suitable phasing of development and forward funding of its supporting infrastructure.
- 4.198 The plan will safeguard or allocate suitable land for infrastructure where needed. This land is shown on the accompanying site allocation and safeguarding maps.

### **POLICY 17: Infrastructure and delivery**

To support the delivery of our Local Plan strategy and sites document we will produce a supporting Infrastructure Delivery Plan (IDP). The IDP will include input from infrastructure providers and will identify the vital infrastructure needed to support the development included in this plan. The key infrastructure needed to support plan delivery is provided in an infrastructure schedule at Appendix B. The infrastructure schedule will be regularly updated to include information on infrastructure projects.

We will ensure that infrastructure needed arising from a proposed development is provided and available when first needed to serve the occupants and users of the development. These provisions are set out in the Planning Contributions Supplementary Planning Document (SPD) 2011, which will be updated as needed. Provisions may include demand management strategies, such as Travel Plans as well as new capital infrastructure.

The plan will safeguard or allocate suitable land for infrastructure where needed. This infrastructure is listed at Appendix B and shown on the accompanying site allocations proformas in this document.

The Community Infrastructure Levy (CIL) will be used as a tariff mechanism to pool financial contributions from most new build developments. We will use CIL receipts to assist in provision of infrastructure needed to support the delivery of the plan, in accordance with Community Infrastructure legislation.

Where suitable on strategic sites, the CIL contribution will most suitably take the form of on-site infrastructure provision in payment of some or all of the financial payment. We will continue to use planning obligations and planning conditions where appropriate, to secure the delivery of site specific infrastructure and affordable housing.

Our use of CIL receipts and of planning obligations will ensure that vital infrastructure is available when needed and where necessary through the use of phasing provisions.

In negotiating planning obligations, the Council will take into account economic viability. We will ensure that the cumulative impact of planning policy, standards and infrastructure requirements do not render the sites and development identified in the plan unviable and therefore undeliverable.

In allocating CIL receipts we will prioritise Thames Basin Heath Special Protection Area mitigation in order to ensure that we meet our responsibilities under European legislation

- 4.199 Infrastructure is a very broad term. This policy relates to social and community, transport, utilities infrastructure, and green infrastructure in the form of Suitable Alternative Natural Green Space (SANG).
- 4.200 We focus on the following types of infrastructure:
- Strategic Road Network, Local Road Network, public off-street parking, bus services, park and ride and coach parking, cycling and walking infrastructure, rail
  - electricity and gas distribution and supply, water supply and waste water treatment, telecommunications, flood risk reduction
  - waste collection and disposal, waste treatment
  - education - early years, primary and secondary, further, and higher
  - emergency service – police, ambulance and fire and rescue
  - GPs and dental surgeries, acute health care – hospital and community health care, residential care
  - libraries, cemeteries, crematoria and sports facilities.
- 4.201 Guildford Infrastructure Baseline 2013 summarises the existing capacity and quality of infrastructure, including planned improvements. In parts of the borough some existing infrastructure is currently at, or near to, capacity or of poor quality. Maintenance of adequate existing infrastructure is generally the responsibility of the relevant infrastructure provider. Many infrastructure providers work to statutory requirements and have set short-term planning cycles and asset management plans.
- 4.202 Provision of new infrastructure raises issues of funding and delivery, and much existing infrastructure therefore has little spare capacity to cope with population growth and new housing development. Some additional capacity may however be created by bringing about behavioural changes, for example in how people travel.
- 4.203 Legislation introduced in 2010 requires all planning obligations capable of being delivered by the CIL to comply with three legal tests. These are that the planning obligation is:
- necessary to make the development acceptable in planning terms
  - directly related to the development and
  - fairly and reasonably related in scale and kind to the development.
- 4.204 These tests prevent us using planning obligations to fund existing infrastructure deficits.
- 4.205 We are planning to introduce the Community Infrastructure Levy (CIL) in 2015. We must spend CIL on infrastructure to support the development of the borough, which means that we cannot spend it on under-provision of existing infrastructure.
- 4.206 Once we adopt our CIL, planning obligations will continue to be used but will be scaled back. Their use will be limited to secure affordable housing, and to mitigating the impact of unacceptable development to make it acceptable in planning terms, including site specific infrastructure such as highway junction improvements.
- 4.207 We will produce an IDP with an Infrastructure Schedule of key infrastructure needed to support the planned development. This infrastructure schedule will inform our first regulation 123 list. The 123 list includes the infrastructure which the Council intends to fund at least in part using CIL receipts, and for which the Council may not use planning obligations to deliver.

- 4.208 The draft infrastructure schedule is provided at Appendix B. The Infrastructure Delivery Plan will accompany the pre-submission plan.
- 4.209 To ensure that the plan can be delivered we have considered the impact of plan policies and standards on viability of development included in the plan. Our development viability work includes work to implement the Community Infrastructure Levy. This work is ongoing, and we are involving our development partners in this work.
- 4.210 Infrastructure providers will fund and deliver some infrastructure themselves. Other infrastructure will be funded by developers and landowners, secured by planning obligation or Community Infrastructure (CIL) as part of the planning permission.
- 4.211 We will work with infrastructure providers through the CIL and planning obligations to facilitate the timely provision of infrastructure needed to support development. Where necessary this will involve suitable phasing of development in order to ensure that vital infrastructure is in place when needed. The CIL funds from all developments within the borough will be pooled, allowing us to forward-fund any infrastructure critical to supporting a particular development.
- 4.212 We will allocate a portion of our CIL funds to Parish Councils in accordance with national legislation, and will work with local communities in areas with no parish council to ensure that their portion of the CIL funds from their area is spent on their priorities. Parishes and areas with an adopted Neighbourhood Plan will be allocated a larger proportion to spend on their priorities.

4.213

### Monitoring Indicators

We will measure the effectiveness of this policy against the following indicators :

- CIL receipts and expenditure
- Planning obligations delivering infrastructure

### Key Evidence

- Surrey County Council, 2014, Guildford Borough Council Local Plan Options Growth Scenarios Transport Assessment Report
- Community Infrastructure Levy Regulations 2010 (as amended)
- DCLG, February 2014, Community Infrastructure Levy Guidance
- Guildford Development Viability 2014 (underway)

<sup>11</sup> the Community Infrastructure Levy 2010, as amended

## Policy 18: Sustainable transport for new developments

- 4.214 Our spatial development strategy in Policy 2 addresses the development needs of the borough and where that development should be focused, ensuring that distances and links between homes and employment, education, health, shopping, leisure and other services and facilities, are practical.
- 4.215 In respect of developments in our borough, Policy 17 promotes the use of sustainable transport modes. This builds on national planning policy which gives weight in decision-making when opportunities for sustainable transport modes will be taken up, safe and suitable access will be achieved and improvements will be undertaken within the transport network that cost effectively limit the significant impacts of the development.

### POLICY 18: Sustainable transport for new developments

We will expect that new developments will contribute to the enhancement and delivery of an integrated and accessible transport system to facilitate sustainable development and prosperity.

1. We will expect new development to:
  - a. provide high-quality, safe and direct routes within permeable layouts that strengthen, facilitate and encourage short distance trips by walking and cycling
  - b. provide secure, accessible and convenient cycle parking
  - c. protect, enhance and improve existing cycle and walking routes, to ensure the effectiveness and amenity of these routes
  - d. secure appropriate improvements to public and community transport, including infrastructure and park and ride requirements
  - e. provide off-street vehicular parking for both residential and non-residential developments at a level commensurate the Vehicle Parking Standards Supplementary Planning Document
  - f. facilitate the use of ultra low emission vehicles and
  - g. protect from development the route of the proposed sustainable movement corridor in the town of Guildford.
2. We will expect new developments to demonstrate adequate provision to mitigate the likely impacts, including cumulative impacts, of the proposal on the performance of the Local Road Network and Strategic Road Network. This provision should include the mitigation of environmental impacts, such as noise and pollution, and impact on amenity and health. This will be achieved through direct improvements and/or Section 106 contributions and/or the Community Infrastructure Levy (CIL), to address transport impacts in the wider area including across the borough boundary.
3. We will expect new larger developments, defined as:
  - 20 or more dwellings or 0.5 hectares or more for residential development, and / or
  - one or more hectares for other developmentto demonstrate they have maximised opportunities for sustainable travel and will make adequate provision to mitigate the likely impacts through provision of a Transport Assessment and a Travel Plan. All other developments will be required to submit a Transport Statement.

- 4.216 All development should strive to offer real travel choice for all people by non-car modes appropriate in scale and kind to the development. Development must be designed to promote road safety, and to create places where walking and cycling have priority over motorised traffic, so that people feel safe to do so. Development should ensure good accessibility by walking and cycling to local facilities, services and to bus stops and railway stations. For the average person cycling has the potential to substitute for short car trips, particularly under five kilometres, and walking for trips under one kilometre.
- 4.217 The route of the proposed sustainable movement corridor as identified through the Guildford Town and Approaches Movement Study and subsequent studies, will be protected from development.
- 4.218 The measures applicable to each development proposal will vary on a case-by-case basis, according to the type and scale of development proposed, its location, and the level of existing transport infrastructure and services in the immediate area. This could also include a financial contribution for the implementation of schemes beyond the scope of an individual development to deliver.
- 4.219 In assessing whether the development proposal is likely to give rise to a material increase in travel demand, the Council will consider the existing use of the building(s) and/or site, existing transport conditions in the immediate and wider area, and likely transport generation from the development proposals.
- 4.220 Development must also mitigate its traffic impacts, including its environmental impacts and impacts on amenity and health. Measures designed to encourage people to make sustainable travel choices, such as car clubs, car sharing, infrastructure / facilities for electric charging plug-in points and other ultra-low emission vehicles, provision of cycle lanes and cycle parking, and encouraging the accelerated uptake of cleaner fuels and technologies resulting in carbon and vehicle emission reductions, can assist with reducing these impacts. Well designed developments may actively help to enhance air quality, manage exposure and reduce overall emissions, therefore reducing possible health impacts.
- 4.221 Planning applications need to address the transport implications of the proposed development. Many schemes will require the submission of a Transport Assessment and Travel Plan. They will address the potential transport impacts of their proposals, how they will be addressed, and how sustainable travel will be delivered in the long term. For smaller developments with lower impacts, a simpler Transport Statement is required.
- 4.222 Information on producing Travel Plans is available from Surrey County Council. Area-wide Travel Plans will be acceptable where appropriate, such as on industrial or business parks, which would enable businesses to coordinate their efforts and pool resources for the benefit of everyone using the business park.

## Monitoring Indicators

We will measure the effectiveness of this policy against the following indicators:

- CIL receipts and expenditure
- Planning obligations delivering infrastructure

## Key Evidence

- Options Growth Scenarios Transport Assessment Report (Surrey County Council, 2014)
- Guildford Town and Approaches Movement Study (Arup, 2014)
- Vehicle Parking Standards Supplementary Planning Document (Guildford Borough Council, 2006)
- Transportation Development Control Good Practice Guide (Surrey County Council, 2006)
- National Planning Policy Framework (DCLG, 2012)

## Policy 19: Green and blue infrastructure

- 4.223 The National Planning Policy Framework (NPPF) defines green infrastructure as a ‘network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental quality of life benefits for local communities’. Blue infrastructure comprises bodies of water including ponds, lakes, reservoirs, streams, rivers and other waterways.
- 4.224 Green infrastructure can include green and open space (including woodlands) within built-up urban and sub-urban areas, villages, and wider countryside areas, used for a range of purposes. These purposes include relaxation, exercise, children’s play, space for older children to meet outside, sports, understanding and being part of a natural environment, growing food, contemplation, and water leisure pursuits. This has a range of benefits for health and community interaction.
- 4.225 Green infrastructure is also crucial to the maintenance of biodiversity and wildlife through provision of habitats, and can assist in adaptation to climate change, for example through providing the cooling effects of tree cover, and managing fluvial flooding (through floodplain provision).

## Green and open space needs assessment 2014

- 4.226 An assessment of open, green space, and outdoor recreational facilities in the borough is being undertaken [has been undertaken]. This sets out existing provision of different types of open space in the borough (listed below), and assesses this (using agreed standards) to establish surpluses and deficits in provision (space to be protected and where new space is needed), as well as accessibility to facilities. This is to ensure that the population of the borough (existing and future) has suitable access to open space and outdoor sport and recreational facilities.
- 4.227 The types of spaces considered are:
- publicly accessible natural open space
  - woodlands and urban forestry
  - rivers and waterways
  - informal recreational space
  - formal parks and gardens
  - public provision for children and young people
  - outdoor sports facilities
  - allotments and
  - churchyards and cemeteries (as green spaces).

## Green corridors

- 4.228 Guildford Borough Council supports the creation of local ecology networks to facilitate the movement of wildlife species. This is important in the face of changes to climate, and also as we face increased need for growth and pressure for development.

## Local Green Space designation

- 4.229 Guildford Borough Council can consider the use of the Local Green Space designation (as set out in paragraphs 76 – 78 inc of the NPPF) where communities identify green areas of particular importance to them. These must fulfil the criteria set out in those paragraphs.
- 4.230 Sites have been suggested for designation through consultation on the Issues and Options. These sites include areas close to Epsom Road and an area of Beechcroft Road. We will need to look at these suggestions against the criteria in the NPPF to assess if the Local Plan can support their designation.

## The River Wey Navigation

- 4.231 The River Wey Navigation is owned and managed by the National Trust (NT). The NT has compiled a set of guidelines for what it considers important characteristics of the river, and how this should be managed. These include the importance of the river as a ‘visually important open corridor’ and ‘an important leisure asset’ as well as a Conservation Area.

### **POLICY19: Green and blue infrastructure**

All development must aim to:

- protect, enhance and provide integrated and accessible networks of green and blue infrastructure
- enable good and appropriate public access to green and blue infrastructure
- establish the creation of green and blue corridors and improve biodiversity
- contribute to climate change adaptation
- enhance the amenity, landscape character and attractiveness of the borough
- create pleasant and sustainable places in which to live in, work in or visit
- provide additional green and blue infrastructure, including outdoor recreational space, of an appropriate type, standard and size, and make appropriate provision for future maintenance

We will resist the loss of green and blue infrastructure in accordance with the NPPF.

- 4.232 The National Planning Policy Framework (NPPF) states clearly that Local Plans should set out a strategic approach to planning for the creation, protection, enhancement, and management of networks of biodiversity and green space. This is set out at paragraph 114.
- 4.233 Paragraph 73 of the NPPF requires that assessment of open space should identify needs to determine what space is required. This implies that new provision should be made, where possible. An assessment is being undertaken.
- 4.234 Paragraph 74 of the NPPF requires that open and recreational space should not be developed except in certain circumstances, including where there is shown, through assessment, to be a surplus in availability, or where suitable alternative space can be provided.

- 4.235 The watercourses in Guildford borough are a valuable resource. The Council is keen to protect the watercourses from inappropriate development that would spoil their character, and guidelines issued by the National Trust set out what they consider should be preserved and enhanced for the River Wey and Godalming Navigations. These guidelines have informed the policy.
- 4.236 The NPPF supports the maintenance of access via Rights of Way.
- 4.237 NPPF paragraph 117 clearly sets out the requirement for planning policies to identify and map components of important sites for biodiversity, linking these with wildlife corridors. One of the main reasons for this is to enable species migration, allowing species to adapt to threats such as climate change. This work will be carried out.
- 4.238 Tree planting, and green roofs and walls not only add to the visual interest of urban areas, but can assist in adapting to changes in climate, through cooling effects. Paragraphs 99 and 156 of the NPPF includes the need for adaptation to changes in climate through planning policy and this is dealt with in policy 7.

### Monitoring Indicators

- amount of new green and blue infrastructure provided

### Key Evidence

- Open green and recreational spaces assessment (draft research)

## Appendices

### Appendix A: Glossary

A uses	<p>These are defined in the <a href="#">Use Classes Order</a> 1987 (as amended):</p> <p>A1 shops- retail sale of goods either than hot food, post office, sale of tickets or as a travel agency, sale of sandwiches or other cold food- consumption off the premises, hairdressing, direction of funerals, display of goods for sale, hiring shops, dry cleaners, internet cafe</p> <p>A2- financial and professional services- financial services, professional services (other than health or medical services), any other services (including us as a betting office)</p> <p>A3- restaurants and cafes- for the sale of food and drink for consumption of the premises</p> <p>A4- drinking establishments- use a public house, wine bar or other drinking establishment</p> <p>A5- hot food takeaways- use for the sale of hot food for consumption off the premises</p>
Affordability	<p>Affordability is assessed by comparing household incomes, based on income data modelled using a number of sources including CACI, ASHE, the English Housing Survey (EHS) and ONS data, against the cost of suitable market housing (to either buy or rent).</p>
Affordable Housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices and housing need in accordance with our allocations policy. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). Guildford's affordable rent which is 70%, or LHA equivalent, whichever is lower.</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing.</p> <p>Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, may not be considered as affordable housing for planning purposes</p>

Agriculture	“...Includes horticulture, fruit growing, seed growing, dairy farming, the breeding and keeping of livestock (including any creature kept for the production of food, wool, skins or fur, or for the purpose of its use in the farming of land), the use of land as grazing land, meadowland, osier land, market gardens and nursery grounds, and the use of land for woodlands where that use is ancillary to the farming of land for other agricultural purposes, “ (S.336(1) 1990 Town and Country Planning Act.)
Allocated site / land	Land that is allocated by the development plan for particular use (s)
Allotment	An allotment is an area of land, leased either from a private or local authority landlord, for the use of growing fruit and vegetables. In some cases, this land will also be used for the growing of ornamental plants.
Allowable solutions	Part of the Government’s strategy for the delivery zero carbon homes from 2016. Carbon emissions which cannot be cost-effectively offset on-site will be tackled through nearby or remote measures. The framework for Allowable Solutions, and the type of solutions that will be acceptable, have not yet been set.
Annual Monitoring Report (AMR)	The primary purpose of a monitoring report is to share information about the Local Plan and new development in Guildford borough. We report on the progress of the new Local Plan, and how many new homes are being built and where. We also report how much new business and retail floor space we have granted planning permission.
Area of Great Landscape Value (AGLV)	An area designated by the County Council as being of high visual quality worthy of conservations
Area of Outstanding Natural Beauty (AONB)	A nationally designated area for which the primary objective is conservation of the natural beauty of the landscape.
B uses	These are defined in the Use Classes Order 1987 (as amended): B1: Business: a) Offices other than in a use within class A2 b) Research and Development- laboratories, studios c) Light industry  B2 General industrial the carrying on of an industrial process other than one falling within class B1 (excluding incineration purposes, chemical treatment or landfill or hazardous waste)  B8: Storage or distribution- storage or as a distribution centre (including open air storage)
Benchmark	Standard, or a set of standards, used as a point of reference for evaluating performance or level of quality.
Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity	Biodiversity is the variability among living organisms from all sources including, among other things, terrestrial, marine and other aquatic ecosystems, and the ecological complexes of which they are part; this

	includes the diversity within species, between species and of ecosystems (EU Convention on Biological Diversity definition)
Brownfield land	This is a colloquial term. See previously developed land
Building regulations	Ensures that the policies set out in legislation regarding building standards are carried out. Building regulations approval is required for most building work in the UK.
C uses	These are defined in the Use Classes Order 1987 (as amended): C1 Hotels- as a hotel or as a boarding or guest house where, in each case, no significant element of care is provided C2 Residential institutions- for the provision of residential accommodation and care to people in need of care (other than a use within class C3), a hospital, nursing home, residential school, college or training centre, C2A secure residential institutions, secure residential accommodation, prisons and young offenders institutions, detention centre, secure training centre, custody centre, short-term holding centre, secure hospital, secure local authority accommodation military barracks. C3 Dwelling houses- a dwelling house, used by a single person or by people to be regarded as forming a single household, not more than six residents living together as a single household where care is provided for residents; not more than six residents living together as a single household where no care is provided to residents (other than a use within Class C4) C4 Houses in multiple occupation- use of a dwelling house by not more than six residents as a “house in multiple occupation”
Climate Change Adaptation	Adaptations to buildings, places or environments that aim to make them more resilient to and benefit from expected changes in climate and weather patterns.
Climate change mitigation	Action to reduce the impact of human activity on the climate system, mainly through reducing greenhouse gas emissions.
Community Infrastructure Levy (CIL)	A tariff allowing councils to raise funds from the owners or developers of land undertaking new building projects in their area. The Council agreed the principle of preparing a CIL for Guildford borough in September 2011
Comparison floor space	Shops selling non-food items including clothes, footwear, household goods, furniture and electrical goods that purchasers compare on the basis of price and quality before buying
Conservation Area	An area designated as being of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance, designated by the local planning authority under the Listed Buildings and Conservation Areas Act 1990
Conservation (for heritage policy)	The process of maintaining and managing change to a heritage asset in a way that sustains and, where appropriate, enhances its significance.
Convenience floor space	Shops selling goods such as food, newspapers and drinks that tend to be purchased regularly and for which convenience of purchases is therefore important ie. A general store, newsagent

Core strategy	The overarching Development Plan Document (DPD) that sets out a long-term vision and strategic policies and proposals for the District. After recent changes to planning system the Core Strategy for Guildford is now renamed as the Local Plan Strategy and Sites.
Corporate strategy	It is an overarching plan that sets out both our vision for the borough and our priorities that we will use to develop future strategies and plans
Countryside	All areas outside the urban areas including all land within the Green Belt and the Countryside Beyond the Green Belt
Countryside Strategy	A co-ordinated and planned approach to the countryside as recommended by the Countryside Agency
Decentralised energy	Energy distribution based around a localised area, as opposed to the national grid. Decentralised energy systems often use renewable energy and include district heating/cooling systems.
D uses	These are defined in the Use Classes Order 1987 (as amended) D1 Non residential institutions- for the provision of any medical or health services, a crèche, day nursery or day centre, the provision of education, displaying works of art (not for sale), a museum, public library or public reading room, public hall or exhibition hall, for, or in connection with, public workshop or religious instruction, as a law court D2 Assembly and leisure- a cinema or concert hall, a bingo hall, a dance hall, a swimming bath, skating rink, gymnasium and other recreations not involving motorised vehicles or firearms
Density	Measurement of the number of dwellings within a hectare (dph)
Design brief	A document setting out the appropriate criteria for the design of development on a particular site. This may include indications relating to density, layout built form, materials and style. It may be prepared in association with a development brief.
Designated heritage asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.
Development	The carrying out of building, engineering, mining or other operations in, on or under land, or the making of any material change in the use of any buildings or other land (Town and County Planning Act 1990 Section 55)
Development Brief	A document indicating various guidelines, criteria, constraints and information and requirements for the development of a specific site. It may be prepared in association with a design brief.
Development Control Criteria	The matters relating to site specific design issues including eg: access, amenity of neighbours, scale, the relationship of dwellings to each other and layout.
Development Plan	A set of documents, currently comprising the Guildford Borough Local Plan 2003, any adopted neighbourhood plans in the Guildford borough area, the Surrey Waste and Minerals Plans, and the saved policies in the South East

	Plan. The new Local Plan will form part of this when adopted (and will replace some of the policies of the existing Local Plan 2003). Section 54A of the Town and County Planning Act 1990 requires that planning applications and appeals be determined in accordance with the Development Plan unless material considerations indicate otherwise.
Development Plan Documents (DPD)	Policy documents that are subject to formal procedures
Duty to cooperate	Local councils now have a duty to cooperate with their neighbouring councils and a set of prescribed bodies as defined by the Localism Act 2011 on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities.
District Heating/Cooling	A system that distributes heat from a central location to homes and businesses typically through pipes containing superheated water in a closed system. District heat is often combined with CHP where both energy and heat are provided from the same facility.
Ecology	The species and habitat present in an area. A set of inter-related functions that allow each specie to exist
Economic development	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
Edge of centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, allocation within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances
Embodied carbon/energy	All the carbon or energy used to produce a material or product including when it is mined or harvested, processed, manufactured, transported and finally disposed of.
Employment expansion	Where the main building(s) on site is (are) retained and the additional floor space is built.
Employment Land Assessment (ELA)	Technical study that identifies employment land to meet the needs of the borough.
Environment Agency	The Government agency charged with the protection of the environment.
Equalities Impact Assessment (EIA)	To analyse the potential and actual effects of a policy on vulnerable groups and make suitable modifications to reduce or avoid any negative impact.
Green Belt	A statutory designation made for the purposes of: <ul style="list-style-type: none"> <li>• checking the unrestricted sprawl of large built-up areas,</li> <li>• preventing neighbouring towns from merging into each other,</li> <li>• assisting in safeguarding the countryside from encroachment,</li> <li>• preserving the setting and special character of historic towns</li> <li>• assisting in urban regeneration by encouraging the recycling of</li> </ul>

	<p>derelict and other urban land.</p> <p>The key objective is maintaining or improving the degree of openness in the landscape.</p>
Green economy	The economic sector devoted to products and services which are intended to minimize or repair harm to the environment e.g. the renewable energy sector and environmentally friendly construction materials.
Greenfield	The term greenfield was originally used in construction and development to reference land that has never been used (e.g. green or new), where there was no need to demolish or rebuild any existing structures.
Green infrastructure	A network of multi-functional green space that is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Greenhouse gas (GHG)	Gases that are considered to be a major cause of global warming, including carbon dioxide, methane and nitrous oxide.
Groundwater	Naturally occurring water below ground level, used for water supply purposes and being the source for streams, rivers and ponds.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds of their own or their family's or dependents' educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such. Irish Travellers with a heritage of travelling are often referred to as Traveller.
Habitable rooms	The main living rooms, bedrooms and kitchen of a dwelling.
Habitat Regulations Assessment (HRA)	The Habitats Directive provides legal protection for habitats and species of European importance. If a plan or project is likely to have a significant impact on internationally designated sites then the Council must undertake an Appropriate Assessment.
Heritage assets	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions because of its heritage interest. Heritage asset includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Household	One person living alone or a family or a group of people living at the same address and sharing domestic facilities and housekeeping arrangements
Housing market area	The general area within which people most often move house. These will typically cover the administrative areas of multiple councils.
Housing needs survey	Survey undertaken to ascertain the level, type and distribution of housing need within the borough.
Housing register	The Borough Council register of persons who qualify to be allocated housing

	accommodation under the Housing Act 1996.
Important open spaces	Areas of open space within or adjacent to settlements which are of amenity value to the public, clearly visible and important to the character of the settlement and the street scene.
Infilling	The filling of an underdeveloped plot in an otherwise built-up frontage by not more than two dwellings
Infrastructure	The services required to support development including highways, sewerage and utilities.
Insetting	Where a village is excluded from the Green Belt boundary. Currently the villages in Guildford are washed over by the Green Belt and form part of it.
Intermediate affordable housing	Housing at prices and rents above those of social rent but below market price or rents. These can include shared equity (e.g. HomeBuy) and other low cost homes for sales, and intermediate rent.
Large scale major development	A large scale major development is one where the number of residential units to be constructed is 200 or more. Where the number of residential units to be constructed is not given in the application a site area of 4 hectares or more should be used as the definition of a major development. For all other uses a large scale major development is one where the floor space to be built is 10,000 square metres or more, or where the site area is 2 hectares or more.
Lifetime homes	A series of sixteen design criteria (including stairs, entrances and so on) intended to make homes more easily adaptable for lifetime use thereby ensuring that homes are useable by people of varying age and ability, thus extending the building's useful life.
Listed Buildings	Buildings listed by the Secretary of State for Culture Media and Sport as being of special architectural or historic interest. (PPG 15 refers).
Listed buildings consent	Proposals to demolish a listed building or alter or extend it in any way that affects its character require listed building consent
Local Housing Allowance (LHA)	LHA is the name for housing benefit for tenants of privately rented accommodation. LHA is a flat rate allowance towards rent costs, calculated based on the circumstances of the tenant (such as family size) and the broad area they live in. The scheme has been designed to pay the same amount to tenants with similar circumstances living in the same area. If a household's rent is less than the 'Valuation Office determined' LHA for the type of property, their claim will be assessed on their rental liability, not the LHA amount. If their rent is more than the LHA they will normally have to pay the extra themselves. Guildford borough is split between two LHA areas, one that includes the west of the borough, the other covering the majority of the borough.
Local Plan	It forms part of the development plan system set out in the Town and County Planning Act 1990
Local Plan Strategy and	This is one part of the New Local Plan and there will be other parts. Will set

Sites	out strategic priorities for the whole of Guildford and set out site allocations up to 2031
Local planning authority	The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to the district council, London borough council, county council, Broads Authority, National Park Authority and the Greater London Authority, to the extent appropriate to their responsibilities.
Local Transport Plan (LTP)	Under the Transport Act 2000, as modified by the Local Transport Act 2008, the local transport authority is required to prepare a Local Transport Plan (LTP) containing (a) their policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within their area, and (b) their proposals for the implementation of those policies.  Surrey County Council is the statutory local transport authority for the administrative county of Surrey, including Guildford borough. Surrey County Council's Local Transport Plan is called the 'Surrey Transport Plan'.
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices (including office open to the public); and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Major development	A major development is one where the number of residential units to be constructed is between 10 and 199 (inclusive). Where the number of dwellings to be constructed is not given in the application a site area of 0.5 hectare and less than 4 hectares should be used as the definition of a small scale major development. For all other uses a small scale major development is one where the floor space to be built is 1,000 square metres and up to 9,999 square metres or where the site area is 1 hectare and less than 2 hectares.
Minor development	Minor development is one where the number of dwellings to be constructed is between 1 and 9 inclusive. Where the number of dwellings to be constructed is not given in the application, a site area of less than 0.5 hectares should be used as the definition of a minor development. For all other uses, a minor development is one where the floor space to be built is less than 1,000 square metres or where the site area is less than 1 hectare.
Mixed use	A site that is developed for more than one use eg retail, residential, business, leisure etc
Mobile Home	Caravan or other movable structure used as a dwelling
Monitoring	To observe and review the progress and implementation of local planning policies. The local planning authority must prepare an annual monitoring report as part of the Local Plan
National Planning Policy Framework (NPPF)	National planning document that sets out national planning policies which local policies which local policies are required to comply with

National Planning Practice Guidance (NPPG)	Guidance provided by national government to support policies in the National Planning Policy Framework (NPPF).
New employment development	Development on a site not previously in an industrial, warehousing or business use
Neighbourhood plans	A development plan covering a specific designated neighbourhood area. Neighbourhood plans are prepared by a parish council, or neighbourhood forum in non-parished areas. They help decide the outcome of planning decisions, along with the Local Plan, national policy and other considerations and can help decide, how the area should grow and develop and what should be protected.
Older people	People over retirement age, including the active, newly-retired, through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.
Outstanding planning permission	Development which Planning Permission has been granted but which has not get been fully implemented.
Park and Ride	The provision of a car park on the edge of a settlement together with a bus service into the town / city centre intended to reduce private car journeys into the central area.
Pitch	A piece of land of various sizes which generally accommodates one mobile home and one touring caravan, amenity and storage space, an amenity building and parking.
Planning policy guidance notes	Guidance documents issued by central government which together with Department of the Environment Transport and the Regions circulars guide Local Planning Authorities in the interpretation and application of Government's planning policies and the relevant legislation.
Plot	A piece of land of unspecified size accommodating Travelling Showpeople's caravans, trailers, mobile homes and sometimes equipment. Sometimes called a yard.
Previously Developed Land (PDL)	Also known as brownfield land. Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary material	Raw material, extracted or harvested, that has not been processed or used

	before
Protected species	A species protected by the Wildlife and Countryside Act 1981
Regional spatial strategy (RSS)	Regional planning policy document, the RSS for Guildford was the South East Plan 2009. This was abolished under the Localism Act 2011. The only policy relevant to Guildford that was retained is NRM6 relating to Thames Basin Heaths Special Protection Area.
Renewable energy	Energy produced from renewable sources, e.g. wind, water, plants or sunlight, rather than by burning fossil fuels (coal, gas and oil.)
Rural business centre	A development providing small scale business units in a rural area and allocated as such on the proposals map.
Rural exception sites	Small sites identified in rural areas used for affordable housing and to remain so indefinitely in order to meet local housing needs of rural communities where sites would not normally be used for housing due to other policies. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.
Safeguarded land	Safeguarded land is removed from the Green Belt, but will not be developed during this plan period. This reduces the need to amend Green Belt boundaries again at the end of this plan period, and will help meet longer term development needs stretching beyond this plan period. This land is not allocated for development at the present time and will only be considered for development following a Local Plan review.
Secondary material	Manufactured material that has already been used at least once before, and is to be used again. For example, concrete that is crushed and used again as secondary aggregates.
Section 106 Agreement	Legal agreement (Town and Country Planning Act 1990 as amended) between planning authorities and developers. Planning obligations required for a specific proposal to make a development acceptable in planning terms.
Settlements	An area of any size in which people live, ranging from one house surrounded by vast expansions of land, up to a mega city with thousands of inhabitants. Certain villages within the Green Belt are defined as settlements for the purposes of planning policy
Site of Special Scientific Interest (SSSI)	Sites notified by English Nature as being of national importance for wildlife or geological reasons.
Sites of Nature Conservation Importance (SNCI)	A local planning designation. It is an area (non-statutory) approved by the Surrey Nature Conservation Liaison Group as being of county or regional wildlife value, and designated through Council procedures.
Social rented housing	Affordable housing type. Housing where the rent charged is controlled by the National Rent Regime to ensure that it is kept affordable to people on lower incomes, typically 40-50% of market rents.

Special area of conservation	An area designated through the Natura 2000 process as being of European nature conservation importance.
Special Area of Conservation (SAC)	An SSSI additionally designated a Special Area of Conservation under the European Community's Habitats Directive 1992 (92/43/EEC), in order to maintain or restore priority natural habitats and wild species. Together with SPA's, SAC's comprise the European Union's 'Nature 2000' network of habitats of pan- European nature conservation importance.
Special Protection Area (SPA)	An SSSI additionally designated a Special protection Area under the European Community's Directive (79/409/eec) ON THE conservation OF wild Birds 1979, because of the need to protect threatened birds, their eggs, nests and habitats.
Strategic employment	
Strategic Environmental Assessment (SEA) /Sustainability Appraisal (SA)	Sustainability Appraisal is a tool for appraising policies to ensure that they reflect sustainable development objectives (that is, social, economic and environmental factors) and required by the Planning and Compulsory Purchase Act 2004 to be undertaken for Local Development Documents. Strategic Environmental Assessment is the environmental assessment of plans, policies and programmes, formally required by the European SEA Directive (2001/42/EC) and in the UK incorporated into the process of Sustainability Appraisal in respect of Local Development Documents.
Strategic Flood Risk Assessment (SFRA)	Technical study assessing the flood risk to an area from flooding from all sources, now and in the future
Strategic Housing Land Availability Assessment	Technical study assessing the potential of sites to accommodate residential development in the future
Strategic Housing Market Assessment (SHMA)	Technical study analysing the level and type of housing need across a market area
Strategic planting	The large scale landscaping treatment for a new development designed both to integrate it into the existing landscape and to give it an attractive character.
Sui generis uses	These are uses which do not fall into any specific use class. They are effectively in their own use class. Such uses include theatre, amusement arcade, funfair, launderette, sale of fuel, sale or display for sale of motor vehicles, taxi business or hire cars, scrapyards, hostel, waste disposal installation, retail warehouse club, night-club, casino.
Suitable Alternative Natural Green Space (SANG)	Suitable Alternative Natural Green Spaces are green spaces (parks, woodlands, playing fields etc.) provided in areas where development could bring increased visitor pressure on Special Protection Areas (SPAs). They are a central element of the Council's Special Protection Area Strategy for the Thames Basin Heaths and aim to reduce pressure on the SPAs by providing attractive green spaces that people can use for recreation instead of the SPA.
Sustainable development	Whilst there is no definitive or legal definition of sustainable development, it is generally accepted that the 1987 Report of the World Commission on Environment and Development – the Brundtland Commission's definition is a

	<p>reasonable one.</p> <p>“Development that meets the needs of the present without compromising the ability of future generations to meet their own needs”</p> <p>The Ministerial foreword of the NPPF defines sustainable as ‘ensuring that better lives for ourselves don’t mean worse lives for future generations’</p>
Sustainable Urban Drainage Systems/ Sustainable Drainage Systems (SUDS, SuDS)	A drainage system designed to reduce surface water flooding impacts from new development through the use of natural systems e.g. by creating ponds and swales and using permeable materials for hard surfaces.
Sustainable transport modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.
Town centre	<p>Area defined on the local authority’s proposal map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area.</p> <p>References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance.</p> <p>Unless they are identified as centres in Local Plans, existing out-of-centre developments, comprising or including main town centre uses, do not constitute town centres.</p>
Traffic calming	Works to slow down and/or discourage motor traffic. These may include road humps, rumble strips, raised sections of road known as tables and “gateways” at the entrance to settlements.
Transit site	A permanent site with facilities provided for short-term temporary use by travellers on the move.
Travellers	For the purpose of planning policy, ‘travellers’ means Gypsies and Travellers and Travelling Showpeople.
Travelling Showpeople	Members of a group organised for the purpose of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependents’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined in Circular 01/2006.
Tree Preservation Order (TPO)	An order made by a local planning authority under the Town and Country Planning Act 1990 which has the effect of preserving a tree, trees or woodlands in the interests of amenity.
Unallocated land	Land that is not allocated by the development plan for any particular use
Vernacular architecture	The traditional architecture of an area, used typically for houses cottages and farm buildings and constructed of the locally available materials. Vernacular architecture was prevalent until the coming of the railways in the mid 19 <sup>th</sup> century made the importing of building materials from outside the local area an economic proposition.

Viability	The ability to become actual, useful and practicable.
Village frameworks	A special designation for settlements of particularly complete historic character within which a more than usually restrictive planning policy towards residential development is considered appropriate.
Washed over	This is where a notation such as Green Belt covers a site or settlement and therefore the policies apply to areas that are 'washed over' or covered by the designation. Washed over is a term that was previously adopted by now superceded Planning Policy Guidance Note 2.
Wildlife corridors	Continuous green spaces which allow the movement of animals and the dispersal of plants through built up areas. These may include many different land types eg: railway margins (used or disused), derelict land, hedgerows, playing fields, small woods and stream banks.
Windfall	The development of unallocated housing sites which occurs throughout a plan period and which must be taken into account in determining the residual housing requirement for the plan.

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## Appendix B Infrastructure Schedule

This infrastructure schedule focuses on the infrastructure needed to support development planned in the first five years of the plan period. It also includes the infrastructure needed to support the strategic development sites.

Work with infrastructure delivery organisations, including Surrey County Council, the Highways Agency, Network Rail, Thames Water, water supply companies and health providers, is ongoing. The schedule will be updated as we refine the emerging Local Plan and as infrastructure providers' investment plans are progressed and other sources of funding become available. The infrastructure schedule is therefore subject to change.

For infrastructure needed to resolve existing infrastructure issues, such as some surface water flood mitigation, we may use future Community Infrastructure Levy receipts generated from developments where these infrastructure deficiencies will be made more severe by new development. We may also use the levy to increase the capacity of existing infrastructure or to repair failing existing infrastructure, if it is necessary to support development.

	Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<b>1</b>	<b><i>Guildford town centre</i></b>				
<b>1.1</b>	<b>Transport interventions</b>				
1.1.1	<b>Guildford town centre major scheme</b>  <i>Location:</i> In and on the key radial roads which are centred on the present one-way gyratory system, Guildford town centre.  <i>Scheme components and/or development:</i> Scheme to be developed.	Construction start: 2016-17  Scheme opening: 2018-19	Surrey County Council	TBD	No committed funding – £2.85m requested from Local Growth Fund

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>Scheme development to take into account the outcomes of origin-destination travel surveys in Guildford town centre in May 2014, recommendations from Guildford Town and Approaches Movement Study Strategy Report (Arup, April 2014) and findings from Surrey County Council's public exhibition event on 'Rethinking Guildford's Gyratory' in May 2013.</p> <p>The scheme could include a new or widened pedestrian bridge from Walnut Tree Close to Bedford Road area.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Reduced traffic congestion in Guildford town centre</li> <li>• Improved pedestrian links between the rail station and Guildford town centre</li> <li>• Improved accident record related to pedestrian/vehicular conflict at junctions</li> <li>• Improved quality of local environment.</li> </ul> <p><i>References:</i> Enterprise M3 Local Transport Body Application Form: Guildford Gyratory improvements (12 June 2013) (<a href="http://www.enterprisem3.org.uk/uploads/6b60ddc896e2e2fe4762ac483f9e624741c5ef41.pdf">http://www.enterprisem3.org.uk/uploads/6b60ddc896e2e2fe4762ac483f9e624741c5ef41.pdf</a>)</p> <p>Working for a Smarter Future: The Growth Deal for the Enterprise M3 Area (Enterprise M3 Local Enterprise Partnership, March 2013) (<a href="http://www.enterprisem3.org.uk/local-growth-deal-strategic-economic-plan/">http://www.enterprisem3.org.uk/local-growth-deal-strategic-economic-plan/</a>)</p> <p>Guildford Borough Council Executive Report – Guildford Town and Approaches Movement Study 24 April 2014; also appendix and</p>				<p>for a £3.8m scheme.</p>

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
background papers ( <a href="http://www.guildford.gov.uk/article/10786/Executive---24-April-2014">http://www.guildford.gov.uk/article/10786/Executive---24-April-2014</a> )				
<p>1.1.2 <b>Review and update of traffic control in Guildford town centre through the Local Sustainable Transport Fund</b></p> <p><i>Location:</i> Guildford town centre.</p> <p><i>Scheme components and/or development:</i> Surrey County Council undertook on-street works and equipment upgrades to the traffic control system in Guildford town centre in 2013/14. This implemented recommendations from a review of the Urban Traffic Control / SCOOT system, including the common single database and an audit of the on-site signals infrastructure. Certain other key signals operated under a Microprocessor Optimised Vehicle Actuation (MOVA) system were also included in the review.</p> <p>In 2014/15, following this work, Surrey County Council will commence the updating of the Urban Traffic Control database and timetable and the development of alternative strategies. These will improve the management and control of traffic in the town centre.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Improved management and control of traffic in Guildford town centre.</li> </ul> <p><i>References:</i> Surrey County Council Local Committee for Guildford – Local Sustainable Transport Fund Update and 2014/15 Programme – 12 March 2014, para 2.12 (<a href="http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&amp;MId=3032&amp;Ver=4">http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&amp;MId=3032&amp;Ver=4</a>)</p>	2014/15	Surrey County Council	TBD	Surrey Travel SMART Local Sustainable Transport Fund

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>1.1.3 <b>Wayfinding signage system – Phase 1</b></p> <p><i>Location:</i> Guildford town centre.</p> <p><i>Scheme components and/or development:</i> Locations for 29 waymarkers identified and a consistent design agreed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Improved information and reassurance for pedestrians in the town centre</li> <li>• Potential economic benefit gained from increased dwell time and increased pedestrian movement.</li> </ul>	2014/15	Surrey County Council	<p>Total cost for manufacture and installation is £87,535.</p> <p>Additionally, cost for research and design has been approximately £85k.</p>	<p>£65,575 from the Local Sustainable Transport Fund (LSTF) plus contribution of £22,000 from Experience Guildford.</p> <p>For Phase 1 all research and design was funded by LSTF.</p>
<p>1.1.4 <b>Wayfinding signage system – Phase 2</b></p> <p><i>Location:</i> Guildford town centre and wider urban area.</p> <p><i>Scheme components and/or development:</i> Locations for 40 waymarkers identified.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Improved information and reassurance for pedestrians in the town centre and wider urban area</li> <li>• Potential economic benefit gained from increased dwell time and increased pedestrian movement.</li> </ul>	2015/16 onwards	Surrey County Council	Individual costs for the manufacture and installation of each sign type are £3,000-5,500 depending on type.	None

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>1.1.5 <b>Guildford High Street – Setts maintenance strategy</b></p> <p><i>Location:</i> Guildford High Street.</p> <p><i>Scheme components and/or development:</i> At scheme identification stage. The scheme would re-lay the setts in Guildford High Street.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Environmental enhancement.</li> </ul> <p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update – 12 March 2014, para 2.29-2.33 (<a href="http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf">http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</a>)</p> <p>Surrey County Council Local Committee for Guildford – Guildford High Street Setts Maintenance Strategy - 19 June 2013 (<a href="http://mycouncil.surreycc.gov.uk/documents/s6323/19%2006%202013%20Item%209%20High%20Street%20Setts.pdf">http://mycouncil.surreycc.gov.uk/documents/s6323/19%2006%202013%20Item%209%20High%20Street%20Setts.pdf</a>)</p>	2014/15 onwards	Surrey County Council	Estimated £1.5m	None
<p>1.1.6 <b>Redesign of the pedestrian crossing facilities and junction of Chertsey Street with North Street and High Street</b></p> <p><i>Location:</i> Junction of Chertsey Street and North Street.</p> <p><i>Scheme components and/or development:</i> At scheme identification stage.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Improved pedestrian amenity and environmental enhancement.</li> </ul>	2014/15	Surrey County Council	£0.263m	TBD

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update 12 March 2014 para 2.23 <a href="http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf">http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</a></p>				
<b>2 Guildford town (excluding strategic sites)</b>				
<b>2.1 Transport interventions</b>				
<p><b>2.1.1 Sustainable movement corridor</b></p> <p>The sustainable movement corridor will provide an attractive, landscaped priority pathway for pedestrians, cyclists and buses, largely along existing roads in the town. The Guildford Town and Approaches Movement Study Strategy Report (Arup, April 2014) sets out the concept and identifies a potential route.</p> <p><i>Location:</i> Guildford urban area and town centre. It is proposed that the corridor would be delivered in sections. Potential sections as follows:</p> <p>Section 1 – Stag Hill campus to Guildford railway station: This section includes the replacement of Yorkie’s Bridge and the delivery of the site allocation 122. Section 2 – Surrey Research Park to Stag Hill campus via Royal Surrey County Hospital Section 3 – Guildford rail station to Friary Centre/North Street regeneration site Section 4 – Friary Centre/North Street regeneration site to Spectrum</p>	2016/17 to 2050	TBD  Presently promoted by Guildford Borough Council	Estimated at £75-100m in total including infrastructure such as bridges over the railway and river.	None

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>leisure complex Section 5 – Blackwell Farm to Surrey Research Park Section 6 –Spectrum leisure complex to Slyfield Area Regeneration Project</p> <p><i>Scheme components and/or development:</i> Scheme to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Improved routes for pedestrians, cyclists and buses</li> <li>• Journey time savings for buses, pedestrians and cyclists along the length of the completed corridor as each section added.</li> </ul> <p><i>References:</i> Guildford Borough Council Executive Report – Guildford Town and Approaches Movement Study 24 April 2014; also appendix and background papers (<a href="http://www.guildford.gov.uk/article/10786/Executive---24-April-2014">http://www.guildford.gov.uk/article/10786/Executive---24-April-2014</a>)</p>				
<p>2.1.2 <b>Guildford Sustainable Transport Package</b></p> <p>A package of enhanced public transport (Quality Bus Corridors), walking and cycling infrastructure to support access to major employment sites in Guildford. Also includes real time information and smart ticketing with the 'Go Guildford' ticket offering easy access to buses, bike hire, rail services, car clubs, park and ride, leisure facilities. This will be supported by initiatives to support businesses in reducing travel costs and improving staff productivity.</p> <p><i>Location:</i> Guildford urban area and town centre.</p> <p><i>Scheme components and/or development:</i></p>	TBD	Surrey County Council	£4.95m	No committed funding – £3.7125m requested from Local Growth Fund (£1.2375m in 2015/16).

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>Package to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Enhanced public transport (Quality Bus Corridors)</li> <li>• Walking and cycling infrastructure</li> <li>• Real time information and smart ticketing with the 'Go Guildford' ticket offering easy access to buses, bike hire, rail services, car clubs, park and ride, leisure facilities.</li> </ul> <p><i>References:</i></p> <p>Working for a Smarter Future: The Enterprise M3 Delivery Plan – 2014-2020  <a href="http://www.enterprisem3.org.uk/uploads/1dbac429c2bbb7f75d0c2a9c9b4ef71cb25b0330.pdf">http://www.enterprisem3.org.uk/uploads/1dbac429c2bbb7f75d0c2a9c9b4ef71cb25b0330.pdf</a></p>				
<p>2.1.3 <b>New and/or improved cycling routes schemes through the Local Sustainable Transport Fund</b></p> <p>Completion of the programme will take place in the 2014/15 financial year.</p> <p><i>Location:</i></p> <p>Completion of works on A25 Cycle route – various sections  Cycle route 4 – Slyfield to Stoke Crossroad via A320  Cycle route 5 – Woking Road to Wooden Bridge via Bellfield Estate  Cycle route 7 – Salt Box Road to Wooden Bridge via Grange Road  Cycle route 10 – Surrey Research Park via University to Walnut Tree Close</p> <p><i>Scheme components and/or development:</i></p> <p>Preliminary design, detailed design and construction as shown in Annex B - SCC LSTF Capital Scheme Programme for Guildford.</p>	2014/15	Surrey County Council	TBD	Surrey Travel SMART Local Sustainable Transport Fund

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Improved cycle routes.</li> </ul> <p><i>References:</i> Surrey County Council Local Committee for Guildford – Local Sustainable Transport Fund Update and 2014/15 Programme – 12 March 2014, Annex B (<a href="http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&amp;MId=3032&amp;Ver=4">http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&amp;MId=3032&amp;Ver=4</a>)</p>				
<p>2.1.4 <b>Bus stop accessibility improvement works on Quality Bus Corridors through the Local Sustainable Transport Fund</b></p> <p>Completion of the programme of bus stop accessibility improvement works will take place in the 2014/15 financial year.</p> <p><i>Location:</i> Guildford Park Road, Aldershot Road, Worplesdon Road, Woodbridge Road, A320 Woking Road (via Slyfield Green), Epsom Road, Park Barn, Shalford Road, Godalming Road, London Road.</p> <p><i>Scheme components and/or development:</i> Design and construction as shown in Annex B - SCC LSTF Capital Scheme Programme for Guildford.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>More accessible bus stops.</li> </ul> <p><i>References:</i> Surrey County Council Local Committee for Guildford – Local Sustainable Transport Fund Update and 2014/15 Programme – 12 March 2014, Annex B</p>	2014/15	Surrey County Council	TBD	Surrey Travel SMART Local Sustainable Transport Fund

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<a href="http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&amp;MId=3032&amp;Ver=4">http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=196&amp;MId=3032&amp;Ver=4</a>				
<p>2.1.5 <b>Shopping parade at Woodbridge Hill – Environmental enhancement scheme</b></p> <p><i>Location:</i> Woodbridge Hill.</p> <p><i>Scheme components and/or development:</i>  Parking bays and spaces will be rationalised, with no loss in numbers, in order to create better pavement spaces. New pedestrian crossing points will be introduced, trees and other planting is planned, as well as good quality unit paving and street furniture.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Environmental enhancement.</li> </ul> <p><i>References:</i>  Surrey County Council Local Committee for Guildford – Highways Update – 12 March 2014, para 2.29-2.33  <a href="http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf">http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</a></p> <p>Surrey County Council Local Committee for Guildford – Guildford High Street Setts Maintenance Strategy - 19 June 2013  <a href="http://mycouncil.surreycc.gov.uk/documents/s6323/19%2006%202013%20Item%209%20High%20Street%20Setts.pdf">http://mycouncil.surreycc.gov.uk/documents/s6323/19%2006%202013%20Item%209%20High%20Street%20Setts.pdf</a></p>	2014/15	Surrey County Council	Estimated £160k	Planning contributions via Guildford Borough Council
<p>2.1.6 <b>A320 Woking Road junction with Jacobs Well Road – Junction improvement</b></p> <p><i>Location:</i> A320 Woking Road junction with Jacobs Well Road.</p>	2014/15	Surrey County Council	Estimated £137k	Surrey County Council

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p><i>Scheme components and/or development:</i> Design in progress.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>To reduce accidents.</li> </ul> <p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update 12 March 2014 para 2.21 (<a href="http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf">http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</a>)</p> <p>LTP3 Guildford borough Transport Strategy &amp; Improvement Programme (January 2014, Draft for discussion) – see para 5.22 for issue addressed.</p>				
<p>2.1.7 <b>Jacobs Well Road junction with Clay Lane – Junction improvement</b></p> <p><i>Location:</i> Jacobs Well Road junction with Clay Lane.</p> <p><i>Scheme components and/or development:</i> Design in progress.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Junction improvement.</li> </ul> <p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update 12 March 2014 para 2.22 (<a href="http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf">http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</a>)</p>	2014/15	Surrey County Council	TBD	Surrey County Council

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>2.1.8 <b>A25 Epsom Road, Merrow – Pedestrian safety improvements</b></p> <p><i>Location:</i> Horseshoe Lane West junction with A25 Epsom Road.</p> <p><i>Scheme components and/or development:</i> Upgrade pedestrian refuges and introduce road table at Horseshoe Lane West.</p> <p><i>References:</i> Surrey County Council Local Committee for Guildford – Highways Update 12 March 2014 para 2.26 (<a href="http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf">http://mycouncil.surreycc.gov.uk/documents/s12270/Highways%20Update%20v3.pdf</a>)</p>	2014/15	Surrey County Council	Estimated £100k	Planning contributions via Guildford Borough Council
<p><b>2.2 Wastewater treatment</b></p>				
<p>2.2.1 <b>Upgrades to Guildford sewage / wastewater treatment works</b></p> <p>Details of scale and form of upgrades to wastewater infrastructure to be included once development areas are confirmed and developers have produced detailed drainage strategies.</p>	<p>0-15 years</p> <p>Local network upgrades take about 18 months to deliver</p> <p>Sewage Treatment Works upgrades take approximately 3 to 5 years</p>	Thames Water	TBD	To be funded by the developer / landowner and / or Thames Water

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<b>2.3 Flood risk reduction</b>				
<p data-bbox="85 544 188 571">2.3.1</p> <p data-bbox="203 544 1039 571"><b>Applegarth, Park Barn – Surface Water mitigation measures</b></p> <p data-bbox="203 612 1137 743">Proposed capital works on Hunts Close are related to highway drainage improvements and should be funded by Surrey County Council. In addition, the maintenance of highway gullies on Hartshill should be funded through Surrey County Council.</p> <p data-bbox="203 783 1137 879">Works on Roman Farm Road, School Meadow and the general maintenance of the watercourses in this catchment should be funded by Guildford Borough Council.</p> <p data-bbox="203 919 1137 1050">The draft Guildford Surface Water management Plan (SWMP) 2014 recommends that a funding application for FDGiA be submitted for the flood embankment to the east of Pond Meadow, although some local contributions will be required.</p>	1-15 years	Guildford Borough Council, Surrey County Council with the Environment Agency (to provide support for Flood Defence Grant in Aid / FDGiA funding)	Estimated costs = £335k (£318k associated with embankment to east of Pond Meadow)	TBD
<p data-bbox="85 1123 188 1150">2.3.2</p> <p data-bbox="203 1123 1106 1182"><b>Ashenden Estate, by Tesco and east of Surrey County Hospital – Surface Water mitigation measures</b></p> <p data-bbox="203 1222 1122 1318">A funding application for FDGiA has already been submitted. The evidence from the SWMP can be used to support enhancement of the funding bid.</p> <p data-bbox="203 1358 1122 1386">Given the historic evidence of flooding to the Tesco store and car park</p>	1-15 years	Guildford Borough Council, Environment Agency (to provide support for FDGiA)	£420k	part funding from FDGiA, remainder TBD

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>there is an opportunity to secure funding towards the scheme. This would significantly improve the potential to secure Flood Defence Grant in Aid (FDGiA) funding.</p>		funding), Tesco		
<p><b>2.3.3 Jacobs Well – Surface Water mitigation measures</b></p> <p>Guildford Borough Council should focus its funding on the embankment on Oak Tree Close and the potential for an additional trash screen, whilst the County Council should investigate highway flooding issues in Brookside.</p> <p>There is an active flood forum in Jacobs Well, who contribute to the management and maintenance of the watercourse. We will continue to work in partnership with the flood forum to manage flood risk from the watercourse, as blockages or obstructions could result in flooding to residential properties.</p>	1-15 years	Guildford Borough Council with Surrey County Council, parish council and Worplesdon Flood Forum	£22k	Guildford Borough Council and Surrey County Council
<p><b>2.3.4 Burpham – Surface Water mitigation measures</b></p> <p>Costs = £20k for structural repairs to culvert near Gosden Hill Road  Costs = £12k per annum for maintenance of watercourse downstream of London Road, and £4k per annum for maintenance of culvert under New Inn Lane  Costs = £530k for flood storage to the east of Merrow Lane.</p>	1-5 years	Surrey County Council, Environment Agency (to provide support for FDGiA funding), and local residents	£562k plus annual maintenance cost	TBD Potentially developer contributions
<p><b>2.4 Cemeteries and crematoria</b></p>				

	Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
2.4.1	<b>New cemetery and / or crematorium</b> at Land off A322 at Tanglely Place Farm, Pitch Place	6-15 years	Guildford Borough Council	TBD	Guildford Borough Council
<b>3</b>	<b><i>Ash and Tongham</i></b>				
<b>3.1</b>	<b>Transport interventions</b>				
3.1.1	<p><b>Interventions to address potential highway performance issues in Ash and Tongham area which could otherwise result from spatial development strategy excluding strategic sites</b></p> <p><i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the spatial development strategy excluding strategic sites. These are as below.</p> <ul style="list-style-type: none"> <li>• Link: B3411 Vale Road, Ash Vale</li> <li>• Link: B3411 Ash Hill Road, Ash</li> <li>• Junction: B3411 Ash Hill Road with A323 Guildford Road, Ash</li> <li>• Link: A323 Ash Road, Ash</li> <li>• Junction: A323 Aldershot Road with A331 Blackwater Valley Route, Ash</li> <li>• Link: The Street, Tongham</li> <li>• Link: Runfold Diversion between The Street and A31 Hog's Back,</li> </ul>	2015/16 onwards	Surrey County Council and Highways Agency, working with developers	TBD	Developer contributions

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>Runfold</p> <ul style="list-style-type: none"> <li>Junction: A331 Blackwater Valley Route with A31 Hog's Back, Tongham</li> <li>Link: A31 Hog's Back, Tongham to Puttenham</li> </ul> <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Interventions which address the potential highway performance issues which could otherwise result from the development.</li> </ul> <p><i>References:</i> Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014)</p>				
<b>3.2 Education</b>				
<p>3.2.1 <b>Expansion of Ash Grange Primary School</b></p> <p>To support the approved homes at Ash Lodge Drive, Ash Green Lane West, The Croft, and Poyle Road Tongham, and other housing developments in the area</p>	0-5 years	TBD	TBD	TBD

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
3.2.2	<b>Expansion of St Paul's Infant School, Tongham</b>	TBD	TBD	TBD	TBD
<b>3.3</b>	<b>Flood Risk Reduction</b>				
3.3.1	<p><b>Ash Vale North</b></p> <p>The localised flood risk issues in Ash Vale North primarily relate to the operation of the existing drainage system within the area, particularly how surface water is discharged via the drainage ditch and foul water via the existing pumping station. Thames Water are the asset owners and operators for the sewerage network, and would be responsible for funding improvement works to their network subject to the work being cost-beneficial for Thames Water.</p> <p>The drainage ditch to the west of the hotspot is owned and maintained by Network Rail, so improvements to the ditch or culvert might be funded by Network Rail.</p> <p>Guildford Borough Council could make a contribution towards improvement works and progress this scheme as jointly funded with Thames Water and Network Rail. CCTV Survey work should be funded by Guildford Borough Council.</p>	1-15	Thames Water, Network Rail, and Guildford Borough Council	Minimum of £239,000	TBD
3.3.2	<p><b>Ash Vale South</b></p> <p>Regular maintenance of open watercourse which runs north-east to south-west from Vale Road, as it is critical to drainage of this area. Also regular maintenance of the 450mm culvert needed to ensure adequate conveyance of surface water from the north of the hotspot.</p> <p>Maintenance of highway gullies along Fir Acre Road to reduce flood risk to properties.</p>	1-15	Network Rail, Surrey County Council, Guildford Borough Council	Estimated cost of the proposed storage area is £280,000	TBD

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
	<p>Maintenance of the open watercourse is believed to be undertaken by Network Rail as the asset owner, and therefore Network Rail should fund ongoing maintenance of this watercourse.</p> <p>Improvements to highway gullies on Fir Acre Road should be funded by Surrey County Council as the highways authority.</p> <p>Property level protection could be funded by Guildford Borough Council, or a Flood Defence Grant in Aid (FDGiA) application could be submitted.</p>				
3.3.3	<p><b>Ash Station Area (Harpers Road)</b></p> <p>A flood storage area to the east of Ash Hill Road would reduce the risk of surcharge and overtopping of the culvert which would cause flooding to properties along the natural valley of the historic watercourse. The Project Board has identified a proposed site, bounded by Ash Hill Road to the west, Guildford Road to the north and the railway to the south in a natural depression.</p> <p>This would provide storage in the region of 10,000 to 11,000 m<sup>3</sup>, subject to further analysis and design.</p>	1-15	Guildford Borough Council and Surrey County Council	<p>Potentially £165,000 towards the scheme from FDGiA funding.</p> <p>Potentially developer contributions if development likely to worsen flooding in the area.</p>	TBD
3.3.4	<p><b>Ash Lodge Drive</b></p> <p>The main culvert inlet needs to be maintained daily during times of heavy rainfall to avoid blockage of the culvert, which would exacerbate flood risk.</p>	1-15	Guildford Borough Council, Thames Water and Bewley Homes	£750,000, potentially consisting of £500,000 of Flood Defence	TBD

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>Surface water sewers at the head of the catchment (Ash Church Road / Ash Street) are rapidly exceeded during times of heavy rainfall which causes exceedance flows to run down Ash Church Road and Ash Street before flowing onto Ash Lodge Drive, Loddon Way, Lea Close and Grange Road/South Lane. These surface water sewers have not been adopted by Thames Water, probably because they are considered to be under-sized.</p> <p>Sewer maps indicate that south of Ash Lodge Drive, the surface water sewers drain to the low spot on South Lane into a 375mm sewer, before flowing into the 1050mm surface water sewer which runs to the south of Ash Lodge Drive.</p> <p>Both sewers should be upsized.</p> <p>To alleviate risk of surcharging of the 900mm surface water sewer to the south of Ash Lodge Drive it is recommended that additional flood storage is provided in the fields to the south of the disused railway near Bin Wood.</p> <p>If further flood storage is needed to compensate for upsizing the drainage network upstream or to provide an enhanced level of protection, the existing green space bounded to the north by Ash Lodge Drive and to the west by Manor Road should be utilised.</p> <p>The Flood Risk Assessment for the proposed development south of Ash Lodge Drive has identified a detention basin will be provided in this location to manage surface runoff from the development site. There is sufficient scope in this location to upsize the proposed detention basin.</p> <p>The balancing pond near South Lane which was built to attenuate runoff from The Briars development is potentially under-sized. A review should be undertaken to determine whether upsizing of the balancing pond</p>			<p>Grant in Aid (FDGiA), and approximately £186,000 from other sources.</p> <p>Potentially developer contributions if development likely to worsen flooding in the area.</p>	

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>may be required.</p> <p>There is evidence of surface water ingress to the foul network causing foul system to flood properties. Sealing of the foul network around Southlands Road would reduce flood risk from the foul network</p> <p>Guildford Borough Council should fund the following mitigation measures:</p> <ul style="list-style-type: none"> <li>• Improve maintenance of the culvert inlets of watercourse from the south of Ash Lodge Drive;</li> <li>• CCTV Survey of the surface water sewer network (although Thames Water should be engaged to identify whether they would contribute), and;</li> <li>• Investigation of the balancing pond near South Lane.</li> </ul> <p>For the significant capital investment measures (upsizing the network and providing storage near Bin Wood) it is recommended that a Flood Defence Grant in Aid (FDGiA) application be submitted.</p>				
<p>3.3.5 <b>Tongham</b></p> <p>Reported flooding on New Road, The Street and in a cul-de-sac off Lambourne Way. The available evidence indicates that flooding in these locations were due to blocked drainage.</p> <p>Maintenance of watercourses on Poyle Road, including culverted sections is needed. Evidence of overtopping of the watercourse on Poyle Road although this is believed to be as a result of poor maintenance rather than hydraulic capacity.</p> <p>Investigation and maintenance of the highway system should be undertaken by Surrey County Council, whereas the maintenance of the watercourse south of Poyle Road should be undertaken by Guildford</p>	1-15	Surrey County Council and possibly Guildford Borough Council	£20,000 per annum	TBD

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
Borough Council. Should enhancement works be required to manage flows into the watercourse this should be funded by Surrey County Council or Guildford Borough Council.				
<b>4 Rest of Guildford borough (excluding Guildford town and town centre, Ash and Tongham area and strategic sites)</b>				
<b>4.1 Transport interventions</b>				
<p><b>4.1.1 Interventions to address potential highway performance issues in rest of borough which could otherwise result from spatial development strategy excluding strategic sites</b></p> <p><i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the spatial development strategy excluding strategic sites. These are as below.</p> <ul style="list-style-type: none"> <li>• Link: A31 Hog's Back, Tongham to Puttenham</li> <li>• Junction: B3000 Puttenham Hill with A31 Hog's Back, Puttenham</li> <li>• Link: A323 Guildford Road, Normandy</li> <li>• Link: Westwood Lane, Normandy</li> <li>• Link + Junction: A3 northbound between Puttenham/Compton and</li> </ul>	2015/16 onwards	Surrey County Council and Highways Agency, working with developers	TBD	Developer contributions

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>Dennis' roundabout</p> <ul style="list-style-type: none"> <li>• Junction: A3 northbound on slip at A31 Hog's Back</li> <li>• Link + Junction: A3 northbound off slip at Burntcommon</li> <li>• Link + Junction: A3 northbound on slip at Ockham</li> </ul> <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Interventions which address the potential highway performance issues which could otherwise result from the development.</li> </ul> <p><i>References:</i> Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014)</p>				
<p>4.1.2 <b>Northern Park and Ride to serve the A320/A322/A323 corridors</b></p> <p><i>Location:</i> To be determined.</p> <p><i>Scheme components and/or development:</i> The business case for the Park and Ride facility is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated bus services.</p> <p><i>Outcomes:</i></p>	1-15 years	TBD	TBD	TBD

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<ul style="list-style-type: none"> <li>1,000 space Park and Ride facility to serve the A320/A322/A323 corridors.</li> </ul>				
<p><b>4.1.3 Pirbright village safety scheme</b></p> <p><i>Location:</i> Pirbright village.</p> <p><i>Scheme components and/or development:</i> Construction in 2014/15.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Enhance overall user safety.</li> </ul>	2014/15	Surrey County Council	£180k	Surrey County Council
<p><b>4.1.4 Gole Road, Pirbright – 30mph speed limits</b></p> <p><i>Location:</i> Gole Road, Pirbright.</p> <p><i>Scheme components and/or development:</i> Construction in 2014/15.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Reduce speed to 30mph.</li> </ul>	2014/15	Surrey County Council	£30k	Surrey County Council
<p><b>4.1.5 Kings Road, Shalford – New zebra crossing</b></p> <p><i>Location:</i> Kings Road, Shalford.</p> <p><i>Scheme components and/or development:</i> Construction in 2014/15.</p> <p><i>Outcomes:</i></p>	2014/15	Surrey County Council	£50k	Surrey County Council

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<ul style="list-style-type: none"> <li>New zebra crossing.</li> </ul>				
<p>4.1.6 <b>A247 Send Road junction with Tannery Lane, Send – Junction improvement</b></p> <p><i>Location:</i> A247 Send Road junction with Tannery Lane.</p> <p><i>Scheme components and/or development:</i> To be determined. Likely to involve a four-arm signal controlled junction with right turning provision for those wishing to turn right from the A247 Send Road into the side roads (Tannery Lane and Sandy Lane), together with controlled pedestrian crossing facilities.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Junction improvement to accommodate additional traffic generated by potential developments in the vicinity</li> <li>To provide improvements for pedestrians and cyclists.</li> </ul>	TBD	Surrey County Council in partnership with developer(s)	TBD	None.  To be wholly funded by developer(s)
<p>4.1.7 <b>Provision of a small public village car park, Send</b></p> <p><i>Location:</i> To be determined. An opportunity may presented through the future development of site 75 Land at Tannery Lane, Send (including Clockbarn Nurseries).</p> <p><i>Scheme components and/or development:</i> A small public village car park providing short stay parking for customers of the businesses at the A247 Send Road junction with Tannery Lane.</p> <p><i>Outcomes:</i></p>	TBD	TBD. Potentially Guildford Borough Council and/or Send Parish Council with developer(s)	TBD	None.  To be wholly provided and funded by developer(s)

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source	
<ul style="list-style-type: none"> <li>• Short stay car parking for customers of the nearby businesses</li> <li>• To reduce the incidence of on-street parking at A247 Send Road junction with Tannery Lane.</li> </ul>					
<b>4.2 Education</b>					
4.2.1	<b>New (minimum five-form entry) secondary school at Land to the south of Clandon station and north of Meadowlands, West Clandon</b>	6-15 years	Surrey County Council, Guildford Borough Council and landowner	TBD – land cost and school build cost	Surrey County Council
4.2.2	<b>New (minimum five-form entry) secondary school at Land north of Salt Box Road, west of the railway line, Guildford</b>	6-15 years	Surrey County Council, Guildford Borough Council and landowner	TBD – land cost and school build cost	Surrey County Council
<b>4.3 Flood risk reduction</b>					
4.3.1	<p><b>East Horsley - Surface Water mitigation measures</b></p> <p>It is recommended that highway drainage improvements on Kingston Avenue are funded and delivered by Surrey County Council as the Local Highway Authority.</p> <p>A CCTV survey of the watercourse to the rear of Kingston Avenue should be undertaken by Guildford Borough Council.</p>	1-15 years	Surrey County Council and Guildford Borough Council	<p>Costs for highway works = £10k</p> <p>Estimated costs for future hydraulic</p>	TBD

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>Further investigation and detailed hydraulic modelling of the watercourse through East Horsley is recommended. Initially, Guildford Borough Council should undertake engagement and consultation with local residents to better understand historic flooding in the catchment.</p> <p>Subsequently, it is recommended that an application for FDGiA funding is submitted to undertake detailed hydraulic modelling of the watercourse and drainage network in East Horsley to improve understanding of flood risk and potential mitigation measures.</p> <p>A CCTV survey of the culverted watercourses may be required and should be funded by Guildford Borough Council.</p>			modelling = £75k	
<p><b>4.3.2 Ripley - Surface Water mitigation measures</b></p> <p>£355k (including highways works and design, construction and maintenance of storage areas)</p> <p>Improvements to the existing highway drainage on High Street and the ditch network adjacent to Grove Heath North should be progressed and funded by Surrey County Council as the highways authority. Guildford Borough Council should take the lead on working with local landowners to improve the management of land to reduce runoff rates.</p> <p>The most feasible funding opportunity for the flood storage area to the south of the High Street would be FDGiA. However, initial analysis of the Partnership Funding Score indicates that significant cost savings or external contributions would be needed to fund the scheme.</p> <p>Further work will be required to seek cost savings, as it is considered unlikely that £190k can be raised locally to support the scheme, in the absence of a recent flood history in the area.</p>	TBD	Surrey County Council and Guildford Borough Council	TBD	TBD

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>4.3.3 <b>Send - Surface Water mitigation measures</b></p> <p>Should there be a residual flood risk following improvements to the highway drainage network, property level protection would be suitable for properties on Send Road.</p> <p>The flood risk issues in Send appear to be localised and related to the condition and location of highway drainage within the area. Therefore it is recommended that Surrey County Council act as the lead organisation for further investigation and funding of the proposed mitigation measures.</p> <p>Should property level protection be progressed in this area, an FDGiA application could be submitted to secure funding for the scheme, although local contributions would be needed to secure FDGiA</p>	TBD	Surrey County Council	£20k	TBD
<p><b>4.4 Cemeteries and crematoria</b></p>				
4.4.1	6-15 years	Guildford Borough Council	TBD	Guildford Borough Council
<p><b>4.5 Suitable Alternative Natural Green Space (SANG)</b></p>				
4.5.1	1-5 years	GBC	TBD	Developer contributions

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
4.5.2	Suitable Alternative Natural Green Space (SANG) Ben's Wood, West Horsley	1-10 years	Landowner	TBD	Developer contributions
4.5.3	Suitable Alternative Natural Green Space (SANG) Alderton's Farm, Send Marsh Road	1-10 years	Landowner	TBD	Developer contributions
4.5.4	Suitable Alternative Natural Green Space (SANG) Tyting Farm, Halfpenny Lane, Holy Trinity	1-5 years	GBC	TBD	Developer contributions
4.5.5	Suitable Alternative Natural Green Space (SANG) Chantry Woods, Pilgrim's Way, Holy Trinity	Current	GBC	SANG (capital costs and endowment) - £7,695,900  SAMM - £1,490,200	Developer contributions
4.5.6	Suitable Alternative Natural Green Space (SANG) Riverside Park, North Guildford	Current	GBC	SANG (capital costs and endowment) - £849,200  SAMM - £164,400	Developer contributions
4.5.7	Suitable Alternative Natural Green Space (SANG) Burpham Court Farm, North Guildford	1-15 years	GBC	TBD	Developer contributions
4.5.8	Suitable Alternative Natural Green Space (SANG) Parsonage Water Meadows, North of A3, Stoke	Current	GBC	SANG (capital costs and	Developer contributions

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
				endowment) - £395,700  SAMM - £76,700	
4.5.9	Suitable Alternative Natural Green Space (SANG) Russell Place Farm, Wood Street Village	1-10 years	Landowner	TBD	Developer contributions
4.5.10	Suitable Alternative Natural Green Space (SANG) Ash, West of Ash Green	1-10 years	Landowner	TBD	Developer contributions
4.5.11	Suitable Alternative Natural Green Space (SANG) Stringers Common	1-15 years	GBC/SCC	TBD	Developer contributions
4.5.12	Suitable Alternative Natural Green Space (SANG) Broad Street and Backside Common	1-15 years	GBC/SCC	TBD	Developer contributions
4.5.13	Suitable Alternative Natural Green Space (SANG) Tongham Pools, Ash	1-15 years	GBC/SCC	TBD	Developer contributions
<b>5</b>	<b><i>Strategic site – Blackwell Farm</i></b>				
<b>5.1</b>	<b>Transport interventions</b>				
5.1.1	<b>Interventions to address potential highway performance issues which could otherwise result from development of the Blackwell Farm site</b>  <i>Locations:</i>	1-15 years	Surrey County Council and Highways Agency, working with	TBD	Developer contributions

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the Blackwell Farm site. These are as below.</p> <ul style="list-style-type: none"> <li>• Link + Junction: Runfold diversion between A31 Hog's Back and The Street, Runfold</li> <li>• Junction: A331 Blackwater Valley Route with A31 Hog's Back, Tongham</li> <li>• Junction: B3000 Puttenham Hill with A31 Hog's Back, Puttenham</li> <li>• Link: A31 Hog's Back, Tongham to Puttenham</li> <li>• Junction: A31 Farnham Road with Guildford Park Road, Guildford</li> <li>• Link + Junction: A3 northbound between A31 and Dennis' roundabout</li> </ul> <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Interventions which address the potential highway performance issues which could otherwise result from the development.</li> </ul> <p><i>References:</i> Options Growth Scenarios Transport Assessment Report (Surrey County</p>		developer		

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
Council, January 2014)				
<p>5.1.2 <b>New junction with the A31 Hog's Back and/or A3 trunk road and connections to the Local Road Network</b></p> <p><i>Location:</i> Blackwell Farm site and land in ownership of Highways Agency and Surrey County Council.</p> <p><i>Scheme components and/or development:</i> TBD.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• New junction with the A31 Hog's Back and/or A3 trunk road and connections to the Local Road Network.</li> </ul>	1-15 years	Surrey County Council and Highways Agency, working with developer	TBD	Developer contributions
<p>5.1.3 <b>Access road linking Beechcroft Drive (private road) to Francis Crick Drive (private road)</b></p> <p><i>Location:</i> Blackwell Farm site.</p> <p><i>Scheme components and/or development:</i> Outline design prepared.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Access road from linking Beechcroft Drive (private road) to Francis Crick Drive (private road).</li> </ul>	1-15 years	Developer	TBD	Developer contributions
<p>5.1.4 <b>Blackwell Farm Park and Ride</b></p> <p><i>Location:</i> Blackwell Farm site.</p> <p><i>Scheme components and/or development:</i></p>	1-15 years	Developer	TBD	Developer contributions

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>The business case for the Park and Ride facility is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated bus services.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• 1,000 space Park and Ride facility on the A31 corridor.</li> </ul>				
<p>5.1.5 <b>New rail station at Park Barn/Surrey Research Park/Blackwell Farm, Guildford</b></p> <p>This will serve existing and new housing and commercial developments.</p> <p><i>Locations:</i> To be determined.</p> <p><i>Scheme components and/or development:</i> The business case for the new railway station is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated rail services.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• New railway station.</li> </ul> <p><i>References:</i> Surrey Rail Strategy (Arup, 2013)</p>	1-15 years	TBD	£5-10m capital cost plus potential revenue costs to fund changes to services for Train Operating Company	Developer contributions
<p><b>5.2 Other</b></p>				
5.2.1	New two-form entry primary school	1-15 years	TBD	Developer contributions

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
5.2.2	Local retail centre	1-15 years	TBD	TBD	Developer contributions
5.2.3	Community building	1-15 years	TBD	TBD	Developer contributions
5.2.4	GPs surgery	1-15 years	TBD	TBD	Developer contributions
5.2.5	Open space including playgrounds, playing fields and allotments	1-15 years	TBD	TBD	Developer contributions
5.2.6	Suitable Alternative Natural Green Space (SANG)	1-15 years	Landowner	TBD	Developer contributions
5.2.7	Upgrade to wastewater infrastructure if needed	1-15 years	TBD	TBD	Developer contributions
5.2.8	Upgrade to water supply network capacity if assessment shows it is needed	1-15 years	TBD	TBD	Developer contributions
<b>6</b>	<b><i>Strategic site – Gosden Hill Farm</i></b>				
<b>6.1</b>	<b>Transport interventions</b>				
6.1.1	<p><b>Interventions to address potential highway performance issues which could otherwise result from development of the Gosden Hill Farm site</b></p> <p><i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from</p>	1-15 years	Surrey County Council and Highways Agency, working with developer	TBD	Developer contributions

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>development of the Gosden Hill Farm site. These are as below.</p> <ul style="list-style-type: none"> <li>• Link: A3100 London Road, Burpham</li> <li>• Link: B2234 New Inn/Park Lane, Burpham</li> <li>• Link: A25 Parkway and Epsom Road, Burpham/Merrow</li> <li>• Link + Junction: A3 southbound between Dennis' roundabout and Cathedral junction</li> <li>• Link + Junction: A3 southbound off slip at Burpham/Merrow</li> <li>• Junction: A3 northbound off slip at Burntcommon</li> </ul> <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Interventions which address the potential highway performance issues which could otherwise result from the development.</li> </ul> <p><i>References:</i> Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014)</p>				
<p>6.1.2 <b>Relocated A3 southbound off-slip, new A3 southbound on-slip and connections to the Local Road Network</b></p> <p><i>Location:</i> Gosden Hill Farm site and land in ownership of Highways Agency and Surrey County Council.</p>	1-15 years	Surrey County Council and Highways Agency, working with	TBD	Developer contributions

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p><i>Scheme components and/or development:</i> TBD.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Relocated A3 southbound off-slip, new A3 southbound on-slip and connections to the Local Road Network.</li> </ul>		developer		
<p>6.1.3 <b>Gosden Hill Farm Park and Ride</b></p> <p><i>Location:</i> Gosden Hill Farm site.</p> <p><i>Scheme components and/or development:</i> The business case for the Park and Ride facility is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated bus services.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>1,000 space Park and Ride facility on the A3 southbound corridor.</li> </ul>	1-15 years	Developer	TBD	Developer contributions
<p>6.1.4 <b>New rail station at Merrow, Guildford</b></p> <p>This will serve existing and new housing and commercial developments at Gosden Hill Farm site.</p> <p><i>Locations:</i> Merrow Depot site On New Guildford Line.</p> <p><i>Scheme components and/or development:</i> The business case for the new railway station is to be tested. This will include consideration of the costs of construction, ongoing operational costs of the site and the associated rail services.</p>	1-15 years	TBD	£5-10m capital cost plus potential revenue costs to fund changes to services for Train Operating Company	Developer contributions

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
	<p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>New railway station.</li> </ul> <p><i>References:</i></p> <p>Surrey Rail Strategy (Arup, 2013)</p>				
<b>6.2</b>	<b>Other</b>				
6.2.1	New two-form entry primary school	1-15 years	TBD	TBD	Developer contributions
6.2.2	Local retail centre	1-15 years	TBD	TBD	Developer contributions
6.2.3	GPs surgery	1-15 years	TBD	TBD	Developer contributions
6.2.4	Community building	1-15 years	TBD	TBD	Developer contributions
6.2.5	Open space including playgrounds, playing fields and allotments	1-15 years	TBD	TBD	Developer contributions
6.2.6	Suitable Alternative Natural Green Space (SANG) Gosden Hill Farm	1-15 years	Landowner	TBD	Developer contributions
6.2.7	Local retail centre	1-15 years	TBD	TBD	Developer contributions
6.2.8	Upgrade to wastewater infrastructure if needed	1-15 years	Thames Water	TBD	Developer (and potentially Thames Water)
6.2.9	Upgrade to water supply network capacity if assessment shows it is needed	1-15 years	TBD	TBD	Developer contributions

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
6.2.10	Reducing surface water flood risk, potentially with balancing pond(s), on-site Sustainable Urban Drainage System (SUDs)	1-15 years	TBD	TBD	Developer contributions

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
<b>7</b>	<b><i>Strategic site – Former Wisley airfield</i></b>				
<b>7.1</b>	<b>Transport interventions</b>				
7.1.1	<p><b>Interventions to address potential highway performance issues which could otherwise result from development of the former Wisley airfield site</b></p> <p><i>Locations:</i> The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) has identified the locations on the Local Highway Network and the Strategic Highway Network which could be expected to experience the most significant potential highway performance issues, in the absence of mitigating interventions, from development of the former Wisley airfield site. These are as below.</p> <ul style="list-style-type: none"> <li>• Link: B2039 Ockham Road North, Ockham</li> <li>• Link + Junction: A3 northbound on slip at Ockham</li> <li>• Link + Junction: A3 southbound off slip at Ockham</li> <li>• Link: A3 northbound between Ockham and M25</li> </ul>	1-15 years	Surrey County Council and Highways Agency, working with developer	TBD	Developer contributions

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source	
<ul style="list-style-type: none"> <li>Link + Junction: A3 southbound on slip at Burntcommon</li> </ul> <p>The Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014) identifies further locations which could be expected to experience potential highway performance issues, in the absence of mitigating interventions. Further locations could also be identified through future strategic transport assessment studies.</p> <p><i>Scheme components and/or development:</i> Interventions to be developed.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>Interventions which address the potential highway performance issues which could otherwise result from the development.</li> </ul> <p><i>References:</i> Options Growth Scenarios Transport Assessment Report (Surrey County Council, January 2014)</p>					
<b>7.2 Other</b>					
7.2.1	New two-form entry primary school	1-15 years	TBD	TBD	Developer contributions
7.2.2	Local retail centre	1-15 years	TBD	TBD	Developer contributions
7.2.3	GPs surgery	1-15 years	TBD	TBD	Developer contributions
7.2.4	Community building	1-15 years	TBD	TBD	Developer contributions
7.2.5	Open space including playgrounds, playing fields and allotments	1-15 years	TBD	TBD	Developer contributions

Infrastructure project		Timing	Delivery organisation	Cost	Committed funding and source
7.2.6	Suitable Alternative Natural Green Space (SANG) Former Wisley airfield	1-15 years	Landowner	TBD	Developer contributions
7.2.7	High speed Broadband upgrade	1-15 years	TBD	TBD	Developer contributions
7.2.8	Drainage and any flood mitigation	1-15 years	TBD	TBD	Developer contributions
7.2.9	Upgrade to wastewater infrastructure if needed	1-15 years	TBD	TBD	Developer contributions and Thames Water
7.2.10	Upgrade to water supply network capacity if assessment shows it is needed	1-15 years	TBD	TBD	Developer contributions
7.2.11	Local retail centre	1-15 years	TBD	TBD	Developer contributions
<b>8</b>	<b><i>Strategic site –Slyfield Area Regeneration Project (SARP) site</i></b>				
<b>8.1</b>	<b>Transport interventions</b>				
8.1.1	<b>Clay Lane Link Road Northern Section (Phase One)</b>  <i>Location:</i> Link road connecting Clay Lane and Moorfield Road on the Slyfield Industrial Estate. See site allocation 121.  <i>Scheme components and/or development:</i>	2015/16 onwards	TBD	£6m	Public Works Loan Board

Infrastructure project	Timing	Delivery organisation	Cost	Committed funding and source
<p>Link road connecting Clay Lane and Moorfield Road on the Slyfield Industrial Estate.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Clay Lane Link Road Northern Section facilitates the intensification of the Slyfield Industrial Estate</li> <li>• Reduced traffic congestion at junction of A320 Woking Road and Moorfield Road.</li> </ul>				
<p>8.1.2 <b>Clay Lane Link Road Southern Section (Phase Two)</b></p> <p><i>Location:</i> Slyfield Area Regeneration Project site.</p> <p><i>Scheme components and/or development:</i> Presently envisaged to be an internal access road which connects to the existing Local Road Network to the east of the A320 Woking Road, with a restricted connection to the Clay Lane Link Road Northern Section for pedestrians, cyclists, buses and emergency vehicles only.</p> <p><i>Outcomes:</i></p> <ul style="list-style-type: none"> <li>• Clay Lane Link Road Northern Section and Southern Section facilitates development of the Slyfield Area Regeneration Project site.</li> </ul>	11-15 years	TBD	TBD	Developer contributions
<p><b>8.2 Other</b></p>				
<p>8.2.1 New two-form entry primary school</p>	11-15 years	TBD	TBD	Developer contributions
<p>8.2.2 Local retail centre</p>	11-15 years	TBD	TBD	Developer contributions

<b>Infrastructure project</b>		<b>Timing</b>	<b>Delivery organisation</b>	<b>Cost</b>	<b>Committed funding and source</b>
8.2.3	Upgrade to water supply network capacity if assessment shows it is needed	11-15 years	TBD	TBD	Developer contributions and Water company

## Appendix C: Evidence Base

### Research

This is a list of our completed research studies and where you can read them.

#### Affordable Housing Viability Study and updates (2008, 2009 and 2011)

The study tests the circumstances in which the Council can expect the residential property market to deliver the required levels of affordable housing.

<http://www.guildford.gov.uk/article/3959/Affordable-Housing-Viability-Study>

#### Annual Monitoring Report 2012/13 (2013)

The Annual Monitoring Report (AMR) provides information of the performance of the planning policies in the Local Development Framework.

<http://www.guildford.gov.uk/CHttpHandler.ashx?id=10862&p=0>

#### Employment Land Assessment (2013, 2014 update)

The ELA assesses how much employment land we are likely to need within Guildford borough to 2031.

<http://www.guildford.gov.uk/ela>

#### Equalities Impact Assessment screening (2013)

All public authorities are required by the Equalities Act 2010 to specifically consider the likely impact of their policy, procedure or practice on certain groups in the society

<http://www.guildford.gov.uk/localplanstrategy>

#### Flood Risk Reduction Measures guidance (2010)

This document provides information on the type of flood risk reduction measures required for all proposed redevelopment within Flood Zone 3 of Guildford Urban Area.

<http://www.guildford.gov.uk/CHttpHandler.ashx?id=7426&p=0>

#### Green Belt and Countryside Study, volumes 1-4 and summary (2013)

An independent assessment of Guildford Borough's Green Belt and 'countryside beyond the Green Belt' with a view to potential release for development purposes in the longer term, should this be necessary within the Guildford Local Development Framework Plan Period

2006-2026 (and up to 2030), identifying realistic sustainable location(s) for green field release.

<http://www.guildford.gov.uk/gbcs>

Guildford Town Centre Development Study (2010)

The report seeks to establish the strategic development options available in the town centre

[http://northstreetsite.co.uk/wp-content/uploads/2012/09/Town\\_Centre\\_Development](http://northstreetsite.co.uk/wp-content/uploads/2012/09/Town_Centre_Development)

[Study\\_2010.pdf](#)

Guildford Town and Approaches Movement Study: Strategy Report (Arup, April 2014)

The aim of the study was to develop a recommended long term movement strategy to 2050 for the town of Guildford

[http://www.guildford.gov.uk/media/16756/Item-04-1---Guildford-Town-and-Movement-Study-App-1---Strategy-Reportpdf/pdf/pdf36\\_1.pdf](http://www.guildford.gov.uk/media/16756/Item-04-1---Guildford-Town-and-Movement-Study-App-1---Strategy-Reportpdf/pdf/pdf36_1.pdf)

Guildford Town and Approaches Movement Study: Scenario Analysis and Appraisal of Interventions report (Arup, April 2014)

The aim of the study was to develop a recommended long term movement strategy to 2050 for the town of Guildford

<http://www.guildford.gov.uk/media/16796/Item-04---BACKGROUND-PAPER---GTAMS-Scenario-Analysis-and-Appraisal-of-Interventions-Reportpdf/pdf/pdf214.pdf>

Guildford Town and Approaches Movement Study: Vision, Objectives, Baseline and Business-As-Usual Report (Arup, April 2014)

The aim of the study was to develop a recommended long term movement strategy to 2050 for the town of Guildford

<http://www.guildford.gov.uk/media/16786/Item-04---BACKGROUND-PAPER---GTAMS-Vision-Objectives-Baseline-and-BAU-Reportpdf/pdf/pdf15.pdf>

Guildford Strategic Parking Strategy: Stage 1: Parking Demand (Steer Davies Gleave, August 2013)

This Stage 1 report forms an evidence base for a car parking strategy and documents the assessment of the need for parking in the town centre over the next 20 years

<http://www.guildford.gov.uk/article/10779/Executive---3-October-2013>

### Guildford Strategic Car Parking Review: Stage 2: Car Parking Management Proposals (Steer Davies Gleave, August 2013)

This Stage 2 report for the Guildford Strategic Car Parking Review, directly follows on from the Stage 1 report and contains recommendations for managing the supply and demand for parking across the town centre whilst facilitating economic activity

<http://www.guildford.gov.uk/transport>

### Housing Needs Assessment (2013)

The SHMA will help inform our new Local Plan by helping us understand how many homes we need and what type

<http://www.guildford.gov.uk/shma>

### Habitat Regulations Assessment (HRA) Screening (2013)

The aim of the Habitat Regulations Assessment (HRA) is to identify any aspects of the emerging Local Plan that would have the potential to cause a likely significant effect on Natura 2000 or European sites (Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites), (either in isolation or in combination with other plans and projects), and to begin to identify appropriate mitigation strategies where such effects were identified.

<http://www.guildford.gov.uk/hra>

### How many new homes? (2013)

The paper examines the possible ways to determine the number of new homes we need to plan for in Guildford borough to 2031.

<http://www.guildford.gov.uk/howmanynewhomes>

### Infrastructure Baseline (2013)

The Infrastructure baseline considers the quality and capacity of the existing physical, community and social infrastructure. This supports the resident and working populations. It examines each type of infrastructure, reviews existing capacity, and for some infrastructure types, it also notes the current plans of infrastructure providers. This infrastructure baseline study is an audit of existing infrastructure provision. It is not a plan of the infrastructure we need to provide to support development in the future.

<http://www.guildford.gov.uk/infrastructureevidence>

### Landscape (and townscape) Character Assessment (2007)

An assessment of the borough's landscape has been completed by Land Use Consultants to provide more information about what makes it special and so varied.

<http://www.guildford.gov.uk/landsapecharacterassessment>

Local Housing Needs Surveys - Albury, Normandy, Pirbright, Ripley, Shackleford (and Peper Harow), Send, Shalford, Shere, Worplesdon (for more information contact Guildford Borough Council's Housing Development Manager).

### PPG17 Open space, sport and recreation audit (2006)

As part of the evidence base for the Guildford Development Framework (GDF) an audit of accessible open space, sport and recreational facilities within the borough was undertaken.

<http://www.guildford.gov.uk/article/3965/Planning-for-open-space-and-green-infrastructure>

### Retail and Leisure Needs Study (2011)

- establish whether the Council needs to identify land for additional retail floorspace for development in the period to 2016 and, if so, what type and size of retail units are needed and where these should be provided,
- provide information to assist the Council in determining planning applications involving new or the loss of existing retail floorspace, and
- analyse whether there is a need for any revision of the adopted Local Plan policy approach to local and district shopping centres.

<http://www.guildford.gov.uk/retailstudy>

### Settlement Hierarchy and Profiles (2013)

The settlement hierarchy study is a key part of our evidence base for the new Local Plan. It requires that we plan positively for sustainable development. It will enable us to have a better understanding of the roles of each of our settlements. It does so by grouping together those settlements that have similar functions and characteristics. This will help us decide the location of future development across the borough by directing growth towards those settlements which are the most sustainable, or can be made more sustainable through additional growth.

<http://www.guildford.gov.uk/settlementhierarchy>

## Sites of Nature Conservation Importance (SNCIs)

Sites of Nature Conservation Importance (SNCI) are areas which are designated locally for their wildlife importance. The National Planning Policy Framework (paragraph 109 -118) requires local councils to conserve and enhance the natural environment.

<http://www.guildford.gov.uk/article/3964/Sites-of-Nature-Conservation-Importance-SNCI>

## Strategic Housing Land Availability Assessment (SHLAA) (2013)

The SHLAA is an audit of land at a point in time (December 2012). The SHLAA does not decide where new homes will be built.

<http://www.guildford.gov.uk/shlaa>

## Strategic Housing Market Assessment (SHMA) (2009, 2010 update)

The SHMA will help inform our new Local Plan by helping us understand how many homes we need and what type

<http://www.guildford.gov.uk/shma>

## Strategic Flood Risk Assessment SFRA (2009)

The Strategic Flood Risk Assessment (SFRA) informs the planning process of flood risk and provides information on future risk over a wide spatial area.

<http://www.guildford.gov.uk/article/3968/Strategic-Flood-Risk-Assessment>

## Surface Water Management Plans

draft Guildford Surface Water Management Plan, November 2013

[http://www.google.co.uk/url?url=http://www.guildford.gov.uk/CHttpHandler.ashx%3Fid%3D15895%26p%3D0&rct=j&frm=1&q=&esrc=s&sa=U&ei=OYSVU\\_qyKaup7Qa1qIGQDw&ved=0CBoQFjAA&usq=AFQjCNFgaobEfmfZMwWC\\_kNAN9hpuCqUAA](http://www.google.co.uk/url?url=http://www.guildford.gov.uk/CHttpHandler.ashx%3Fid%3D15895%26p%3D0&rct=j&frm=1&q=&esrc=s&sa=U&ei=OYSVU_qyKaup7Qa1qIGQDw&ved=0CBoQFjAA&usq=AFQjCNFgaobEfmfZMwWC_kNAN9hpuCqUAA)

draft Ash Surface Water Management Plan, March 2014

The draft Surface Water Management Plans (SWMPs) are documents prepared in partnership with Surrey County Council, the Environment Agency, and Thames Water. They aim to understand flooding from surface water, identify hotspots, and to identify cost effective actions in the form of a management plan, to manage flood risk in these areas.

The Guildford SWMP covers the whole of the Guildford Borough Council administrative area which is within the River Wey and Tillingbourne catchments, whilst the Ash SWMP covers the area which drains to the Blackwater catchment.

#### Sustainability Appraisal Scoping Report (2013)

The Guildford Local Plan is required by law to promote sustainable development through the balancing of social, environmental and economic considerations to achieve the best overall outcome. This is done through assessing these documents at each stage of their preparation to consider potential social, environmental and economic impacts. This process, and the resulting report is called Sustainability Appraisal (SA).

<http://www.guildford.gov.uk/localplansa>

#### Thames Basin Heaths Special Protection Area Avoidance Strategy 2009-2014 (2010)

This document forms the basis of planning guidance in relation to new residential development and its impact on the SPA, and will subsequently be adopted as part of the Infrastructure Supplementary Planning Document (SPD)

<http://www.guildford.gov.uk/CHttpHandler.ashx?id=11294&p=0>

#### Town centre vitality and viability report (2011)

The Town Centre Vitality and Viability Report regularly gathers together data relating to the "health" of Guildford Town Centre. It will inform the Local Development Framework, including retail policy and hierarchy. The report also includes land use data relating to the borough's two district centres and twenty-two local centres.

<http://www.guildford.gov.uk/towncentrevitalityandviabilityreport>

#### Traveller Accommodation Assessment (2012)

The Travellers Accommodation Assessment identifies the number of pitches for Gypsies and Travellers and plots for Travelling Showpeople that are needed within our borough.

<http://www.guildford.gov.uk/taa>

### **Future research**

We are working on a number of other pieces of research which we will publish when they are ready. Together with your views, these will help to inform the Local Plan which we will write next.

Development viability - further evidence (affordable housing, whole plan and Community Infrastructure Levy)

Duty to cooperate paper

Green infrastructure (including open space and outdoor recreation assessment)

Habitat Regulations Assessment (HRA)

Heritage statement

Infrastructure Delivery Plan

Retail needs assessment update (including need from new housing)

SHLAA (annual update)

SNCI surveys (ongoing programme)

Strategic Flood Risk Assessment (SFRA) update

Sustainability and climate change evidence

Potential future strategic transport assessment

Traveller Strategic Housing Land Availability Assessment

West Surrey Strategic Housing Market Assessment

## **What you told us during earlier consultations**

This is a list of our earlier consultations and where you can read more about them and what you told us.

Local Plan Strategy and Sites Issues and Options Consultation (Oct – Nov 2013)

We consulted on our Local Plan Strategy and Sites Issues and Options document from 1 October to 29 November 2013. This consultation has now closed. The draft Strategy and Sites planning document will set out our vision, objectives and approaches to development (our strategy). It will also show the location of development (the key sites) in our area between now and 2031. The Issues and Options document invited comments on a series of key issues for the borough and the options that could help us address them.

<http://www.guildford.gov.uk/localplanstrategy>

Who needs housing? (May-July 2011)

Responses to the consultation which aimed to help Guildford Borough Council understand its housing target

<http://www.guildford.gov.uk/CHttpHandler.ashx?id=10083&p=0>

Core Strategy Further Options consultation (March - April 2009)

Responses to the 2009 consultation for further options in the Core Strategy

<http://www.guildford.gov.uk/CHttpHandler.ashx?id=4472&p=0>

Core Strategy Preferred Options consultation (June - July 2006)

A summary of the responses to the 2005 Core Strategy consultation

<http://www.guildford.gov.uk/CHttpHandler.ashx?id=4253&p=0>

Core Strategy Issues and Options consultation (March - April 2005)

A questionnaire created to aid the preparation of the 2005 Core Strategy for Guildford

<http://www.guildford.gov.uk/CHttpHandler.ashx?id=4199&p=0>

Site Allocations Issues and Options (November 2007 - January 2008)

As part of the Early Stakeholder and Community Engagement stage many potential development sites were suggested to us. From 21 November 2007 until 30 January 2008, we consulted on the suggested sites as part of the Issues and Options consultation. We received over 4000 responses to the consultation.

<http://www.guildford.gov.uk/article/3970/Site-allocations-proformas-and-ward-maps>

## **Other Local Plan documents**

Community Involvement in Planning (2013)

The community engagement strategy guides us and our partners (including the county council, police and health service) on how we engage with our communities, interested people and organisations in the many services we all provide.

<http://www.guildford.gov.uk/ces>

Local Development Scheme (2013)

The Local Development Scheme is the timetable and project plan new Local Plan. It explains what documents the Council intends to prepare and when, in order to plan for future development in the borough.

<http://www.guildford.gov.uk/newlocalplan/lds>

## **Other plans and strategies**

The Enterprise M3 Delivery Plan - 2014-2020

This Delivery Plan sets out in detail how Enterprise M3 will use the Local Growth Fund to help deliver the vision and aims set out in the Growth Deal and Strategic Economic Plan.

<http://www.enterprisem3.org.uk/uploads/1dbac429c2bbb7f75d0c2a9c9b4ef71cb25b0330.pdf>

## The Enterprise M3 Strategic Economic Plan - 2014-2020

This document presents the Strategic Economic Plan (SEP) for Enterprise M3 Local Enterprise Partnership (LEP) to 2020.

<http://www.enterprisem3.org.uk/news/enterprise-m3-publishes-its-local-growth-deal-and-strategic-economic-plan/>

## Draft Guildford Town Centre Vision document, June 2014

This draft document is an aspirational document that, with more work, will become a supporting topic paper for the Draft Local Plan.

<http://www.guildford.gov.uk/article/12144/Corporate-Improvement-Scrutiny-Committee---12-June-2014>

## Guildford Sustainable Community Strategy 2009

This Sustainable Community Strategy for Guildford Borough has been produced by the Guildford Local Strategic Partnership. The partnership comprises representatives of various public service agencies and the business, voluntary, community and faith sectors.

<http://www.guildford.gov.uk/CHttpHandler.ashx?id=871&p=0>

## Guildford Economic Strategy 2013-2031

The strategy aims to ensure that Guildford will be the leading economy in Surrey in the years up to 2031 and beyond. It also concentrates on improvements to support economic growth, including road infrastructure, housing, skills and employment opportunities, in our urban and rural locations.

<http://www.guildford.gov.uk/economicstrategy>

## Guildford Interim Housing Statement 2011

This statement builds on the work done by the Council and its partners since the 2005 Housing Strategy was published, and outlines how we will continue to provide opportunity and choice for people wanting to live in the borough.

<http://www.guildford.gov.uk/housingstrategy>

## Guildford borough Local Plan 2003

The Plan is the result of working closely with local residents, businesses, parish councils and amenity organisations. Work on the Local Plan began in 1997 with the production of Issues Papers and since that time many meetings, consultations and exhibitions have been undertaken across the Borough. The Public Local Inquiry was held between 9 May and 6 October 2000 and the Inspector issued his report in September 2001. Over 3,000

comments have been received which have been invaluable in helping the Council prepare the Plan. Local people can be confident that all points of view have been taken into account.

<http://www.guildford.gov.uk/localplan>

## **Other planning policy and plans**

National Planning Policy Framework (2012)

The National Planning Policy Framework is a key part of the government's reforms to make the planning system less complex and more accessible. It vastly simplifies the number of policy pages about planning. The framework acts as guidance for local planning authorities and decision-takers, both in drawing up plans and making decisions about planning applications

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Planning Policy for Traveller Sites (2012)

The planning policy for traveller sites came into effect at the same time as the National Planning Policy Framework. The new planning policy for traveller sites should be read in conjunction with the National Planning Policy Framework.

<https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

South East Plan (2009)

The Regional Spatial Strategy (RSS) for the South East of England (known as the South East Plan) sets out the long term spatial planning framework for the region over the years 2006-2026.

<http://webarchive.nationalarchives.gov.uk/20100528142817/http://www.gos.gov.uk/gose/planning/regionalplanning/815640/>

Surrey Waste and Minerals Plans

The Surrey Waste Plan is a generic term given to waste development plan documents. They set out the planning framework for the development of waste management facilities in Surrey. In general, the documents are expected to have a lifetime of ten years from their date of adoption. However, any of the documents may be reviewed earlier if the monitoring indicates that this is necessary

<http://www.surreycc.gov.uk/environment-housing-and-planning/minerals-and-waste-policies-and-plans>

Surrey Transport Plan (LTP3, 2011 and subsequent updates)

The Surrey Transport Plan is the third Local Transport Plan (LTP) for the county. It is a statutory plan (required by the Local Transport Act 2008 and Transport Act 2000), which replaced the second LTP on 1 April 2011. As part of the Surrey Transport Plan, Surrey County Council is producing Local Transport Strategies and Forward Programmes for each district and borough in the county.

<http://www.surreycc.gov.uk/surreytransportplan>

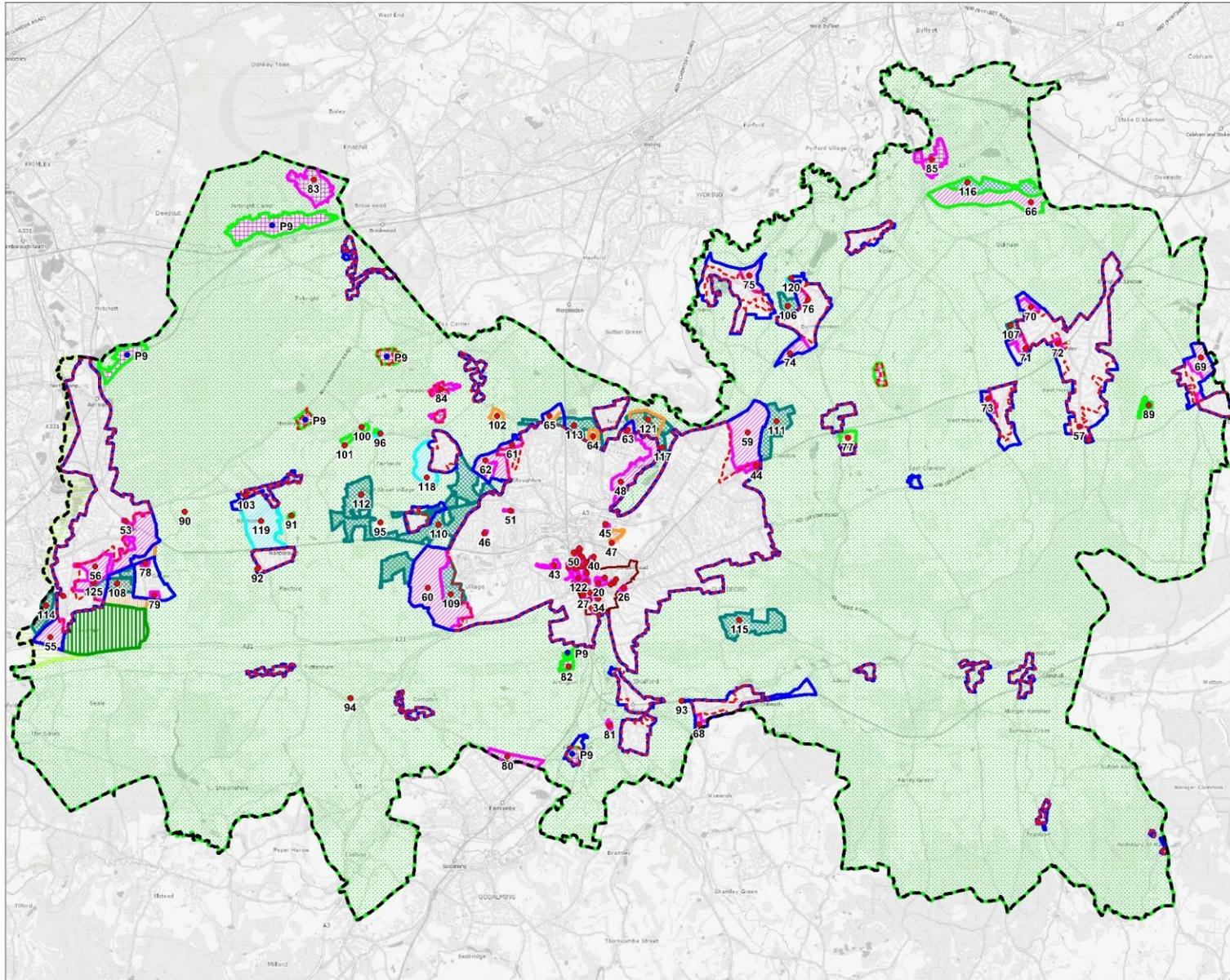
## Appendix D: Superseded Policies

New Local Plan policy	Local Plan 2003 policy
<p>Policy 1</p> <p>The presumption in favour of sustainable development</p>	
<p>Policy 2</p> <p>Planning for the borough – our spatial development strategy</p>	H1 Housing provision
<p>Policy 3</p> <p>Homes for all</p>	H7 – Conversions (HMO part) H10 (deleted) - new residential development H13 - Gypsy Caravan Sites H14 - Sites for Travelling Showpeople
<p>Policy 4</p> <p>Affordable homes</p>	H11
<p>Policy 5</p> <p>Rural exception homes</p>	H12
<p>Policy 6</p> <p>Making better place</p>	G1 (5), G5 (1), G5 (6)
<p>Policy 7</p> <p>Sustainable design, construction and energy</p>	G1(9), G1(10)
<p>Policy 8</p> <p>The Surrey Hills Area of Outstanding Natural Beauty (AONB)</p>	Policy RE5 – Area of Outstanding Natural Beauty (AONB) Policy RE6 – Area of Great Landscape Value (AGLV)
<p>Policy 9</p> <p>Villages and major previously developed sites</p>	Policy RE3 – Identified settlements in the Green Belt Policy RE7 – Protection of the best and most versatile agricultural land RE15- Major developed sites in GB

Policy 10 Green Belt and the countryside	Policy RE1 – Extent of the Green Belt Policy RE2 – Development within the Green Belt Policy RE4 – Countryside beyond the Green Belt Policy RE8 – Farm diversification (including farm shops)
Policy 11 Ash and Tongham	
Policy 12 Historic environment	
Policy 13 Economic development	E1, E2, E3, E4, E5
Policy 14 The leisure and visitor economy	T1, T3, T5
Policy 15 Guildford town centre	S2
Policy 16 District and local centres	S8 (first part), S9 (first part) S4 to S7 inclusive (part)- change to primary shopping area but not to designated frontages policy
Policy 17 Infrastructure and delivery	G6
Policy 18 Sustainable transport for new developments	M1, M4, G13, G12, G1(1), G1(2)
Policy 19 Green and blue infrastructure	G11, R1, R5
Planning for the Sites	H15-Home Farm, H3-Housing/open space, H2-Bright Hill Car Park, GT1, GT2, GT3, GT4, HT5, GT6, GT7, GT8

# Appendix E: Overview borough map

## Guildford borough overview map



**Draft Local Plan:**  
strategy and sites  
July 2014

- Map Key**
- See associated site template in planning for sites section of the document
  - See policy 8 in the main document
  - Settlement boundary Local Plan 2003
  - Settlement boundary Local Plan 2014
  - Town centre boundary Local Plan 2014
  - Development site inset from the Green Belt
  - Development site
  - Major previously developed site inset from the Green Belt Local Plan 2014
  - Major previously developed site Local Plan 2014
  - Infrastructure site inset from the Green Belt
  - Infrastructure site
  - Allotments
  - Safeguarded land
  - New area Green Belt
  - Suitable alternative natural greenspace (SANG)
  - Suitable alternative natural greenspace (SANG) inset from the Green Belt
  - Area of separation
  - Countryside
  - Green Belt
  - Guildford borough boundary

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N  
Not To Scale



## Appendix F: Policy and Monitoring

Policy	Monitoring Indicator
1) The presumption in favour of sustainable development	<p>We need to assess if this Local Plan is meeting its aims and objectives, and have appropriate mechanisms in place to recognise if it is not, and actions that can be taken if required. For each policy, there is a summary delivery strategy and monitoring and review indicators.</p> <p>Where policies are not being delivered against the strategic objectives as intended, the Monitoring Report will suggest actions needed to address any issues. We will review the Local Plan if required by the results of monitoring.</p> <p>As part of a review, we would consider the appropriate level of new homes and employment land and examine all available evidence sources including demographic evidence, economic conditions and forecasts. If required, we would commission additional evidence base reports. If evidence suggested that additional provision of homes or land for employment was required, a review would consider the appropriate response, including the possible need for additional allocations, the early release of any safeguarded sites and the need for assistance from other neighbouring authorities, as part of the duty to co-operate</p>
2) Planning for the borough-our spatial development strategy	<p>The Monitoring Report will measure the effectiveness of this policy by reporting:</p> <ul style="list-style-type: none"> <li>• The number of new homes completed each year</li> <li>• The amount of employment floor space by type completed each year</li> <li>• The number of Traveller pitches and Travelling Showpeople plots completed each year</li> </ul> <p>The Monitoring Report will compare the number of completions to the requirements of this policy.</p>
3) Homes for all	<p>The Monitoring Report will measure this policy against the targets and indicators set out below:</p>
4) Affordable homes	<p>We will measure the effectiveness of this policy against the following indicators:</p> <p>Number and proportion of all new homes (new build, changes of use, and conversions)</p>

5) Rural exception homes	Number of all new rural exception homes measured against need
6) Developing sustainable communities	Building for Life criteria
7) Sustainable design, construction and energy	<p>Megawatts (MW) of new renewable energy installations receiving permission</p> <p>MW of installed capacity per household (Ofgem data)</p> <p>Reduction in average energy consumption per household (national statistics)</p> <p>Number of dwellings and commercial buildings connecting to decentralised networks;</p> <p>Number of new decentralised energy networks created and</p> <p>Reduction in water consumption per household (Ofwat data).</p>
8) The Surrey Hills Area of Outstanding Natural Beauty (AONB)	Surrey Hills Management Plan
9) Villages and major previously developed sites	<p>Net dwelling completions by category of settlement</p> <p>Net additional employment floorspace completed by category</p>
10) Countryside and the Green Belt	<p>Amount of development (by type) granted planning permission/completed in the Green Belt outside the identified villages and major previously developed sites</p> <p>Amount of development (by type) granted planning permission/completed in the countryside</p>
11) Ash and Tongham	<p>We will appoint consultants to produce a Vision Document for this area that includes the newly designated Green Belt and Area of Separation and that further identifies the Infrastructure that will be required to support development. There will be consultation with the community prior to the adoption of the Vision SPD.</p> <p>Delivery will be judged against the provision of infrastructure outlined in the Infrastructure Delivery Plan and the Vision SPD.</p>
12) Historic environment	Historic Environment Records

13) Economic development	<p>Net change in permitted and completed B1 (a, b, c), B2 and B8 floor space (sq m) in the borough.</p> <p>Amount of employment floor space (sq m) lost to non-B class uses</p> <p>Number of employee jobs (total and by industry) in the borough.</p>
14) The leisure and visitor economy	<p>Net change in number of businesses for relevant industry types, using UK Business Counts dataset</p> <p>Net change in visitor accommodation bed spaces granted planning permission and completed within the borough</p>
15) Guildford town centre	<p>Number of new homes built in the town centre</p> <p>Proportion of new major retail applications approved in Guildford Primary Shopping Area</p>
16) District and local centres	<p>Amount of new retail, leisure and food and drink floorspace within each centre</p> <p>Number of new homes in each centre</p>
17) Infrastructure and delivery	<p>CIL receipts and expenditure</p> <p>Planning obligations delivering infrastructure</p>
18) Sustainable transport for new developments	<p>CIL receipts and expenditure</p> <p>Planning obligations delivering infrastructure</p>
19) Green and blue infrastructure	<p>Amount of new green and blue infrastructure provided</p>