



Burpham Neighbourhood Plan

2015—2035

BNF 1: Policies

Introduction and Vision Statement

I am delighted to introduce the Burpham Neighbourhood Plan 2015 – 2035.

This extensive document represents the culmination of many years of hard work and it has been put together by dedicated local residents who care greatly about the future of their community. Following consultation with residents, local businesses and working with Guildford Borough Council, our Plan sets out planning policies designed to guide development in Burpham over the next 20 years. It also incorporates wider policies, that go beyond land use considerations and demonstrates support for wider strategic improvements.

We have listened carefully to the wishes of our local residents whose views were expressed in our comprehensive Survey carried out in May 2012, followed up by various workshops and extensive ongoing correspondence. Local residents overwhelmingly value Burpham as a pleasant place to live and expressed great concern for how Burpham could develop in the future. We therefore present these policies with the aim of making our vision a reality namely:-

“Preserving and enhancing a quality of life that is enjoyed and cherished by those who live and work in Burpham, through preservation of what is best about Burpham and promoting high quality change and improvement.”

Whilst the Survey covered a great many subject areas, which can be studied in this Plan, one particular issue of great concern that was expressed by the majority of residents, is Burpham’s deteriorating traffic problem. The opening of the Hindhead tunnel has pushed congestion back to the Burpham/London road A3 turnoff and effectively turned the A3 into a motorway attracting additional traffic between London and the coast. Daily congestion on the A3 and huge rises in traffic volumes have led to Burpham becoming gridlocked during rush hours, virtually every day. The quality of life for local residents has been significantly depreciated by an increase in noise and air pollution. There is pedestrian danger from continual traffic in and around Burpham and increasingly on routes to and from local schools. Burpham may also have to contend with a large new housing development at Gosden Hill that could be allocated for development by Guildford Borough Council. Gosden Hill lies, in the main, outside the Neighbourhood Plan area, but could potentially have significant impacts on Burpham’s roads through the doubling of the number of local residents (and cars), in addition to a new Aldi store in the centre of Burpham that will also attract more traffic to the area.

We have not proposed any solutions to traffic issues in our Plan since the problem, and the solutions, lie out with all our boundaries with responsibility resting with Guildford Borough Council, Surrey County Council and the Highways Agency. However, the community of Burpham feels very strongly that it is imperative that Burpham’s increasing traffic problems are resolved before any nearby strategic developments are permitted.

The development control policies in this Plan have had due regard to the National Planning Policy Framework (NPPF) and the existing Guildford Local Plan (2003), as well as local

wishes where these can be accommodated within the national policy framework. The result is a suite of policies that proactively accommodate sustainable developments, whilst having due regard to Burpham's character, economy and environment.

This Plan should be referred to by all who are contemplating planning applications within Burpham prior to presentation to Guildford Borough Council planning department. It will be the guardian of good planning in Burpham over the next twenty years.



Ros Pollock

Chairman, Burpham Neighbourhood Forum

February 2015

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Appendices

Note: The appendices are separate electronic documents and form part of the policies of this plan where applicable.

| Document | Paper title | File Pre-fix |
|---------------|-----------------------------------|--------------|
| • Policies: | This document | BNF 1 |
| • Appendix 1: | Maps | BNF 2 |
| • Appendix 2: | Character Descriptions of Burpham | BNF 3 |
| • Appendix 3 | Local Green Spaces | BNF 4 |
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| • Appendix 5: | Survey Summary | BNF 6 |
| • Appendix 6: | Water and Flooding | BNF 7 |
| • Appendix 7: | Historic Records | BNF 8 |

Environment Policies

Policy: B-EN 1: Development within the Green Belt

Development within Burpham's Green Belt will be considered inappropriate unless carried out in accordance with the NPPF or its successor policy.

Note 1: This policy seeks to preserve the essential criteria on which development in the Green Belt should be determined, as set out in the NPPF and the 2003 Guildford Local Plan.

Policy: B-EN 2: Residential Gardens

Permission will not be granted for back garden development where the site makes an important contribution to the character and appearance of the surrounding area or where the inappropriate development of the site would adversely affect the amenities of future occupiers of the site or those currently occupying adjoining or nearby properties. Such developments must also be in accordance with B-FD2.

'Inappropriate' means, in this case, any development that exceeds 50% of an existing garden, where the original house floor plan, including garages and out buildings, is left exceeding 33% of the remaining plot size. Any new buildings in this new plot must not cover an area greater than 33% of the total new plot size and must be situated [external wall to external wall] equidistant from all surrounding properties.

Note 1: See Appendix 2 for village character guidance and housing densities.

Note 2: Adversely' means the remaining "undeveloped site size is less than 67% of the overall site size including the buildings.

Policy: B-EN 3: Public Open Space

The following public open spaces will be protected. Their protection will be further enhanced by their designation as Local Green Space by this policy.

Sutherland Memorial Park:

As the park is a designated War Memorial it is an important open space for Burpham and the wider area and will be protected. A requirement for undercover recreational / community facilities has been highlighted and the plan supports proportionate and reasonable increase in the covered area for the Sutherland Memorial Park & Hall and village hall area of the Ward. At Sutherland Memorial Park permission will be granted for a covered recreational facility that complements the existing character and use of the park within the footprint of the current buildings.

Riverside Nature Reserve:

This green flag nature reserve lies partly in and partly out of the Ward. This Plan supports its maintenance and continued designation as a nature reserve with special status as a Site of Nature Conservation Importance/Interest (SNCI) forming part of the Local Nature Reserve in the Green Belt. This site is an essential part of the flood plain of the Wey Valley north of Guildford town centre. There has been a record of significant flooding to a depth of 1 metre during winter 2013/14 in the Reserve supporting Zone 3b active flood plain and wetlands designation.

Merrow Common:

This area of woodland, straddling New Inn Lane and Merrow Lane, is identified in early maps and in the Domesday Book as 'Swine feed'. The woodland contains many old trees and forms a unique barrier between the Green Belt and the urban area. Any attempt to modify this area in any way is strongly opposed by this Plan. A Tree Preservation Order exists on all trees within the area south west of Merrow Lane to the railway line and an Ancient Woodland designation covers some sections of this 'continuous' woodland.

Merrow Common Local Green Space (See Policy B-EN4)

This area is designated 'Local Green Space' as specified in the NPPF paras. 76-78. This Policy enshrines the area identified in appendix 3 as Local Green Space in perpetuity.

Green Spaces, as identified on the Plan and within Appendix 3, will be designated and preserved as Local Green Spaces, for the community for their amenity and character value in accordance with NPPF paras. 76-78.

Local Green Spaces, listed in Appendix 3 also form part of this Policy.

Proposals for built development on Local Green Spaces (with the exception of wildlife corridors, see B-EN4) will not be permitted unless the proposal is of a limited nature and it can clearly be demonstrated that it is required to enhance the role and function of that Local Green Space.

Policy: B-EN 4: Local Green Spaces

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

New Wildlife Corridor, Merrow Common and Merrow Lane

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

Other Local Green Spaces

Appendix 3 (Local Green Spaces) forms part of this Policy, which designates areas of land that are demonstrably special as Local Green Space.

Development will not be permitted within any wildlife corridors, except where it provides drainage or minor improvement to the pre-existing facilities, such as storm drains and future flood alleviation ponds.

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

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

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"When you wake up to the sound of chirping birds, you are listening to one of the simplest indicators of local environmental health." Our Burpham bird life includes over a season, forty bird species. Animals include fox, hedgehog, squirrel, wood mouse, frogs, toads, weasel, vole and newts. Bats are visible on summer evenings. The current health of the environment, at a visible level, is good with streams running clear and very little litter. Sadly the hidden dangers of air pollution are ever present. There has been a 1% increase in nitrogen dioxide between 2008 and 2012 at Doverfield Road (source EA). If this level continues for the life of the Plan it will be at 25.22 ppm. as an annual mean level.

Policy: B-EN 5: Historic Environment

Planning permission will not be granted for development that would result in the loss of either listed buildings, or the buildings or assets of character listed below and those set out in Appendix 7 of the Plan in addition planning permission will not be granted for development which would adversely affect the settings of these buildings or structures.

Of particular importance to the historic environment of Burpham are the following seven historic assets (noting this is not an all-inclusive list. See Appendix 7 for detailed listing.)

- Sutherland Memorial Park.
- Pimms Row cottages and area.
- St Luke's Church.
- New Inn Farm House and Lilac Cottage.
- Bowers lock.
- Royal Mail Pillar box in Kingpost Parade - Edward VIII locally listed.
- The gate houses & gates of Sutton Park.

Planning proposals must have regard to the character assessment for the respective area of Burpham. The effect of a planning application on a non-designated heritage asset must also be taken into account when determining the application.

Appendices 2 & 7 form part of this Policy.

Note 1: For full listing of historical and heritage assets in Burpham please refer to Appendix 7, cross-referring to the latest listing from Surrey Heritage Centre at <http://www.surreycc.gov.uk/recreation-heritage-and-culture/archives-and-history/surrey-history-centre>

Policy: B-EN 6: Adapting to and Mitigating Climate Change

All new development, including extensions and rebuilds, within Burpham must achieve high standards of sustainable development and, in particular, demonstrate in proposals how design, construction and operation have sought to:

- Reduce the use of fossil fuels;
- Promote the efficient use of natural resources, the re-use and recycling of resources and the production and consumption of renewable energy;
- Adopt and facilitate the flexible development of low and zero carbon energy through a range of technologies;
- Extensions and alterations should link the provision of low and zero carbon energy technologies to the existing building;
- Adopt best practice in Sustainable Urban Drainage Systems (SUDS); where appropriate.
- Support solar energy systems on roofs, when not in conflict with character or other policies.

Note 1: The Plan requires energy saving by using appropriate schemes, where technically and commercially viable, in accordance with Guildford Borough Council Guidance {For example the incorporation of photovoltaic solar panels on a sound barrier along the A3 in the area.}

Note 2: See Survey results.

Future Development Policies

Policy: B-FD 1: General Development Standards

All development will be designed to a high quality and to reinforce local distinctiveness. Design which fails to have regard to local context and which does not preserve or enhance the character and quality of an area will not be acceptable development. Proposals, extensions and alterations to existing buildings and structures will be expected to;

- Have regard to the character assessments set out in appendix 2 (part of this policy); and
- Make efficient use of land while respecting the density, Street Patterns, Plot sizes, building lines, character, landscape, and biodiversity of the surrounding area; and
- Be suitably designed within the context for which they are set; and
- Retain existing important landscape and natural features; and
- Ensure that the scale and massing of buildings relate sympathetically to the surrounding area; and
- No higher than its nearest adjacent neighbour and no higher than three habitable stories; and
- Create safe environments addressing crime prevention and community safety; and
- Use traditional and vernacular building materials where such treatment is necessary to protect the context of the development concerned.

Note 1: Burpham residents have experience of extremely high density estates especially three storey and the instance of highly stressful living has been described in the Survey using the terms “dormitory area” “claustrophobic” “gulag”, “overbearing”, “no room to swing a cat” “ I can see inside my neighbours bedrooms”, along with “the inability to put a normal sized car in the garage” are just some of the comments on high density living, while those living in low density areas have described their life as ‘delightful’ ‘pleasant’ and ‘no better place to live.’ The Plan aims to prevent future stressful, unhealthy living accommodation by ensuring a balance between land cost and housing density.

Note 2: Character Descriptions of Burpham Ward are attached as Appendix 2 to the Plan and form part of this Policy.

Policy: B-FD 2: Dwelling Density and Land Use

Dwelling density will be based on individual plot size.

- **Housing:** The footprint of each new dwelling / flatted development must not exceed 33% of its own allocated plot size.
- **Flats:** Each flat must have access to private outdoor amenity space equivalent to half its internal floor area. In addition, each flat must have access to the equivalent of half its internal floor area as communal external amenity space (this applies to each flat individually).

All residential development must include 4m² allocated space for recycling / refuse storage per unit. In the case of flatted developments, unless central recycling is provided, a reduction to 3m² will be permitted for each flat.

Sheltered and assisted dwellings: Shall have the equivalent ratio of communal open space.



Policy: B-FD 3: Dwelling Mix

Within the development boundary proposals for new residential development will be supported which provide a full range of dwelling sizes that reflect the demographic composition of the Neighbourhood Plan area and character of that part of Burpham as set out in Appendix 2 (part of this Policy).

Proposals for the development of 10 or more residential units will be required to provide 10% for one bedroom Units and 10% for two bedroom units.

Note 1: The figures to justify this policy come from 2013 housing waiting list data from Guildford Borough Council.

| Figures 2012 -2013 | | | | Those seeking help from Council as they were homeless or at risk of imminently becoming homeless in 2012-13. | | <u>Council Lettings by Age</u> | |
|--|-------|------|---------------|--|------|---|-----|
| <u>Age</u> Analysis of the housing applicants by age provides the following breakdown: census data included for comparison. | | | | | | The age of the main or first named applicant rehoused in Council accommodation. | |
| Age range | Total | % | 2011 Census % | Total | % | | |
| <18 | 41 | 1.1 | 21.5 | 24 | 3.9 | | |
| 19-20 | 245 | 6.6 | 3.7 | 94 | 15.3 | <21 | 14 |
| 21 to 24 | 463 | 12.5 | 6.4 | 101 | 16.4 | 21 to 24 | 25 |
| 25 to 34 | 1,054 | 28.5 | 13.5 | 162 | 26.4 | 25 to 34 | 64 |
| 35 to 44 | 737 | 19.9 | 14.2 | 107 | 17.4 | 35 to 49 | 74 |
| 45 to 54 | 538 | 14.5 | 13.7 | 81 | 13.2 | | |
| 55 to 59 | 176 | 4.8 | 5.6 | 18 | 2.9 | 50 to 59 | 27 |
| 60 to 69 | 215 | 5.8 | 10.1 | 20 | 3.3 | 60 to 69 | 29 |
| 70 to 79 | 128 | 3.5 | 6.6 | 7 | 1.1 | 70 to 79 | 19 |
| 80 to 89 | 78 | 2.1 | 3.8 | 0 | 0 | 80 to 89 | 18 |
| 90 and over | 25 | 0.7 | 0.9 | 0 | 0 | 90 and over | 4 |
| total | 3700* | 100 | 100 | 614 | 99.9 | | 274 |

Policy: B-FD 4: Improvements to General Infrastructure

New development shall demonstrate, as part of any planning application, that appropriate levels of infrastructure to support the development can and must be provided. Such improvements must include:

- Mitigating against traffic congestion, providing disabled friendly footpaths, and measures for the reduction of noise pollution for the community as a whole.
- Ensure any location generating noise is treated as a blight on the community and action taken to reduce this problem when planning new infrastructure.
- Roads, pavements, drainage essential utilities and other essential infrastructure must be completed prior to occupation of the development.
- For significant projects exceeding 50 dwellings - the need for infrastructure and services in the form of roads, shops, schools and public services such as doctors and dentists, shall be adequately addressed during the planning application stage to ensure all services come on line before or in parallel to completion but before occupation of new homes.

Policy: B-FD 5: Water Supply & Sewerage Infrastructure

Approval for new residential units will be granted, subject to other policies in this Plan, after the applicant has demonstrated that all the following are met:

- Demand for water supply and water network infrastructure, both on and off site, can be met; and
- Demand for sewage treatment and sewage network infrastructure, both on and off site, can be met; and
- The surface water drainage requirements and flood risk of the development, both on and off site, are satisfied.

Note 1: In some circumstances developers may have to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and no improvements are programmed by the water company, the developer will have to contact the water company to agree in writing what improvements are required.

Note 2: It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or a surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding.

Note 3: See Appendix 6 (Water and Flooding) regarding water levels and sewer capacity. NB: Sewers are believed to be in turbo state during heavy rains)

Policy: B-FD 6: Green Man Site /Aldi Site

Should the site become available during the life of this Plan, this centrally located prominent brownfield site would be suitable for a café /restaurant /community hall / medical centre, all with sufficient parking to support that use.

If this were not commercially viable as a community usable facility, a small development of low rise flats with adequate parking would be acceptable in line with adjacent residential developments, subject to normal planning controls and other policies in this Plan.

Note 1: Planning permission was granted in February 2014 for a Class A1 retail outlet during the drafting of this Plan. The results of the Survey indicate that most of those who completed it regret the loss of the old historic inn [site pre-circa 1500] and later the family restaurant used as a community meeting place. A majority of the respondents do not want a supermarket on this small site with the traffic and parking problems it would bring.

Employment Policies

Policy: B-EMP 1: Home Working

This Plan supports working from home and will support, in principle, planning applications that promote this, providing all normal development control criteria are satisfied, along with other relevant policies in this Plan.

Note 1: Many examples of this practice already occur. With the ubiquity of high-speed broadband, working from home will increase. There are practical benefits to the community, including reduced need for travel, and more possibility of home workers collecting children from school.

Policy: B-EMP 2: Shopping Parades

The loss of any A, D1 or D2 use Classes on the ground floor of the Kingpost and London Road Parades will be strongly resisted. Proposals for any alternative uses will only be permitted if it can be demonstrated that;

The premises have not been in active authorised use for at least 18 months; and

- The premises have no potential for either re-occupation for retail or community uses as demonstrated through the results both of a full valuation report and a marketing campaign, lasting for a continuous period of 18 months. Such information must be supplied as part of any planning application.
- In addition betting and payday loan shops are not acceptable.

Outside the designated shopping Parades, Sainsbury's supermarket is a major retailer to the community and surrounding area. This Policy supports future A1 development on this site on condition that any future development complies with parking requirements, visual height restrictions of the surrounding tree screens and due regard to trading impacts on the Parades.

Note 1: London Road and Kingpost Parades conform to the definition of “Local Shopping Parades” serving the local area. Many trips are made on foot as these Parades suffer severe parking problems.

London Road and Kingpost Parades play an important role in the retail hierarchy, particularly in terms of serving localised community needs. There is an underlying recognition that these local shopping parades provide essential opportunities for day-to-day convenience shopping and accessing financial and professional services. They make an important contribution to maintaining sustainable communities. They provide accessible shopping facilities for local residents, in particular to the elderly, disadvantaged, and less mobile groups in the community, who may be less able to take advantage of the bulk shopping focus of major superstores.

Note 2: Case Study Reference: Communities and Local Government - Parades of Shops – “Towards an Understanding of Performance & Prospects” document.

Note 3: The case studies serve to confirm a clear local policy focus on supporting the retention and ongoing viability of local shopping parades, with a diverse and

complementary occupier mix, providing essential goods and services which are, in most cases, highly valued in their local communities.

Policy: B-EMP 3: Business Accommodation

The loss of any employment accommodation will be strongly resisted. Proposals for alternative uses must be accompanied by marketing information to demonstrate that the premises have been actively and prominently marketed for B Class use for 18 months prior to application for change of use or re-development.

Any change of use must be accompanied by full justification of need and comply with normal development control criteria. This policy is subject to permitted development rights in force at the time a planning application is made.

- New business development on land already in commercial use will be supported subject to the following criteria:
- The scale and nature of the proposals would have unacceptable harmful impacts on the amenities; and
- The proposals do not have unacceptable impacts on local roads network; and
- Are in accordance with other relevant policies in this Plan relating to general development and character considerations.

Subject to other relevant policies in this Plan.

Note 1: Business accommodation within Burpham is extremely restricted. Only three existing locations have been identified in London Road, New Inn Lane, and Burpham Lane. As Burpham is predominantly residential with the majority of the community leaving the Ward to work, protection of the remaining premises for local use by local business is paramount.

Transport Policies

Policy: B-T 1: Parking Standards

All new developments within Burpham shall provide parking within its designated land boundaries or nearby, off the public highway, to meet the expected demand of the development, without requiring the use of public roads and access points as overflow parking. Car parking and garages must be large enough to accommodate the size of modern vehicles. 2.6m by 6m or 2.6m by 7m, if parallel parked.

The preference is for assigned parking spaces within the curtilage of the application site. Houses, other than sheltered accommodation and studio apartments, must provide cycle storage at the rate of two cycle places per first bedroom and one per additional bedroom, with studio flats providing one cycle storage place per studio. This is to encourage family trips with cycles and a safe storage position for this method of transport.

Burpham Parking Standards (minimum)

- Studio apartments 1 car space and 1 cycle space minimum
- 1 bedroom unit 1 car space and 2 cycle space minimum
- 2 bedroom unit 2 car spaces and 3 cycle spaces minimum
- 3 bedroom unit 2 car spaces and 4 cycle spaces minimum
- 4 or more bed houses 3 car spaces and 5 cycle spaces minimum
- Elderly (sheltered): 0.5 car spaces per unit

Visitor Parking:

All parking for residents must be provided off road. Suitable provision must also be made for visitor parking and delivery vehicles to park safely for the duration of their visit.

Non-residential Parking

Parking on non-residential sites shall not be below the prevailing maximum standards in use by Guildford Borough Council (ie the maximum for the Borough shall be applied as a minimum in Burpham). Due to the high car usage identified in the 2011 census within Guildford Borough and surroundings, commercial parking requirements within Burpham will require the maximum predicted use (during the planning application process) to be met on site.

Note 1: Parking standards are designed to prevent on-street parking which has proved unsustainable in Burpham due to the narrow lanes and roads. It prevents public transport and emergency vehicles entering estates and should be discouraged at the design stage.

Note 2: To encourage sufficient storage for family cycles in each home.

Policy: B-T 2c: Cycle Routes

Major travel-generating development, including residential developments, must make provision for cyclists and link with existing and planned routes. All new developments must make provision for cycle parking in accordance with the standards set out in this Plan.

In the event of residential development taking place within the Green Belt area adjacent to the current development line of Burpham, proposals must provide the new cycle paths shown on Map 2, Appendix 1. – If this is not feasible cycle or joint cycle/foot paths of similar or greater capacity and quality will be expected.

Note 1: The Foot and Cycle Paths Map of Burpham (Map 2, Appendix 1) shows specific routes along which the Plan encourages cycling, including improvements to the safety and convenience of the routes, the designation of cycle lanes, sign posting, and the provision of cycle parking facilities.

Note 2: Major new development will not be permitted where it interrupts established or proposed cycle routes unless suitable mitigating and alternative provision is provided. Please refer to Appendix 1 (BNF 2).

Note 3: The requirement for cycle routes is to encourage alternative modes of transport, in particular cycling for health and environmental benefits.

Policy: B-T 2f: Foot Paths

The provision of foot paths, cycle paths and joint cycle / foot paths will be strongly encouraged as part of all new developments such that they are separate from road space for motor vehicles whenever possible. Subject to the relevant requirements of the NPPF. Permission will not be granted if the development would prejudice established pedestrian routes or pedestrian priority schemes without providing a suitable alternative.

Note 1: The above Policy reflects the concern of residents regarding conflict between motor vehicles, cyclists and pedestrians, who do not always respect each others' space, as evidenced in our Survey. This Plan supports the upgrade of foot paths to joint foot and cycle paths.

Community Policies

Policy: B-C 1: Enhancing Community Facilities

Proposals that would result in the loss of community facilities will not be supported' Proposals for new and/or improved community facilities will be supported subject to the following criteria:

- The proposal would not have harmful impacts on the amenities of surrounding residents and other activities; and
- The proposal would not have significant harmful impacts on the surrounding local environments; and
- The proposal would not have unacceptable impacts on the local road networks; and
- The proposal would provide appropriate car parking facilities.

Any proposals for the provision of a replacement community facility linked to a re-development of an existing site must demonstrate that the replacement facility will be completed in a timely fashion to an equal or higher quality.

Note 1: Casinos are expressly excluded from the Neighbourhood Plan area. Introducing such a business would be out of character with the Plan area.

Note 2: 'Central Locations' means areas central to the Neighbourhood Plan area of Burpham, such that all users can walk approximately equidistant to the location to those walking from the opposite direction.

Aspirational Policies

Introduction

The following policies are labelled aspirational, as they relate to matters outside the Neighbourhood Forum area (the Neighbourhood Plan area, for the avoidance of doubt, is the same as the Political Ward) or concern matters not normally covered by land use policies. They are designed to give further guidance on wider improvements to the community of Burpham that may also benefit the wider area.

Policy: B-AT 1: Improvements to Public Transport

Physical improvements to the road and pavement layouts that provide enhanced public transport opportunities will be supported in principle.

Improvements to reliability of bus services to central Guildford and to provide routes to other destinations which are important to are strongly supported by residents. For example to Guildford Royal Surrey Hospital, Guildford main line railway station, Woking and London.

Note 1: Evidenced by Survey results

Policy: B-AT 2: The Railway

The Neighbourhood Plan will support a railway station at the site of the current Surrey County Council Merrow Depot. This aspiration accords with the Appendix B. of the Surrey County Council Rail Strategy.

Policy: B-AT 3: School Parking

Provision for all-day parking by staff and pupils at all schools is strongly supported. Onsite parking should be provided and drop off and pickup zones should be away from the school entrance to avoid congestion.

Note 1: Local residents have for many years expressed concern over parking at Woodruff Avenue and surrounding roads. This has been identified within the Survey documents Appendix 5.

Policy: B-AT 4: London Road Parade and Kingpost Parade Parking

The London Road Parade and Kingpost Parade parking has been improved by the new 2012 layout but all day parking is still causing problems for drivers wishing to stop to use the shops. Trade is being lost to other areas. A free stay limit during the day is strongly supported – having regard to the requirements of residents of the flats above and retailers on the Parades.

Note 1: Trade loss is highlighted in Appendix 5 (Survey summary and people's views.)

Policy: B-AC 1: Access to Natural Leisure Facilities

This policy supports the improvement of foot access to Riverside Nature Reserve and Merrow Common ancient woodlands by way of better signage, walking surfaces and wider access paths to these Local Green Spaces.

Policy: B-AC 2: Improvements to A3

Soundproofing along the A3 Guildford bypass through Burpham is essential to improve the comfort and well-being of the residents. It shall be considered as part of any new residential or commercial development proposals which would be likely to increase traffic levels through Burpham Ward. Financial contributions should be sought from applicants, where appropriate, using S106/CIL provisions.

Overwhelming numbers consider traffic noises a problem and that it would be commercially beneficial if solar panels were to be incorporated within the sound barriers.

Policy: B-ASE 1: Provision of Schools

The principle of additional school places, whether through extending existing school facilities or the provision of a new school, is supported in principle subject to compliance with other policies in this Plan and the production and implementation of a workable Travel Plan.