

Burpham Neighbourhood Forum



Overseeing our own future

Burpham Neighbourhood Plan

Referendum version

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. There is a real possibility of 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



Contents

Strategic Context	5
Environment Policies	6
Policy: B-EN 1: Residential Gardens	6
Policy: B-EN 2: Public Open Space	7
Policy: B-EN 3: Local Green Spaces	8
Policy: B-EN 4: Historic Environment.....	9
Future Development Policies	10
Policy: B-FD 1: General Development Standards	10
Policy: B-FD 2: Dwelling Mix	11
Policy: B-FD 3: Improvements to General Infrastructure.....	12
Policy: B-FD 4: Water Supply & Sewerage Infrastructure.....	13
Policy: B-FD 5: Green Man Site /Aldi Site	14
Employment Policies	14
Policy: B-EMP 1: Home Working	14
Policy: B-EMP 2: Shopping Parades	15
Policy: B-EMP 3: Business Accommodation	16
Transport Policies	18
Policy: B-T 1: Parking Standards.....	18
Policy: B-T 2c: Cycle Routes.....	19
Policy: B-T 2f: Foot Paths.....	20
Community Policies.....	21
Policy: B-C 1: Community and Leisure Facilities.....	21
Aspirational Policies	23
Introduction.....	23
Policy: B-AT 1: Improvements to Public Transport.....	23
Policy: B-AT 2: The Railway	23

Policy: B-AT 3: School Parking	24
Policy: B-AT 4: London Road Parade and Kingpost Parade Parking.....	24
Policy: B-AC 1: Access to Natural Leisure Facilities	24
Policy: B-AC 2: Improvements to A3	25
Policy: B-ASE 1: Provision of Schools	25

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
• Appendix 4:	Reference Documents List	BNF 5
• Appendix 5:	Survey Summary	BNF 6
• Appendix 6:	Water and Flooding	BNF 7
• Appendix 7:	Historic Records	BNF 8

Strategic Context

The Burpham Neighbourhood Plan has been prepared in the absence of a clear local strategic context partly because the Guildford Borough Local Plan 2003 only made provision for development needs up to 2006. Subsequent development needs were intended to be met through the South East Plan and, now, through new Local Plans. The Guildford Local Plan 2003 will in due course be replaced by the new Guildford Borough Local Plan, which has been in the early steps of preparation while the Burpham Neighbourhood Plan has been in preparation. Regulation 18 consultation on a draft Local Plan took place in the summer of 2014 just after the consultation on the Draft Neighbourhood Plan. The Borough Council is currently considering the need for amendments in response to the consultation and a further iteration of the Borough Plan will be published for consultation in due course. The timescale for its completion and adoption is uncertain, although a revised local development scheme is due.

There is no requirement for the Burpham Neighbourhood Plan to comply with the policies of the emerging Local Plan as they may change before they are adopted. However the National Planning Policy Framework (paragraph 184) states that “***the ambition of the neighbourhood should be aligned with the strategic needs and priorities of the wider local area***” and Planning Practice Guidance indicates that “***the reasoning and evidence informing the Local Plan process may be relevant to the consideration of the basic conditions against which a neighbourhood plan is tested.***” An important role of the Local Plan will be to define the scale of new development that will be required in the Borough of Guildford and to determine where it should be located. It is evident from Guildford Borough Council consultation draft Strategy and Sites document that a substantial amount of new development may need to be accommodated in the Borough if the Council is to meet its objectively assessed need which has not yet been finalised. The document is based on the provision of 13,040 new homes in the Borough of Guildford between 2011 and 2031, of which just over 5,000 were to be accommodated in and around Guildford.

Burpham is substantially built-up so the Burpham Neighbourhood Plan does not make allocations for new housing development. However, one of the proposed allocations in the draft Local Plan is for large scale new development of about 2000 houses, associated supporting infrastructure and a new employment area at Gosden Hill Farm, the area to the east of Merrow Lane. Gosden Hill is mainly outside the neighbourhood plan area. This proposed allocation may also be subject to change but the Neighbourhood Plan has had regard to the possibility of this development and has tried to address possible implications of it for the existing community. The neighbourhood plan also makes provision for new small scale development within the area subject to criteria which will ensure that the essential character of Burpham is not compromised.

Environment Policies

Policy: B-EN 1: 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.

Individual cases will be assessed on the basis of the character of the area. 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 or any new building covers more than 33% of the new plot will need to be clearly justified with reference to the existing character of the area and the effect on living conditions in both the new dwelling and neighbouring dwellings.

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 2: Public Open Space

The following areas will be protected as Public Open spaces. They are also designated as Local Green Spaces (see Policy B-EN 4):

- 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 existing buildings
- Riverside Nature Reserve
- Merrow Common

In these areas development will only be permitted where it complements their existing role and character as public open spaces.

Note 1: 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.

Note 2: 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.

Note 3: 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. 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.

Policy: B-EN 3: Local Green Spaces

The areas identified in Appendix 3 (which forms part of this policy) are designated as Local Green Spaces. Proposals for built development on Local Green Spaces will not be permitted unless it can clearly be demonstrated that it is consistent with the role and function of that Local Green Space.

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

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

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

Policy: B-EN 4: Historic Environment

Planning permission will not be granted for development that would result in the loss of or damage to the heritage assets in BNF-8 or their settings, unless the loss is clearly outweighed by the public benefit that would result from the development.

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 (War Memorial: SMR 20131).
- Pimms Row cottages and area (SMR 7952).
- St Luke's Church (SMR 7953).
- New Inn Farm House and Lilac Cottage (SMR 8862).
- Bowers lock (SMR 15925).
- Royal Mail Pillar box in Kingpost Parade - Edward VIII locally listed (SMR 3421).
- The gate houses & gates of Sutton Park (SMR 8671).

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/heritage-culture-and-recreation/archaeology/historic-environment-record>

Note 2: This policy allows for the proportionate approach to the protection of heritage assets set out in the NPPF paragraphs 128-141.

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 for new development, 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, height and massing of buildings relate sympathetically to the surrounding area; 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: Public consultation has highlighted the importance of maintaining the character of the different parts of Burpham and not introducing development that undermines this. The policy aims to ensure that new development respects local distinctiveness in accordance with the NPPF, paragraph 55

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 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, the needs identified in the most up to date assessment of housing need by the local planning authority and the character of that part of Burpham as set out in Appendix 2 (part of this policy). New developments will include social housing in accordance with the policies of Guildford Borough Council.

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 3: Improvements to General Infrastructure

New developments will be required to provide or contribute to infrastructure requirements that are related to them. Such improvements may include:

- infrastructure that is required as an integral part of the development such as roads, pavements (including appropriate provision for people with disabilities) and essential utilities will be secured by the imposition of planning conditions that will require provision prior to the occupation of the relevant phase of development.
- where new development would generate noise that would give rise to significant adverse impacts on health and quality of life, or would be adversely effected by existing noise sources, such as the A3 trunk road, appropriate measures to mitigate the harm will be required.
- off site infrastructure such as highway improvements to mitigate congestion or harm to road safety, or the provision of essential services such as health and education will be secured through section 106 agreements in accordance with the legal tests or through the Community Infrastructure Levy when it is introduced.



Policy: B-FD 4: 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, will be met; and
- Demand for sewage treatment and sewage network infrastructure, both on and off site, will be met; and
- The development can be justified having regard to appropriate flood risk assessments and application of the sequential test in accordance with Planning Practice Guidance; and
- The surface water drainage requirements of the development will be met using best practice in Sustainable Drainage Systems where appropriate

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 5: 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

Class A uses will be retained wherever possible on the ground floor of the Kingpost and London Road shopping parades and changes of use to Class A uses will be permitted.

Proposals for change of use from Class A to Classes D1 or D2 will be permitted where it can be demonstrated that the premises have been marketed unsuccessfully for a Class A use for a continuous period of 6 months.

Proposals for changes of Use from Classes A, D1 or D2 uses to other uses will only be permitted if it can be demonstrated that the premises have not been in active authorised use for at least 6 months and the premises have no potential for either re-occupation for Class A, D1 or D2 uses as demonstrated through the results of both a full valuation report and a marketing campaign, lasting for a continuous period of 9 months. Such information must be submitted as part of any planning application

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, subject to the application of a sequential test in accordance with paragraph 24 of the NPPF and Planning Practice Guidance, 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 not been in active use for at least 6 months and have been actively and prominently marketed for Class B use for 9 months prior to any 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 not 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.

Burpham Parking Standards (minimum)

- Studio apartments 1 car space
- 1 bedroom unit 1 car space
- 2 bedroom unit 2 car spaces
- 3 bedroom unit 2 car spaces
- 4 or more bed houses 3 car spaces
- 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 and the high level of car ownership. It prevents public transport and emergency vehicles entering estates and should be discouraged at the design stage.

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.

In the event of residential development taking place within the Green Belt area adjacent to the current development line of Burpham, improvements to cycle routes to link the new development with the existing community will be sought through s106 agreement(s) in accordance with the conditions set out in the NPPF.

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 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.

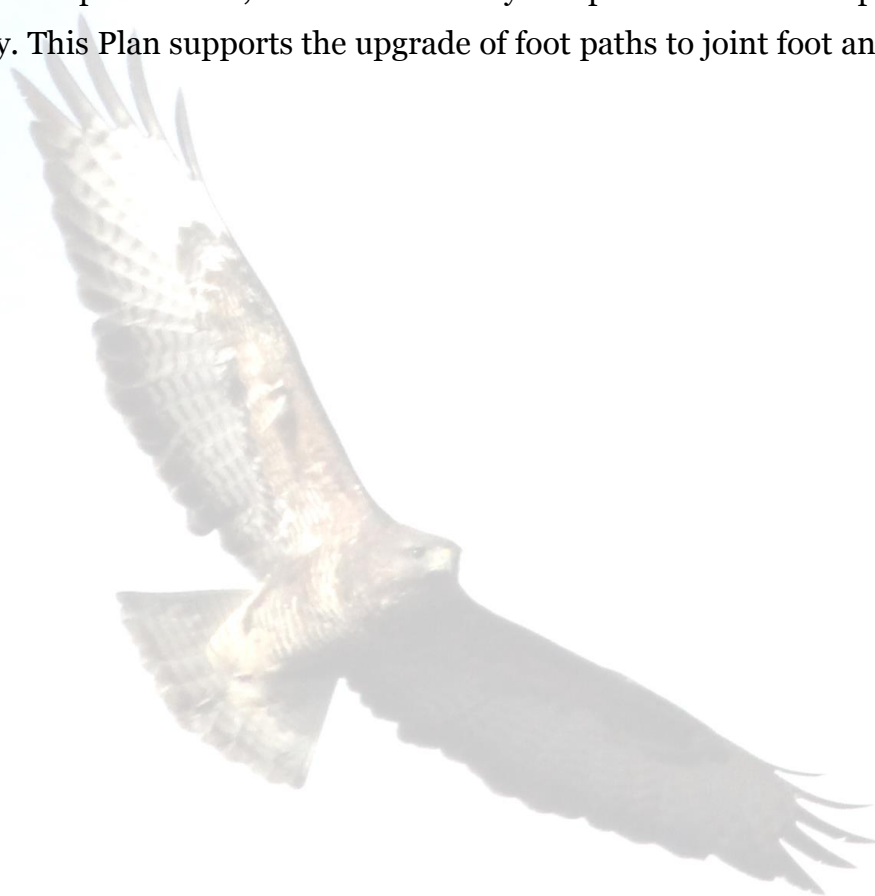
Note 2: The requirement for cycle routes is to encourage alternative modes of transport, in particular cycling for health and environmental benefits.

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: Community and Leisure Facilities

Proposals that would result in the loss of community facilities will not be supported unless:

- It can be demonstrated that there is no need or demand for the facility because the premises have not been in an active leisure or community use for at least 6 months and have been actively and prominently marketed for such uses for a continuous period of 9 months or
- the proposal includes suitable replacement provision.

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: The following types of uses are considered community and leisure facilities:

Use class A3 - Restaurants, snack bars and cafes.

Use class A4 - Public houses, wine bars or other drinking establishments (but not night clubs).

Use class D1 - Clinics, health centres, crèches, day nurseries, day centres, schools, art galleries (other than for sale or hire), museums, libraries, halls, places of worship, church halls, law court. Non-residential education and training centres.

Use class D2 - Cinemas, music and concert halls, bingo and dance halls (but not night clubs), swimming baths, skating rinks, gymnasiums or area for indoor or outdoor sports and recreations (except for motor sports, or where firearms are used).

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.

These Policies will not form part of the statutory development plan.

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.