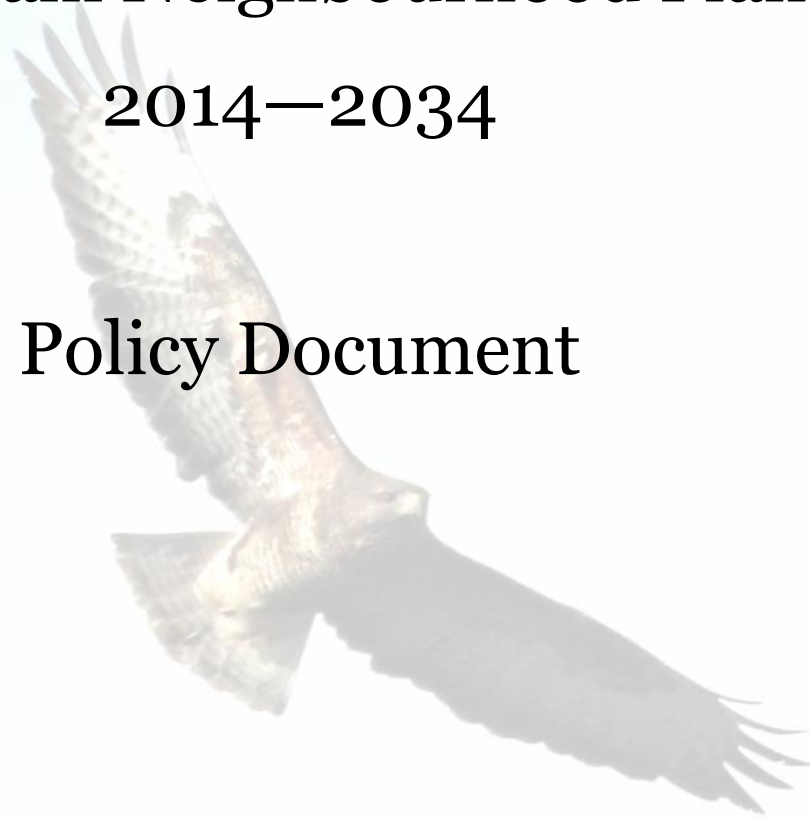




# Burpham Neighbourhood Plan

2014—2034

## Policy Document



## ***Introduction***

I am delighted to introduce the Burpham Neighbourhood Plan 2014 – 2034 which represents the culmination of many years of hard work by local residents in conjunction with local businesses and Guildford Borough Council.

The plan sets out land use policies designed to guide development in Burpham over the 20-year period years. It also incorporates wider policies, which go beyond land use considerations and demonstrates support for wider strategic improvements. These policies start with the suffix 'A'.

We have incorporated the wishes of the local residents whose views were expressed in a comprehensive survey in May 2012, various workshops and general accumulation of feedback. The results of this exercise indicate that Burpham is valued as a pleasant place to live. Residents have an overwhelming desire to guide future development in Burpham for the benefit of both the present community and future generations.

The development control policies in this plan have had due regard to the National Planning policy Framework and the Guildford Local Plan, as well as local wishes. The result is a suite of policies that proactively accommodate suitable developments, whilst having due regard to Burpham's character and environment.

Our aim is to ensure that Burpham remains a place where people wish to live, and work over the life of the Plan. Whilst embracing change, we also aim to ensure that Burpham's identity is protected.

This plan should be referred to by developers and householders alike before presenting planning applications to Guildford Borough Council for consideration. And will be the Guardian of good planning in Burpham over the next twenty years.

Best Wishes

Ros Pollock

Chairman – Burpham Neighbourhood Forum.

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## Appendices

Note: These Documents are separate PDF files.

- Appendix 1: Maps
- Appendix 2: Character descriptions of Burpham
- Appendix 3 Local Green Space Zones
- Appendix 4: Reference Documents List
- Appendix 5: Survey Summary
- Appendix 6: Survey Comments
- Appendix 7: Empty: (Examiners amendments)
- Appendix 8: Obsolete Polices
- Appendix 9: Historic Relevance Data

## The History of the Plan

This plan is based on a comprehensive survey of residents carried out at the start of the process in April /May 2012. Since then, garden grabbing, in Burpham has been a prime pursuit of developers. Eighteen houses have been granted planning permission since 2012, with a further seven in the pipeline. The Local Planning department attempted to exclude Burpham Ward Green Belt from the designated Forum area by the local Planning Department during the initial process in 2011/12. Two years and five months later, our Green Belt is still a point of contention. make it challenging to design a rational development plan covering our green areas. All signs indicated that we would lose our Green Belt to a development, both inside and to the north east of our boundary line, (see Appendix 4 Documents Reference list, covering the site.) The lost land will be a development of over 2000 homes plus offices, shops and a railway station - in fact a complete new village.

On 15th May 2014, the Draft Local Plan it included proposals, which would virtually destroy our Green Belt, to the west, north, and east of Burpham. It planned a link road across an area of flood plain, thereby destroying our views over the Wey Navigation and potentially increasing traffic by over 1000 vehicles per day, including 300 LGV movements. Aldi's successful application to build a supermarket on the Green Man site was recently approved by the Planning Committee, against the wishes of the majority of the community (see Appendix 6) and will generate an additional 1600 cars per day. The Gosden Hill Farm development will lead to something in excess of 3800 vehicles. "Transport disaster is looming for Burpham". The current Draft Local Plan has no sensible and realistic transport plan to support these additional vehicle movements; road junctions needed outside the Plan area are not included.

This Plan was originally based on reasonable development aspirations however a threat of over 3,000 houses (2000 Gosden Hill & 1000 at SARP) has more than coloured the residents' options and opinions. While Neighbourhood plans should be pro development, this plan has had to seriously consider the threatened destructive and unsustainable actions outside the ward, which will seriously affect the quality of life within the ward. Our response is reflected in our local Green Space Zones Policy.

In respect of Consultation, 2800 Questionnaires, over 2000 emails, 3000 notification letters have been sent out, and received, from multiple interested parties and hundreds of conversations with local residents and specialists both face to face,

and by telephone have added to the bank of knowledge on people's wishes and aspirations for their community.

We hope Burpham residents will support the policies put forward in this document so that they can become a reality to protect our community for the next 20 years.

Coordinator: Burpham Neighbourhood Forum.



## Policy: EN 1: Development within the Green Belt

Development will be permitted in the Burpham Ward Metropolitan Green Belt, as shown on the current GBC local plan proposals map, provided it is for the purposes listed below. New building will be deemed inappropriate.

Agriculture and Forestry:

Essential facilities for outdoor sport and outdoor recreation, cemeteries and other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it;

Limited extension, alteration, or replacement of existing dwellings providing it is in accordance with policies.

Re-use and adaptation of rural buildings in accordance with other policies in this plan

Supporting Text:

This policy seeks to preserve the essential criteria on which development in the greenbelt should be determined, as set out in the NPPF, the 2003 Local Plan and emerging Local Plan although limited weight can be attached to that document at the present time.

## Policy: 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 development of the site would adversely affect the amenities of future occupiers, or those currently occupying adjoining or nearby properties.

Supporting Text:

Note 1: Where 'adversely' means in this case, any development which 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 development (structure) 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 2: See Appendix 2 for village character guidance and housing densities

## Policy: EN 3: Public Open Space

The following public open spaces will be protected and their enhancement supported by designation as Local Green Space. See Local Green Space Zones Appendix 3 for full listing of designations:

### **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 is partially sited within 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 Metropolitan Green Belt. This site is an essential part of the flood plain of the Wey Valley, north of Guildford town centre. There was significant flooding to a depth of 1 meter during winter 2013/14 in the Reserve which supports its 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 Order covers some sections of this 'continuous' woodland.



## Policy: EN 4: Local Green Space;

Local Green Space:

This area is designated 'Local Green Space' as specified in the NPPF clause. 76 -78. This policy enshrines the areas identified in the map 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 Space" for the community for their amenity and character value in accordance with NPPF clauses 76-78.

### New Wildlife Corridor Merrow Common & Lane

This policy will enable an important Green Space in Burpham to be protected in accordance with the Paragraph 77 of the NPPF -

The 'new' area designated is labelled 1 & 2 within the Local Green Space Zones Appendix 3

The document Appendix 3 Local Green Space Zones identifies all Local Green spaces in Burpham

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

Supporting Text:

Note 1: Wildlife in and around Burpham is included in Appendix 3:-

Note 2: Natural England and the Countryside Council for Wales Accessible Natural Greenspace Standard (ANGST): No person should live more than 300m from their nearest area of natural green space of at least 2ha in size.

## Policy: EN 5: Historic Environment

The Plan shall protect the visual and heritage amenities of the historic views and historic setting, as described in the character assessment appendix of this plan. Permission will be granted for development that conserves and enhances the following listed buildings, historic places and their settings (noting this is not an all-inclusive list): See appendix 9 for comprehensive 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 .

Planning proposals will be expected to have due regard to the character assessment allocated to the individual locations. The effect of a planning application on a non-designated heritage asset should be taken into account when determining the application.

Supporting Text:

Note 1: For full listing of Historical and Heritage assets in Burpham please refer to Appendix 9



## Policy: EN 6: Natural Features

The plan shall protect the visual amenities of the natural features of the ward and its internal boundaries. An environmentally healthy community is evidenced by the quality of the natural environment and the appearance it provides in the near and distant panoramas.

The Burpham community's frames of reference are near views of old field line hedges interspersed in the community itself, with mature and semi-mature trees of the old rural village; The more distant views of the Wey valley to our adjoining wards provide both flood plain, healthy tree-lined vistas and panoramic views to the North Downs, crowned by the AONB of the Surrey Hills.

### Supporting Text:

Note 1: This policy is designed to prevent houses and developments emerging above the tree line, thereby changing the character of rural views, with which Burpham is comfortable, to a suburban environment type vista of central of Guildford.

Note 2: See Appendix 2 for full descriptions.

## Policy: EN 7: Adapting to Climate Change

All new development including extensions and rebuilds within Burpham should seek to 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 supply systems through a range of technologies;
- Ensure that extensions and alterations link the provision of low and zero carbon energy technologies to the existing building;
- Adopt best practice in sustainable urban drainage systems (SUDS) because of flooding.

The Plan will encourage energy saving by using appropriate schemes, where technically and commercially viable. For example the incorporation of photovoltaic solar panels in a sound barrier along the A3 in the area.

## Policy: T 1: Parking Standards

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

Parking Unit	Surrey County Standard (Guidance only)	Guildford Standard	Burpham Standard
Studio apartments		1 car space max	1 Car Space / 1 cycle space
1 bedroom unit	1 car space per unit	1 car space max	1 Car Space / 2 cycle space
1 & 2 bed flats	1 car space per unit		
2 bedroom unit	1 car space per unit	1.5 spaces max	1.80 car spaces minimum / plus 3 cycle spaces
3 or more bedroom unit		2 car spaces max	2 car spaces minimum / plus 4 cycle spaces
All developments:		1 cycle space min	
Elderly (sheltered):		0.5 car spaces per unit	
1 & 2 bed houses:	1 car space per unit		
	1 or more in suburban areas		
	1.5 or more in suburban edge, village or rural areas		
<b>Parking Unit</b>	<b>Surrey County</b>	<b>Guildford</b>	<b>Burpham</b>

	<b>Standard (Guidance only)</b>	<b>Standard</b>	<b>Standard</b>
3 bed houses:	1 car space per unit		
	1 or more in edge of centre		
	2 or more in town / 2 or more in suburban edge, village or rural areas suburban areas		
4 or more bed houses	1 space per unit		3 car spaces plus 5 cycle spaces
	2 or more spaces per unit in edge of centre, suburban and suburban edge, village or rural areas.		
Visitor Parking	If all parking of residents is provided 'off road' there will be space on roads for adjacent properties for visitors and delivery vehicles to safely rest at the kerb side for the duration of their visit to the location.		

**Supporting Text:**

Note 1: Parking on non-residential sites should not be below the prevailing maximum standards in use by Guildford Borough Council. Provision lower than that set out above should be avoided unless clear exceptional circumstances can be justified by the applicant. Due to the high car usage identified in the 2011 census within Guildford Borough and surrounds, commercial parking needs within Burpham will require the maximum predicted use (during the planning application process) to be met on site.

Note 2: 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 3: To encourage cycling sufficient storage for family cycles in each home.

## **Policy: T 2c: Cycle routes**

The Proposals Map [see appendix 1] shows specific routes along which the plan encourages cycling, It includes improvements to the safety and convenience of the routes, such as the designation of cycle lanes, sign posting, and the provision of cycle parking facilities.

Major travel generating development, including residential developments, will be expected to make provision for cyclists and link with existing and planned routes. All new developments will be expected to make provision for cycle parking in accordance with the standards set out in this plan.

Major new development will not be permitted where it interrupts established or proposed cycle routes.

Supporting Text:

Note 1: The requirement for cycle places is to reduce traffic and encourage cycling for a health and environmental benefits.

## **Policy: T 2f: Foot Paths**

Specific permission for upgrade of foot to joint foot / cycle paths will not be granted; if that would prejudice established or proposed pedestrian routes or pedestrian priority schemes. The provision of foot paths and cycle paths and joint foot/ cycle ways will be strongly encouraged as part of all new developments, such that they are separate from road space for motor vehicles whenever possible. Guildford Borough Council and Surrey County Council are encouraged to request from the developer an appropriate financial contribution towards the provision of such infrastructure through S106/CIL mechanisms where the planning merits justify such provision.

Supporting Text:

The above policy reflects the concern of residents for conflict between motor vehicles, cyclists and pedestrians, who do not always respect each other's space, as evidenced in our Survey

## **Policy: C 1: Enhancing Community Facilities**

Support will be given in principle for additional community facilities in Burpham (D1 & D2 of the Use Class Order with the exception of casinos which will not be permitted).

Support will be given for proposals that enable school premises to be made available as community facilities during 'non-teaching' periods with the consent of the school's staff and governors. Change of use for non-commercial community activities will be supported for halls and outside areas such as football pitches and tennis courts.

There is currently a lack of daytime/evening central community facilities within Burpham village. Proposals to improve community function buildings in central locations will be supported.

Supporting Text:

Note 1: Currently there is no availability in the three small halls of Burpham each is booked months in advance and the maximum capacity of any hall is under 100 meaning less than 0.02% of the community can gather for an event in any one location.

## **Policy: FD 1: General Development Standards.**

Development will be permitted where it complements and enhances the character of the local area. “The new built form, including extensions, will need to promote designs and scales in harmony with the existing character of its location within the Ward, and requires new development to respect established street patterns, plot sizes, building lines, topography of established views, land mark buildings, roof treatment and aspect relationship with other buildings.

Supporting Text:

Note 1: Burpham residents have experience of extremely high density estates (two level accommodation). Instance of highly stressful living have been described using the terms “Dormitory area” “Claustrophobic” “Gulag”, “Over bearing”, “No room to swing a cat” “ I can see inside my neighbour’s bedrooms”, along with “The inability to put a normal sized car in the Ggarage” are some of the comments on high density living, from the survey, 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: The National Planning Policy Framework (NPPF) was adopted in March 2012, The NPPF (para. 47, bullet point 5) states that, to boost significantly the supply of housing, local planning authorities should (amongst other things) set out their own approach to housing density to reflect local circumstances.

Note 3: The latest Shlaa GBC 2013 demonstrates there is sufficient land in the Borough, to enable a reduction in the density from 40 per hectare proposed in the document to 35 per hectare in Burpham, which will not be detrimental to the overall land supply requirement in Guildford Borough.

Note 4: Character descriptions of Burpham Ward is attached as Appendix 2.

## **Policy: FD 2: Location of Development**

Development generating significant numbers of trips will only be allowed in locations highly accessible by public transport (including park and ride) and served by existing cycle and pedestrian routes. Planning permission will only be granted for this form of development in other locations where adequate provision exists or has been made for improvements to public transport services (including park and ride) and improved access for cyclists and pedestrians.

## **Policy: FD 3: Green Man Site**

The results of the Survey indicate that most 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 community respondents said they did not want a supermarket on this very small site with the traffic and parking problems it would bring. Planning permission was granted in February 2014 for a Class A1 retail outlet during the drafting of this document.

The community wishes this central prominent brownfield site to be carefully considered for a family - friendly café/licensed restaurant/community hall/medical centre with sufficient parking on it, should it become available during the life of the Plan. 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 conditions.



## Policy: FD 4: Support for Younger People

Development should reflect the needs of the younger generation allowing them to get on the first rung of the housing ladder. Future housing development should demonstrate the opportunity for shared equity. Any new housing stock should be of a size and proportion which maintains the characteristics of the community in accordance with Policy FD1.

### Supporting Text:

Note 1: The figures to justify this policy by the respondents of the survey are held in the age groups statistics of the current housing waiting list of Guildford Borough Council.

<b>Figures 2012 -2013</b>				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.				Total	%	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: FD 5: Improvements to Infrastructure

New development will be expected to demonstrate during the planning process, appropriate levels of infrastructure to support the development. In Policy FD6 Guildford Borough Council and Surrey County Council are encouraged to request suitable financial contributions to fund improvements to local services. These are to include:-

- road congestion prevention,
- disabled-friendly footpaths, and
- sound proofing for the community as a whole, where traffic noise will be increased by the additional traffic generated by the development. This will come from the use of CIL monies to ensure any noise generation locations are treated as a blight on the community and action taken to reduce this.

The need for infrastructure 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 online before or in parallel to completion but before occupation of new homes.



## Policy: FD 6: Water Supply & Sewerage Infrastructure

Approval for developments will be granted once the developer has demonstrated that:-

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

### Sustainable Drainage Systems (SUDS)

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

### Supporting Text:

Note 1: In some circumstances, this may make it necessary for developers 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 the water company programme indicate no improvements, then the developer needs to contact the water company to agree what improvements are required and how they will be funded prior to any occupation of the development.

## **Policy: FD 7: Dwelling Density and Land Use**

Dwelling density will be based on plot size.

Housing: The footprint of each new house /dwelling must not exceed 30% of its plot size.

Flats: Flats must have access to private open space, which has a minimum space equivalent to twice the floor area of each flat.

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

## **Policy: EMP 1: Home Working**

This policy gives support to working from home and will support in principle planning applications that promote this providing all normal development control is satisfied. Including retaining off road parking.

There are many examples of this practice occurring already, some being part-time. With the ubiquity of high speed broadband, working from home will increase. There are practical benefits to the community; reduced need for traffic; more possibilities of wage-earners collecting children from school.

## **Policy: EMP 2: Shopping Parades**

The loss of any class 'A' use or D1 & D2 use on the ground floor of the Kingpost and London Road Parades will be strongly resisted. Proposals for alternative uses will be expected to be accompanied by marketing information to demonstrate that the premises have been marketed for A1 -A5 use or D1 & D2 use for 18 months prior to application. London Road and Kingpost Parades conform to the definition of "Local Shopping Parades" serving only the local area. Many trips are made on foot as these Parades suffer severe parking problems. These premises are small clusters of a few shops, often including only very local level services such as newsagent, small food store, café / hot food takeaway, launderette.

Kingpost and London Road Parades are continuing to play an important role in the retail hierarchy, particularly in terms of serving localised community needs. There is an underlying recognition that these neighbourhood parades provide essential opportunities for day-to-day convenience shopping and service access and make an important contribution to maintaining 'sustainable communities'. They provide

accessible shopping facilities for local residents in particular, 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.

Outside the shopping parades, Sainsbury's Supermarket is a major supplier of foodstuffs to the community and surrounding. This policy supports future A1 development on this site on the 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.

Supporting Text:

The case studies serve to confirm a clear local policy focus on supporting the retention and ongoing viability of neighbourhood parades, with a diverse and complementary occupier mix, providing essential goods and services which are, in most cases, highly valued by the local communities they serve.

### **Policy: EMP 3: Business Accommodation**

The loss of any Class B use will be strongly resisted. Proposals for alternative uses will be expected to be accompanied by marketing information to demonstrate that the premises have been actively and prominently marketed for B use for 18 months prior to application.

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

Supporting Text:

Office accommodation within Burpham is extremely restricted in that only three 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 offices for local use by local Business is paramount.

# Aspirational Policies

## Policy: 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 routes to “where people want to travel” are strongly supported by residents, these routes being Guildford Royal Surrey Hospital, the main line railway station, Guildford Town centre, Woking and London.

## Policy: AT 2: The Railway

The plan will support a railway station at the site of the current Surrey Merrow Depot.

Supporting Text:

Note 1: This accords with the Surrey Rail Strategy. Appendix B.

Note 2: While it is unlikely in the life of the Plan, as the scheduling implications are considerable, should Gosden Hill be developed then an associated railway station will be supported.

## Policy: AT 3: Vehicle Parking Facilities Improvements

All new developments within Burpham Ward shall provide parking within its designated land boundaries or nearby 'off the public highway' to meet the expected capacity of the development, without requiring the use of public roads and access points as overflow parking. As appropriate, parking shall meet policy T1.

## Policy: AT 4a: George Abbott School

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

### Supporting Text:

Note 1 Local residents have for many years expressed concern over parking at Woodruff Avenue and surrounding roads.

Note 2 This problem waxes and wains throughout the year as pupils come of age to drive a car and use it to attend the school. Thus in September the problem is minimal, but by the following July it becomes a traffic hazard and a local nuisance.

## **Policy: AT 4b: London Road and Kingpost Parades**

The London Road Parade & Kingpost Parade parking has been improved by the new layout but all day parking is still causing problems for drivers wishing to stop to use the shops and trade is being lost to other areas. A one or two hour appropriate free stay limit during the day is strongly supported, having regard to the requirements of residents of the flats above.

## **Policy: AT 4c: Burpham Lane**

The introduction of realistic parking restrictions on this, the oldest road of Burpham, is strongly supported. Current road parking in Burpham Lane is an existing and increasing problem.

## **Policy: 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, wider access paths and general maintenance of access to these natural community locations.

## **Policy: AC 2: Improvements to the A3**

As a priority of the Plan, sound-proofing along the A3 Guildford bypass through Burpham is essential to improve the comfort and well-being of the residents and shall be considered in any development proposal or potential increase of traffic levels.

Overwhelming numbers of respondents consider the noise from the traffic a problem and if energy from solar panels can be incorporated within the sound barriers this would be of great benefit. The use of CIL & S106 monies to provide Sound-proofing is supported by this plan.

### **Supporting Text**

Note 1: Sound proofing of Clay Lane and London Road towards London from Clay Lane intersection will be essential if any link road from the Industrial Estate at Slyfield be built; DCLG publication ISBN 978 1 4098 2885 3 covers this aspect.

Note 2: Gosden Hill, if built, will mean London Road between Merrow lane and Clay lane will require noise mitigation installed; see booklet Compulsory Purchase and compensation Booklet; 'Reducing the adverse effects of Public development mitigation works.'

## **Policy: 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.