



Summary

Burpham Neighbourhood Forum

Survey 4th July 2013

The Survey:

Approximately 2750 surveys handed out to 2400 plus home and offices, 156 Questions 378 valid responses giving an accuracy of plus or minus 4% on responses. 125 plus pages of comments..

Overview.

There is overwhelming agreement that future development in Burpham should be in keeping with its present “village” character and landscaping and that it should protect and enhance the quality of the built environment by protecting and promoting scales and designs that respect existing architecture. Protection of green space and gardens and erecting high energy-efficient buildings are very important. Where there is new build common green space should be incorporated where possible.

The importance of good and improved access to all Burpham’s facilities by roads and by using cycle lanes, pedestrian footbridges, zebra crossings and footpaths, including access for the disabled, was stressed.

For new build there needs to be lower density of homes, a reasonable proportion of affordable homes and adequate parking per home and good access. The mix of new homes should reflect the needs of different age groups, i.e. not all residents require or can afford the same lifestyle. Brown field sites should be used where possible. Improved traffic flow was urged by many respondents. Efforts to decrease the vehicle flow through Burpham should be pressed and better infrastructure such as access north and south to the A3 and a railway halt for the George Abbott school were suggested. The introduction of 20mph zones and more double yellow lines would reduce hazards. The need for better traffic flow plans would become more imperative if the Gosden Hill Farm area were to be developed. Of particular importance is the need to tackle the hazards and congestion of traffic in the vicinity of the Burpham roundabout where The Harvester was. If development were to occur on that site, like that currently proposed, the need for solutions would be even more important. Moreover, the plan to increase significantly the number of pupils in the school in Burpham Lane underlines the need for steps to be taken to reduce the hazard of school access.

The majority of respondents seek continued or enhanced protection for historic and natural features of the area including landscaping of the flood meadows, and wildlife protection. Locations mentioned included the River Wey and adjacent areas, listed buildings, churches, Burpham Court farm, Sutherland Memorial Park, Bowers lock, the Pimms Row area, and the ancient woodland between Burpham and Merrow. The need for adequate flood prevention measures and for dealing with surface-water and sewage drainage facilities was stressed.

Concerning renewable energy systems over 60% of respondents favoured a photovoltaic solar farm cum sound barrier along the A3. About 30% would welcome vegetation growth on greenbelt and flood plain land for biomass cultivation. Solar panels/tiles should be compulsory on newly built property but care would be needed to avoid unsightly panels. Whilst some would welcome wind powered and hydro systems there were doubts that they could be commercially or technically viable or avoid environmental damage. Other suggestions included ground source heat pumps and looking into hot rock drilling.

As to a sustainable community, over 260 comments were received. There was emphasis on harmonious, balanced development, e.g. as in the mix of housing, shops, public buildings and buildings for other purposes, services (having particular

regard to the needs of the disabled and elderly) and also in age and social grouping, together with good access to recreational facilities including green spaces. Development must be eco-friendly, have adequate waste and recycling facilities and aspire to a zero carbon footprint. A community website and a notice board at Kingpost Parade could foster community spirit.

Jobs, Business and Local Economy

Burpham is a community of 2,422 homes which is largely residential but with a number of retail businesses, a few community based employers and a few other small businesses.

The questionnaire revealed that 29% of the respondents work in Guildford and 18% in Burpham itself (a few from home). 27 % work in other parts of Surrey, 10% in London and 16% elsewhere. 60% travel to work by car and 15% by public transport. (It is possible that the latter may include some car usage too as some may drive, or be driven, to the station). Another 15% are able to walk to work. So what hopes do people have for the future? Four main points emerge from this part of the survey, although there are many other suggestions put forward.

1. To maintain Burpham as primarily a residential area, keeping the employment possibilities as they are, and fully utilising the facilities already in existence.
2. There is strong support for a policy to encourage working from home.
3. Improve the transport facilities eg access to the A3 southbound, more parking, better public transport.
4. Provide a centre for the community eg: pub, restaurant, café, community centre

Jobs, Business and Local Economy

The following types of employment are desired; pubs, restaurants and cafes come top, followed in order by leisure and crafts, community services and retail shops. There are other possibilities less well supported.

The need for a community centre is sought under other parts of the questionnaire too. When asked about policies for employment and allocation of land for business locally there is limited enthusiasm. There is some agreement about this but the majority prefer the jobs to be elsewhere in Guildford. This ties in with the limited

agreement to keep the employment sites already in use. Comments later on also indicate a preference to keep what we have and to utilise fully the existing sites. 38% of residents have family members who will probably be looking for work in the next five years. Many comments were made on the question of factors to encourage new businesses to come to Burpham. The largest need foreseen is to improve transport links; this includes providing access to the A3 southbound, more parking, better public transport, and reducing road congestion (33%). Another large group (28%) do not want more businesses preferring to keep and improve those we have. Several used this question to make a plea for more community based services covering a large range of possibilities. The general comments give a large majority (46%) to maintaining Burpham as a mainly residential suburb keeping only the existing businesses. Some 10% would like a return to more specialist shops, another 10% request more community facilities, and another 10% state it is easy enough to travel into Guildford for work.

Overview

Majority view placed Facilities for Young People and Road Safety at the top of priority with Public Transport , Vehicle Parking Facilities, Access for Disabled People and Public Footpaths only slightly below these.

Leisure and Recreational Facilities were given lower priority ,followed by Broadband Service, Allotments, Public Toilets and Public Library the lowest priority.

Leisure, Recreation, Green Spaces

Sutherland Recreational Park much appreciated and should be maintained but the need to expand to provide larger hall for indoor activities/sports and area for gym/keep fit and cafe to widen its use during the week.

Village Hall much used but needs larger facilities, could be incorporated in Sutherland Park expansion with extra parking for both and Cricket Club.

Footpaths and signs to Riverside areas to be provided with better surfaces for walkers, pushchairs and wheelchairs.

Improving facilities for young people.

Better use of School premises out of term, weekends, and evenings, for sport and social activities, plus expansion of facilities at Sutherland Park/ Village Hall.

Riverside Nature Reserve.

Use of and access to Riverside Nature Reserve should be encouraged through Schools and more widely advertised so that more people are aware of it so they can enjoy the area. While additional access to the site did not find any support in the survey

“ Green Man Site”

Most regret loss of old Historic Inn, later family restaurant used as meeting place and do not want an extra supermarket on this small site with the traffic and parking problems it would bring , overwhelming support for cafe/ licensed restaurant family friendly which can be used as a social meeting facility with parking.

if this is not commercially viable as a community usable facility a small development of low rise market flats with adequate parking would be acceptable in line with adjacent residential developments.

General comments and action points throughout the survey were all to develop Burpham for the well being of the existing community in the future and not for commercial purposes.

Traffic and transport

Improvements to Public Transport

Most people want improvements to reliability of services to central Guildford, Royal Surrey Hospital area, Woking and London and would like cheaper fares and parking at stations. Many detailed suggestions regarding the rail and bus services that local people require, possible Rail Station at Meroo plus more cycle lanes.

Items Causing Concern

- Speed Limits
- Volume of (non Burpham – through) Traffic
- Noise – principally from A3
- Parking – inconsiderate in narrow roads 18 plus comments

Pedestrian Conflict with traffic

No safe places to cross the London Road between A3 Slip road and Kingpost parade.

Rat Runs – all areas

- Burpham Lane
- Weylea Farm – Doverfield - Marlyns Drive– Burpham Lane
- Great Oaks – Glendale Drive
- Old London Road - Merrow Lane
- Burnet Avenue – Coltsfoot Drive

Locations causing most concern

Burpham Lane, London Road, New Inn Lane A3 Slip Roads

Solutions

Find new route to and from Merrow to the A3 avoiding Burpham – possible farm track opposite Potters lane or opening of Merrow lane to A3 Traffic

Make certain roads “no through roads”

Sound Barriers

The majority of respondents supported both the idea of noise reduction, Sound proofing along the A3 Guildford bypass through Burpham , overwhelming number consider the noise from the traffic a problem and if energy from Solar panels can be incorporated this would be of great benefit . Barriers on the A3 possibly financed by the introduction of Solar panels to generate electricity as part of a cost reduction / local employment initiative.

Parking Vehicle Parking Facilities Improvements

Many parking problems in School roads caused by all day parking by staff and pupils, on site parking should be provided and drop off and pick zones should be away from the School entrance to avoid congestion.

The Kingpost Shopping 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. Increased on road parking in Burpham Lane is causing many problems. More off road parking is required for people using the shopping area and it has been suggested off New Inn Lane existing grass areas and using the vacant Green Man site as a temporary or permanent Pay & Display car park.

General level of dissatisfaction regarding levels of parking provision in new high density housing developments with too few spaces for residents and visitors.

- Ban on through roads
- Burpham Lane
- Kingpost Parade –timed and licensed parking
- George Abbott to do more to provide more onsite parking for students
- Provision of adequate parking on employment and residential sites.

Pedestrian crossing timings, methods and Locations

- Pedestrian crossing timings incorrect
- Provision of additional Crossings at
 - London Road – between Great Oaks and Clay Lane
 - Green man Roundabout

Better road signage

A3 slip road off

School Buses

Provided to reduce traffic to George Abbot noting while the proposal of a train station at the school was a much approved of suggestion the technical difficulties of gradient would prove impractical except in ideal trackway conditions

Public Transport

Railway

The majority of people [approximately 2/3rds of respondents] believe a local train station would be a good thing most considering Merrow ‘bridge’ being the best location, The technicalities and costing of such a venture without loss of Greenbelt to development would be ‘a cost too far’.

Buses

The majority of comments made were on poor reliability
Costing too high, fares exceeded the cost of private transport,

Routeing inadequate, The Bus's routes did not go to the places people wanted to go.

Cycling

- Dangerous conflict Motor vehicles and cyclist
- Cyclists failing to use cycle paths when provided
- Parking on cycle paths
- More designated cycle ways
- More shared foot path /cycleways

Pedestrian

Better maintained foot ways both width and height in respect of hedges etc.
Pedestrian crossings – survey to ascertain correct locations following new walking patterns.

Traffic reduction Central Burpham

With the observation that 30% of traffic turns left at the Green Man roundabout, two thirds of respondents consider that opening Merrow Lane to the A3 would be good idea subject to considerations of suitable noise and amenity protection to prevent blight on Merrow lane residents.

Concern was expressed in respect of any potential development on the Green Man site in respect of the already overloaded road system – which from other documents indicate a capacity overload of between 5 and 10% resulting in concerns in respect of emergency vehicles on this strategic route. The vast majority of concerns were in respect of the A3 'diversion traffic' which results in congestion and rat runs being invoked throughout the community.

The introduction of a toll system on the A3 slip road to reduce traffic in this area was roundly dismissed.

Housing and development

The majority of respondents considered that Burpham had met the housing needs in respect of the building balance with nature and local characteristics of the community. Any further additional Housing development would required the 'full set

of infrastructure requirements' prior to and completed before the community could support such a proposal.

In respect of any building sites the majority reflected the "Completed Community Perspective" – in that they indicated additional building within the ward was unwelcome and would detrimentally affect the community by way of loss of green space, lack of infrastructure, and additional serious traffic problems. Only two sites apart from the disputed Green Man site were identified – one is the auxiliary playing field belonging to The George abbot school the other would require the re-location of the Police unit on the site adjacent Burnet Avenue – neither are 'sustainable' or readily available for development – thus must be discarded in the short to medium term.

The respondents strongly supported both the protection policies of the NPPF in respect of back garden grabbing and protection of the green belt.

With respect to people getting a foot hold on the housing market there was a preference for shared equity with the minimum importance given to Housing association housing.

The external forces of development within the Burpham community, was acknowledged as a possibility, but it was stressed that any such development should reflect the needs of the younger generation and should be of a size and proportion which maintained both the characteristic of the community and the ability for families to remain within the community. Providing all facilities for each family on site including adequate parking and storage for cycles and re-cycling

A ratio of 3-2 in favour of affordable housing being built

A ratio of 3-2 in favour of open market building

Actual Housing requirement in the community; One respondent only indicated a housing need in the community, over the next five years. The 2011 census indicate 7.7% being over 75 and living alone in the community So in the next 20 years it would be likely more houses, would be available in the community than future demands in the community indicate.

Housing comments

Responses Generic comment

- 7 Improve infrastructure before any new development
- 5 Need council and/ or affordable housing
- 4 Too overdeveloped, no more building
- 3 Need schools doctors and dentists
- 3 Any building must be sympathetic and in keeping with existing character
- 1 Visitors parking must be incorporated in any new build
- 2 1.5 cars per household is out of date and too low for modern society and car ownership
- 2 Any building should be limited to 2 - 2 bed properties
- 2 Limit back garden building
- 1 Utilise back garden building
- 1 Possible risk of flooding
- 1 Re-site police traffic control centre and use site for housing
- 1 Develop land behind Church of the Holy Spirit in New Inn Lane.

Schooling and Education

While respondents to the survey gave an indication of need for education and schooling a more representative response was taken from the 2011 census and this indicated an average requirement within Burpham community of 78 educational places per year, for each year of life for the next 20 years for the residents of Burpham { Approximately 468 places all years, Primary, 546 Secondary and beyond all years} this included a requirement for special needs education which is difficult to assess on two levels (1) actual needs and (2) intensity of needs; but it is known from the survey at least seven members of Burpham's younger community require special educational needs. Noting the current plan for only one additional class per year at Burpham Primary School this is clearly NOT sufficient, as three classes per year are required for the children of Burpham.