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9<sup>th</sup> October 2022

Dear Hannah Yates

**22/P/01175** | Planning permission for a Hybrid planning application Outline Planning Application (all matters reserved) for the phased development of part of a residential-led, new settlement comprising up to 1,730 dwellings (Class C3 use), 8 gypsy and travellers pitches, up to 100 units of housing for older people (Class C2 use)), a mixed-use commercial local centre with public square, etc.

**Case Officer:** Hannah Yates

The Society **Objects** to this application.

The development has been under consideration for a number of years. The Local Plan at Policy A35 has laid down the main planning parameters of the site.

### **1. Policy A35**

The Society believes that Policy A35 is poor. It is predicated on old style thinking in that it allows for a site with a predominately car-based transport linkages, and that it imposes major and difficult to quantify impacts on local villages, and the local countryside. The policy allows for an overdevelopment of a rural location with a lack of sustainability. A properly developed policy would have defined a more modest scheme and/or sought to have proper transport corridor for sustainable links to areas such as Horsley.

### **2. Housing.**

Although the housing is welcome, including the linkage with Vivid to provide affordable housing, the lack of good transport linkages makes it car dependent. We would question the limited on-site employment opportunities as more space would allow for less commuting. (Dunsfold is an example of building a viable employment centre to be complimented with housing if it is built to plan)

### **3. Plan Proposed.**

The society believes within the remit of Policy A35 that the proposed layout and design is satisfactory **within** the site boundaries. The proposals include a proper consideration of place making and sustainability and the internal transport being focused on active travel looks appropriate.

We are glad to see a developer bringing forward a scheme that has elements such as an Energy Centre, Car Parking convertible to other uses, and a generously sized Sustainable Movement Corridor.

We believe the plan for the site is incomplete without:

- A. The conversion of the material presented into a formal design guide to cover all of the area in A35 i.e. to include the circa 300 houses to be developed by another developer. The Design Principles Document does refer to this but it is unclear if this is a clear commitment, and how it is to be monitored by the LPA over the life of the project.
- B. The Area not being developed by Taylor Wimpey should be constrained to have access only via the site to Old Lane, and the Oakham Roundabout for road vehicles. This is to minimise traffic on Ockham Lane.

We **Object** to the site being consented without the following matters being addressed.

- A. The requirement to provide two new slip roads at Burnt Common Policy A42 as described in Policy A35 seems to be being breached as no agreed plans or funding are available at present. The Inspector at the Local Plan hearing was particularly concerned that infrastructure development would be built to support the Strategic Sites. This matter should be addressed with urgency.
- B. Ripley is going to be badly affected by traffic issues, particularly if the Burnt Common slips are not implemented – plans to improve and alleviate congestion in Ripley are not clear.
- C. Old Lane
  - a. A3 access from the North this may involve traffic moving across 4 lanes of traffic to access the slip road to the roundabout. This seems a potential accident black spot in the making.
  - b. Old Lane is narrow in places going north with a pinch point at the junction leading to Elm Corner.
- D. Cycle Network – Horsley, Effingham, Ripley and Byfleet. Although we agree with the ambition to provide these routes The Society has concerns on what is proposed.
  - a. The route North to Byfleet is along a surprisingly busy lane, especially when Wisley is holding events.
  - b. Going South the routes for the confident cyclist are along narrow and busy lanes. Although some traffic calming measures are proposed these do little to mitigate risks and encourage cycling.
- E. Bus Network

We welcome the proposed Bus network including links to local rail stations. However, we believe the addition of buses on the roads to Horsley and Effingham pose a risk to other users particularly cyclists. Would it be better to serve Horsley only and encourage cyclists (with the proviso's mentioned in E.) to use Effingham?
- F. National Highways are still to respond to the planning application as they need time to look at the local road network, the Systra report raise several pertinent issues.



G. There is a troubling lack of commitment to providing a secondary School and GP facilities on site. This needs to be resolved before consent is given.

The Society would sum this application as providing an interesting new development but in the wrong location as sustainability issues have not been addressed.

Yours Sincerely

Alistair Smith

Chair - Guildford Society