

Planning Policy
Guildford Borough Council
Millmead House
Guildford GU2 4BB

The Guildford Society
24 Bury Fields
Guildford
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23rd February 2020

Dear Sir

Response to the consultation on Strategic Sites SDF/SPD

1. Summary

The Guildford Society is very supportive of the development of this SDF/SPF as it is laying a framework for the development of key sites around Guildford which will affect the borough for the next century. We believe, in light of its long term importance the SDF/SPD should show more ambition in certain matters.

The SDF/SPD covers 5 very different Strategic Development sites. They provide the opportunity for excitingly different developments. What they must not be is 'suburbs in the country'. An objective of this SPD and GBC should be that the 5 sites have significantly different design solutions that celebrate their very different locations, context and topography and display different characters and appearance. This will require GBC and the planners to manage the developers and their design teams to achieve this objective. This will avoid some of the issues raised by the Government's 'Building Better, Building Beautiful Commission' with regards to some of the recent residential developments.

The Society does believe with modification the SDF/SPD can be the basis, once adopted to guide developments on the strategic sites.

The Society is also pleased that Ash and Tongham although not designated a Strategic Site in the Local Plan has been included, in limited form, in the scope of the document. The Society also notes the statement in 1.1.3. "Nevertheless, the principles discussed for each of the named sites are able to be transferred and applied to other developments within the borough".

We are aware that the council will shortly be conducting a Regulation 18 consultation on Local Plan: Development Management Policies. We believe some of our comments from a brief review of the documents being presented to the Place Making and Innovation Executive Advisory Board on the 17th February may be covered by these policies.

The Society response has been developed by a team of members, many of whom have professional experience of Architecture, Planning, Transport and Utility provision.

We have highlight key concerns in this letter and provided at **Appendix A** detailed comments on the text.

2. SDF/SPD Layout

As the SPD covers 5 very different sites with significantly differing locations, contexts, topography and relationships to existing development and infrastructure; the document, particularly Part 2 becomes too general.

Consideration might be given to splitting the SDF/SPD into separate elements once published on the GBC Website in approved form to allow other SPD elements to be added as they are published and approved.

3. Principles

The key elements of why the SPD exists are outlined at Paragraph 1.3.2. as

- a spatial framework plan which should form the applicant's starting point for master planning the strategic site;
- design principles aimed at delivering a high-quality scheme;
- requirements for addressing sustainable design;
- requirements relating to the scheme's phasing and delivery; and
- requirements which should be met at the Outline planning application stage and beyond to ensure adequate and consistent approaches to quality and delivery.

We believe these are fundamental to reading and judging the SDF/SPD. We would recommend that they are highlighted in the text e.g. by a surrounding box.

Additionally, we would recommend that they are supplemented by a set of Guiding Principles for that the SDF/SPD embodies, summarised as a simple one-page summary. The society has explored similar SPD's developed by other authorities and offer as a good example one published for the Northstowe development in Cambridge – See Appendix B.

4. Vision and Design Objectives.

The sites outlined in the document will represent a major change to the environment to Guildford and should be considered as an opportunity to enhance Guildford Borough.

Each of the sites has Vision and Design Objectives set out. We believe these contain statements that should be adapted and adopted for all sites including:

- Be an exemplar for 21st Century sustainable development.
- Development will be identified for its rich and abundant landscaping
- Easy access by Sustainable Transport (Rail, Bus, Cycle) to nearby towns and employment centres.
- Within the strong green infrastructure framework with good access to outdoor play and open spaces.

There have been several recent government announcements on Building Standards and design. This SDF/SPF needs to reflect some of this thinking as appropriate. This includes the 'The Building Better, Building Beautiful Commission: Living with Beauty' report.

Whilst we would expect developers to take design cues from historical architectural movements and local examples of design detail, that is not to imply modern architecture will be rejected in favour of pastiche. The council should be requiring genuine high-quality design to ensure that "the values that matter to people – beauty, community, history, landscape – are safeguarded." to quote the 'The Building Better, Building Beautiful Commission: Living with Beauty' report.

We believe the somewhat muddled reference to Arts and Crafts style fails to cover this subject.

5. Spatial Frameworks in the Plans

The SDF/SPD details spatial frameworks and proto layouts for the various sites. Applicants need to treat these only as a starting point and shouldn't be discouraged from presenting other options and solutions for the site concerned, provided they meet basic criteria for access points etc.

6. Supplementary Planning Documents

Many SPD's interlink. It is critical that the proposed SPD's on Parking, which we hope includes policies for Park and Ride, and SMC are published soon as they both appear to be fundamental to the viability of the plans proposed in the SDF/SPD.

We request that all SPD's have a standard Appendix outlining the SPD's Published or Due and their status as at the date of SPD production plus a link to a page of the GBC Website where current SPD status can be maintained.

7. Health and Wellbeing

The SDF/SPF needs strengthening to highlight how good design and planning can make a positive impact on health and wellbeing. Transport Infrastructure is a critical element in this aspiration as getting people using more active modes of travel and transport should be encouraged.

8. Ash and Tongham

Although supportive of the sites inclusion we observe that the map of sites at page 7 doesn't appear the match the sites as displayed at Part 3.7. The diagram on Page 9 excludes Ash and Tongham. This mismatch needs to be clarified.

9. Parking

The SDF/SPF needs to clarify the requirements for parking. Over the lifetime of the developments proposed it is possible that the need for parking may change considerably e.g. Shared Autonomous Vehicles, Modal Shift etc. The SDF/SPD is silent on these matters.

The society believes each site design needs to consider potential changes to parking need with elements such as Shared Car spaces designed in, and the ability to re-purpose parking areas and garages. There is a real opportunity to plan developments not to be overrun by parked cars and with open pedestrian friendly streets. Provision needs to be made for updates to parking provision as strategic sites move through phases of development.

Use of garages other than for the storage of vehicles should be subject to express planning consent to limit pressure on parking spaces.

10. Transport Infrastructure

The society remain very concerned that many of the sites have limited transport provision. There are many aspirational statements but little in the way of concrete plans.

10.1. Sustainable Movement Corridor (SMC)

The SMC is proposed as a key transport enabler for Gosden Hill, Blackwell and Slyfield, but, as yet, there are no clear realistic proposals how SMC's can be threaded successfully through

Guildford’s existing road and pathway network. There should be explicit milestones whereby certain number of units is contingent upon completion of specific elements of the SMC.

10.2. Active Travel routes off-site.

In view of the expected numbers much needs to done to improve existing paths, up to proper all weather pedestrian use and proper cycling standards. Examples include Wisley where not only active travel but buses are included along Old Lane, and Slyfield where the potential active route avoiding the Woking road needs considerable upgrade.

With the correct emphasis being placed on walking and cycling several of the sites have insufficient detail provided as to how major roads are to be crossed. Key crossings include Wisley to Ripley (the Ockham roundabout) and the proposed A31 junction from Blackwell Farm.

There should be an aspiration for all children to walk or cycle to school and appropriate routes identified including across third-party land.

10.3. A3 Development

Wisley, Gosden and in part Blackwells depend on A3 changes to junctions and capacity etc. The inspector at the Local Plan hearing was very clear that development depended on A3 improvements. Highways England need to present plans that enable the SPF/SDF proposals.

11. Social Infrastructure

It would be useful for the policy to include for each site a statement on the Social Infrastructure to be provided on and off site. Where new facilities are not envisaged to meet the entire demand, it should expressly be stated which existing facilities are expected to serve a stated number of residents of the new development. This includes Schools and Health Facilities in particular.

As an example, a table as below would help.

Site	On Site	Expected Catchment Area of On-site Facility	Off Site Existing	Off Site New or Extended
Primary School				
Secondary School				
Health Facility GP				
Retail Centre				
Pub				
Social Centre				

12. Green Areas

12.1. Onsite

The site plans need to consider that Trees and Plans grow, allowance for mature green spaces and need for water must be included in all plans. Green spaces are a vital importance in all the schemes and need to be considered carefully as a long-term asset.

Maintenance requirements for public areas should be addressed so that obligations are clearly understood.

12.2. Green Areas bordering sites

The Green Areas abutting the sites are important.

Maps need to identify clearly the types of green areas, where SANGS are to be positioned and how they link to the Strategic Site concerned, areas of Ancient Woodland which have their own specific planning restrictions.

Rights-of-way across such land should be shown, desirability of improving these considered and connectivity to the developments described.

13. Implementation and Delivery

The Council needs to clarify for each site what infrastructure is expected at each site to be COMMITTED TO before development starts. The Local Plan inspector was very concerned that infrastructure improvements were in place to allow strategic sites to be developed.

The Society is very keen to help the Council in any way it can to achieve optimal solutions. We would therefore be happy to clarify any of the foregoing or the detailed points in the Appendix; or discuss the issues with you if that was helpful.

Yours Faithfully

A handwritten signature in black ink, appearing to read "Alistair Smith".

Alistair Smith

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Appendix A - Specific Observations

1. Part 1 Background and Context

Page 6 - 1.1.3. “Nevertheless, the principles discussed for each of the named sites are able to be transferred and applied to other developments within the borough” as noted above but it should be qualified as will it for example apply to developments such as North Street.

Page 7 As notes above the position on the SDF/SPD in relation to Ash needs clarifying.

Page 9 Ash is missing from diagram

Page 13 Section 2.1.10

We note that GBC have adopted space standards that accord with nationally described space standards. The society views these standards are a MINIMUM and that some authorities have adopted more generous standards notably the Greater London Authority. We believe that GBC should modify 2.1.12 to indicate the council will view favourably developments that exceed the minimum standards e.g. voids above stairs should not be counted.

For there to be a proper housing mix not all properties within any category can be of the minimum size. There could for example be a requirement that at least 50% of units within each category (e.g. three bed units) are at least say 10% larger than the minimum. This would discourage the practice of people taking properties with more bedrooms than they need in order to obtain larger living areas which is ultimately wasteful.

Page 14 Section 2.1.15 Additional Resources

We propose that other standards are included for reference in this section including:

- The Building Better, Building Beautiful Commission: Living with Beauty
- Passivhaus Standards

2. Part 2 Design Principles

Page 20 Section 3.1

Should this discuss Healthy Living environments?

An aspect that is missing is a paragraph on the aesthetics of alternative energy provision.

As an example, the illustration of PV cells (Page 21) shows this well as proper design should allow either for PV cells to be embedded in the roof or provided as ‘fake’ tiling. See picture

The move away from Gas Boilers may also prompt a renewed interest in Water Heaters which can be extremely effective, but are bulky vacuum tubes with design issues.

The SFD-SPD refers to GBC Policy D2. For these sites should GBC set a standard that is forward looking, brave and challenging. Some authorities are suggesting Building Regulation standards + 10%. Possibly aim at Passivhaus and zero carbon or negative carbon.



Page 22 Section A2. Integrating SUDS

The society thought this section proposed excellent principles

The diagram on page 24 could be improved by

- Houses should have underfloor insulation
- Ground Source Energy is considered by some authorities to not be that efficient.
- Parking see our overall comments at page 3 Section 9 above.
- We assume the diagram is illustrative and shows a DPH unlikely to be created on any of the site

Page 24 Section A.3

Page 24 Para 3.1.12 We welcome the recognition that buildings must be adaptable.

Page 24 Para 3.1.15 Should this be added to explicitly support the re-use of old buildings on a site wherever feasible, as this can be the most sustainable method of construction.

There needs to be some guidance on the proportion of recycled materials which could vary over time; the onus should be 'unless the applicant demonstrates this is impossible' rather than where possible.

Page 25 Para 3.1.17 Overshadowing of Southern Elevations – This needs to be expanded to promote more effectively the need to have buildings designed to capture Sunshine and heat BUT also not to overheat in Summer e.g. encourage inset windows use of 'Brise Soleil' etc.

Page 26 Anchoring development in its setting

Focus is only on Guildford whereas these developments and their design could draw on wider Surrey context e.g. Surrey villages and more innovative interpretations of 'context'. There is suggestion that "A well-designed scheme will be expected to interpret and respond to the character of those areas of the Borough that provide the best and most sustainable examples of urban development." Examples need to be provided of examples what 'provide the best' and ensure they good enough for major, forward-looking new developments.

Page 26 Para 3.2.10 Suggest it is more appropriate to refer to the locality rather than the Borough

Page 26 Para 3.2.11 and 3.2.12

We understand what the SDF/SPF is trying to say in that Arts and Crafts is a well-liked and important style in Guildford. As written, we believe it may result in a plethora of Arts and Crafts pastiche designs. As noted in the letter above we believe that this section of the report needs considerable review to provide proper guidance on good design and styles. Suggest reverse paragraphs to be:

An important part of the character of Guildford is the many styles of Architecture which play an important part in its architectural history. Development may take design cues from these styles; but it also must respond to the immediate built form and landscaped context. A balanced approach needs to be taken.

A style and its characteristics that can provide design principles but it shouldn't be regarded as prescriptive to the strategic sites is the Arts and Crafts Movement designs in Guildford. The principles of simple honest design, taking inspiration from nature and using natural local materials and hand-craftsmanship where possible have been used in the Borough.

Page 29 The numbering of sections is repeated from Page 27

Page 30 Typologies

General comment - Each of the typologies being based on the real world illustrates conflicts and shortcomings. The SPD should more explicitly spell out the undesirable features in the study areas to be avoided, or else it could be counter-productive.

Page 30 Character Typology 1

This is Metropolitan style speculative housing

All major amenities including school, mainline railway station, large area of open space and a full range of shops are available within walking distance and support the high-density

Cars are overly dominant

Page 31 Character Typology 2

We are puzzled by the reference to creating strong corners with Landmark Buildings with greater height. These are referred to many times throughout the SPD. We are firmly of the view that these references should be removed. Corners do not need to be strong and emphasis can be created by other means e.g. Public Art, small Public Spaces, Small buildings such as Clocks etc. Having High Landmark buildings seems a simplistic solution usually more appropriate for a town setting not for the strategic sites.

Page 32 Character Typology 3

DPH Numbers – Counting on Google Maps show a DPH figure on average of circa 20-25.

The picture titled “Regular Semi-detached homes....” Shows the need to have proper Parking Proposals for the new sites as documented above.

The other photographs show the importance of greenery between the dwellings and the street and the benefits of good separation across the street.

Page 33 Character Typology 4

It is worth noting that originally Onslow Village had a strict code for building including

- Beech Hedges
- Window Types
- A number of Standard designs repeated in a random pattern.
- It was laid out when private cars were rare and consequently has narrow roads.

This is the most relevant typology for the strategic sites. The takeaway is the harmony created by common style born of a limited pallet of materials consistently applied, modest and consistent massing and plenty of greenery. Recreating this at higher density is the challenge.

Page 34 Character Typology 5

This description of the Riverside prompts the proposal that a long term strategy needs to be developed for the Riverside as the desire as evidenced in various reports such as the A&M Strategy Study for a proper green corridor on both banks from the South to the North of the town.

The Riverside buildings shown were originally industrial and situated for functional reasons. The red brick facade and massing are relevant to nearby development, but not necessarily to riverside development elsewhere in the town e.g. Slyfield. Like all the other study areas many negatives are apparent such as the unrelenting wall and very narrow towpath in the photo top right-hand corner Page 34.

Page 35 Density Arrangement

These are useful indicative diagrams but each one should be given a scale so that the reader can check the meaning of the density given. It is not clear if streets are included.

It would be useful to have a scale described on the diagrams.

The diagrams show trees being planted, is this viable on a podium over a car park. It may be more viable to place parking under the dwellings to allow for Green areas? See comments on Parking at 2.2. and Green Areas 2.5 above.

Higher densities around 110 dph need many more amenities and are therefore really only appropriate in city centres. 60 dph is a more relevant maximum for these strategic sites.

Page 37 We question whether 20% EV charging points are enough for the longer term. At the very least new developments should provide suitable trunking to allow new points to be added easily.

Page 40 Responding to Landscape Context 3.2.31

The map implies that most villages are in the Greenbelt which is no longer the case post the agreed Local Plan.

There needs to be an additional paragraph defining the importance of views across new developments e.g. the North Downs will overlook several of the developments and Roof Colours, Reflections from Windows and PV cells could well impact views. These impacts need to be impacted. A current example is the way the Slyfield industrial estate stands out in certain views due to its roof colours.

Views out of developments need to be considered so that countryside can be seen along roads and that individual properties have views.

Page 42 Making Connections

We endorse the desire to promote sustainable travel.

Page 43 Strategic Access and Movement.

We commend the objectives of the Sustainable Movement Corridor and note there is now a desire to add an extra SMC down the Epsom Rd Corridor. Surely there should also be plans made to include corridors to Stoughton and the south east of Guildford. How a proper SMC can be achieved is the challenge, we await proposals which we believe are due in an SPD latter in 2020.

The SMC proposals URGENTLY need defining to ensure they are a viable option as at least 3 sites depend on a SMC provision to be sustainable locations.

Page 44 C2 Active Travel

Surely this section should mention the ability to access employment sites via active travel? It should also be recognised that many people will continue to own and use cars, which will be powered by alternative fuels and hence sustainable

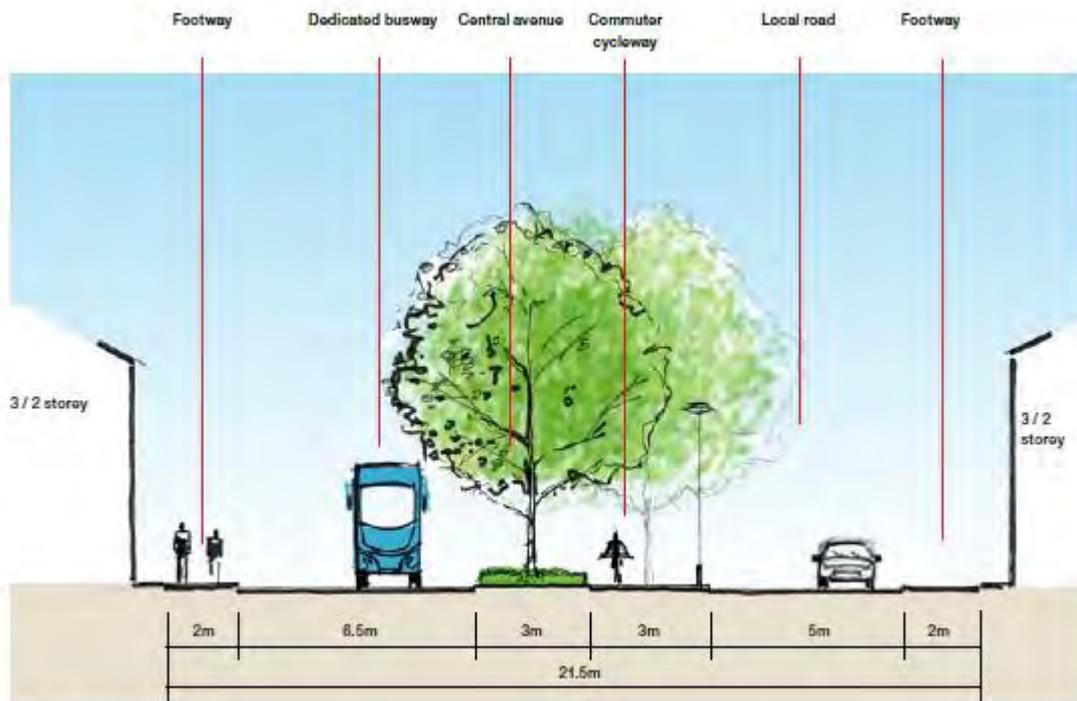
It should also be recognised that very many people including the residents of these new developments will continue to wish to own and use cars—Guildford already suffers excessive congestion notably at peak times when a small increase in traffic volume can be disproportionately disruptive. Even if the fuel is more sustainable many other challenges will need to be overcome.

Likely trip generation should therefore be modelled for each scheme as successive phases are built out against a series of alternative scenarios in order to help inform the priority and resources devoted to enhancing non-private car use. As the individual developments progress actual trip generation of each phase relative to forecast can be compared and if necessary additional support for modal shift required of the developer prior to completion of subsequent phases.

Page 46 C4 Street Hierarchy

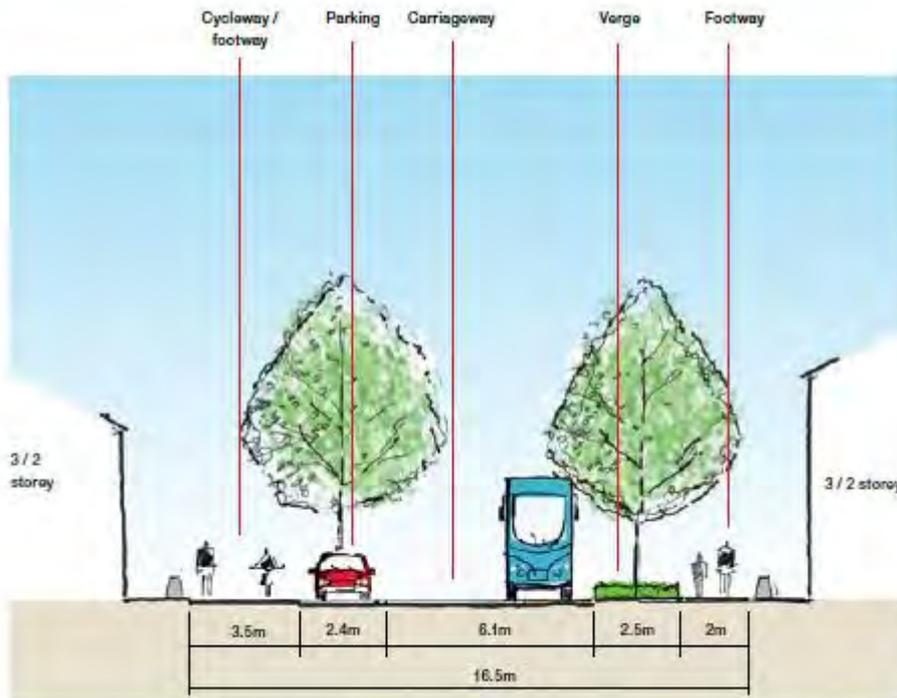
We are concerned that the hierarchy is a city/town based solution as proposed. How a SMC fits into a lower density development that will occur on some sites needs definition.

The SMC as proposed for a primary street is going to be circa 16-25m wide accommodating this within some of the developments is going to be a design challenge. We also note that other configurations can be considered including total separations of traffic modes as shown below.



Profile B - Dedicated busway

Other options are available.



Profile C – Primary street – cars and buses on central carriageway

Developers need to be free to consider how best to accommodate SMC’s within an overall policy of separating modes as far as is practical.

Balconies are mentioned, we believe these are desirable for Flats, on grounds of private amenity, and should be encouraged. Balconies are not totally about surveillance as promoted in the SDF/SPD and more private arrangements shouldn’t be discounted.

Page 48 Secondary Streets Diagram 3.3.25

Pedestrian access seems to be totally lacking????

Page 49 3.3.27 This paragraph should note that in Guildford surrounding hills can provide the ‘termination’ of views rather than other buildings. This is a defining feature of the character of the town and this should be encouraged.

Page 50 C.5 Promoting travel by public transport

A forward reference to Fig 8 Walkable Neighbourhood (Page 63) Would be of use to support this section.

Include a paragraph for SMC’s to highlight there may need to be provision to turn around bus routes, provide taxi ranks, shared car sites etc.

Page 50 3.3.32 SMC SPD is described as “forthcoming” surely having this documented effectively before a developer applies for planning permission is required?

Page 50 3.3.36 - Should this also include Ash and Tongham, and Wisley. Car clubs can have a value in avoiding residents having to have an extra little used car. Car clubs should be encouraged at all sites and space for car clubs adjusted as required over time.

Page 52 3.4 Strategic Master planning

General observation - 'Community ownership of land and long-term stewardship of assets' is one of the goals of the Garden City Principles listed on page 53. This is very important as community ownership of communal landscaped areas and stewardship of assets will encourage their use and good maintenance by local residents. The ownership requirements should be detailed in the SPD.

Page 52 3.4.4. We endorse reviewing principles such as those laid out by TCPA but believe the council will have to have robust policies in place to achieve aims such as Land Value Capture for example subject to a simple minimum tariff per dwelling/bedspace/carspace/sq m etc. It is not clear if these policies will be forthcoming.

Page 56 D.1. Green Infrastructure

Page 56 3.4.7. We don't understand why Hedgerows cannot be retained beside carriageways as they help with air quality and can contribute to traffic calming.

Page 57 and Page 58

Numbering is wrong? 3.4.9, 3.4.10, 3.4.11

Page 60 3.4.15 As identified in the comments Page 31 Character Typology 2 we don't agree in the large landmark provision.

Page 63 3.4.25 Fig 8 The Diagram could usefully be supplemented by table showing the effect of Frequency and Travel Time for various modes. If a bus runs only every hour to a major local centre it may be of limited utility compared to a Cycle ride, or cause extra car/taxi trips.

Page 64 3.5.3

The pictures in our view don't show a stimulating interesting environment; there must be better example available.

Page 68 3.5.11

As identified in Page 31 Character Typology 2 we don't agree with the large landmark policy in all situations

Page 69 3.5.13 and 3.5.14 This proposal seems to be confused between hard interfaces, Frontage Developments and soft interfaces. One the features of Guildford is how countryside often integrates into developed land in a gentle way via greenways hedgerow barriers etc. These paragraphs need revision to make it clear what is proposed. The new developments at Cranleigh and Horsham provide an excellent model of what is to be avoided.

Page 70 3.5.17 Enclosure we can appreciate the idea of ratios. It needs to be also agreed that ratios can be broken to create interest e.g. varying the width of a street. It is noted that many attractive medieval towns break these ratios. To be successful mediaeval street patterns would need to be car free. We would not expect mews layouts to be appropriate at the strategic sites.

Page 71 The photo at the top of page illustrates a point about junctions, but it also illustrates a boxlike design which is a unfortunate example in a publication showing design principles.

Page 74 3.5.22 We support the concept of Play Areas and would hope designs will be examined to ensure play areas which are often informal in nature and multi-use are incorporated in designs. The

SDF/DPD should also include a reference to the Council's space requirements for play space and sports fields.

Large areas are set aside for the exercise of dogs in order to protect birds' miles away. Surely it would be at least as valuable to create an informal play area on land adjoining the individual sites in order to create something resembling the photo on page 73.

A reference should be included to private outdoor space, which is desirable and socially useful. Above we identified private balconies for flats and similar comments apply to house gardens and patios.

3. Page 78 Part 3 Strategic Development Frameworks

General observation

We question whether the detailed project proposals are place specific enough. There seems to be an amount of standardisation in the text across these 5 very contrasting sites. As noted earlier there is a major opportunity for these developments to have individual and distinctive layouts, urban design-arrangements of buildings and spaces and design character. Onslow Village when originally developed would have demonstrated some of these characteristics when first developed and these remain today.

Some of the illustrative sketches, such as that for Gosden Hill on page 119, show considerable amounts of what appear to be two storey houses and 3-4 storey apartments. Throughout these 5 Strategic sites it seems essential to maximise land use and therefore should houses be generally three storey and perhaps four storey similar to the scale of London Georgian squares and terraces. There is no reason why apartments should not be 4,5, of 6 storeys if carefully designed and located. If low rise housing continues it is likely that within a decade there will be demands for more green belt or agricultural land to be allocated for further housing development.

With the landscape proposals (shown on the diagrammatic plans) while understanding the need for green corridors there appears to be an emphasis on these and slightly dated concept of green fingers at the expense of accessible and meaningful green landscape spaces within the developments. Green spaces within the developments are likely to be most accessible and used.

3.04 Slyfield Regeneration Area

There are several generic points related to the proposed development

Spatial Planning

The General Layout of the site appears to make the best use of awkward Brownfield Site. The linkage to the employment opportunities presented by Slyfield Industrial Park are to be welcomed.

However, we would question

- This is described as a riverside development but the concept shown sets the residential scheme back behind and surrounded by a landscaped parkland. Would it be better if some of the development was closer to the River and more communal green space embodied within the development itself. This could create a stronger communal centre core. Could this also assist with retention of the existing allotments.

- The layout of the site but especially the apartment blocks seem to isolate the site and the riverside park from the existing Bellfields neighbourhood. The suggested building forms prevent permeability.
- The 'Community focal space with opportunity for retail uses...' is shown at the extreme east of one section of the development away from the spine road network. This could make it difficult to access and for deliveries etc. Should this be in the heart of the development?

Transport

Fig 16 It is unclear if a full width SMC can be accommodated on the main thoroughfare through what is a narrow site. The SMC routing may also be dependent on the Sewer routing. Careful design required for new road and SMC junction at Woking Road / A3.

Fig 19 Cycle/Pedestrian Path, that links the site to the London Rd area of Town, is likely to be a important route to avoid pedestrians having to use the route under the A3 at Woking Road. The plans need to consider improvement to this corridor which depends on a very narrow bridge over the river and is dependent on a narrow towpath.

There is a major opportunity for innovative pedestrian/ child-friendly cycle route to the lido and Park, and to the Town Centre and Public Transport with 3-4000 living within 150 metres of the SMC. Improvements required for Stoke Rd or an alternate route for better access to London Rd. station, including for cyclists Fig 18.

The whole area is currently characterised by large volumes of often heavy traffic queueing much of the day creating dangerous and unpleasant conditions. This scheme must not add to that problem and the residents need connectivity to the town independent of it. It is assumed that the relationship between several relevant junctions on the A320 Woking Road and the A3/A25 have been carefully considered by the SCC, and that as stated improvement plans are available. There needs to be proper grade separated cycle/pedestrian connectivity. We welcome the stipulation of a bus filter on the route through the site, to the south of the Industrial estate/development area, to prevent any rat-running of cars.

There appears to be no desire to resurrect the Clay Lane Link, is ignoring this option a positive development particularly as it is possible the A3 Burpham interchanges will be revised. We seem to be importing heavy traffic into the existing road network to get to Slyfield.

The main access to the site from the Woking Road heading south is highly acute and needs modifying. Traffic is often queueing here and vehicles turning left would need to cross potentially faster buses and cycles in the bus lane. In our opinion this access is totally unsuited to a development of this scale.

Noise from the elevated A3 to the south needs to be modelled and attenuation provided as necessary.

Fig 16 - Site access points from 3 neighbouring "streets" should be recognised.

We assume the highlighting of Park and Ride facilities at the Spectrum is for completeness rather than a suggestion that it could make a serious contribution to movement on site.

Permeability

More detail is required on how links will be established, especially related to the site boundary, with the rest of Slyfield and Bellfield's. These routes will be important to integrate the area and allow

easy access to Schools etc. Having comments on Potential links is not good enough - any plan must establish what is proposed.

Housing

The Design Shows parking underground (Fig 22) – having underground facilities in a area where there is potential flood risk is unwise? Parking should be restricted and car clubs encouraged (2.2. above)

If underground parking is omitted for viability or feasibility reasons the design would need to be fundamentally revised to deal satisfactorily with car parking.

Facilities

There needs to be much higher aspiration to provide facilities on site e.g. Retail Store, Post Office community hall etc. These facilities need to be described as has been don for other sites.

Land

Land Stabilisation and pollution amelioration are going to be a major issue for the site. The viability of the development will depend on this work being completed correctly and buildings and Infrastructure, designed with foundations to cope with potential ground issues.

Page 88 4.5.3 The SDF/SPD should propose a specific site for the missing open space; a vague commitment or financial alternative is not sufficient.

Page 94 & 95 Sketches need to be firmly cross-referenced to the site maps to locate where they are. Fig 21 appears to show a unrealistically low density.

3.05 Gosden Hill

There are several generic points related to the proposed development.

Spatial Planning

We note that this site is designated to adopt principles from the Garden City approach to design.

The proposals for the layout for Gosden Hill appear confused. It is difficult to understand if this is going to be a separate new neighbourhood or village with its own centre or whether the concept is to link it completely with Burpham and merrow. The issues with road connections and access highlight this conflict. The location of a 'local centre' and employment uses also should be considered in light of its connectivity or not with the rest of existing Burpham.

The site is proposed as having two major centres the Employment and Park & Ride zone at the north of the site and the Station area at the south. Ensuring the SMC works effectively between these two centres is going to be critical, or should they be co-located. Knowing the challenges with finding tenants for new offices it would seems questionable that 'Employment Space/HQ Building' sited at the north end of the development beside the A3 and furthest from the railway station would be successful. Probably smaller employment use units may be more appropriate in the Gosden Hill development.

The site has a major Transmission Power Line crossing the site. Is this due to be relocated? If not the plans should show a 60-70 Metre corridor through the site. Obviously, the power line should be undergrounded as is proposed for Garlick's Arch.

We urge that the plans properly develop a screening strategy for the development along the A3 to preserve the green approach to Guildford and screen the development from Noise.

Should there be some easily accessible and meaningful green landscape spaces actually within the development.

Transport

The Society believe thinking on transport options at Gosden Hill is incomplete. There needs to be proper plans to describe

- a) A3 Junction layout at Burpham and how the P&R facilities and the site are to be accessed. Provision is required from site to A3 northbound to avoid major detours via Clay Lane or Burnt Common, as indicated in Fig. 27. Highways England need to comment on these proposals as manager of the A3
- b) A3 Junction at Send and the Link Road from the north of the Gosden site.
- c) The capabilities and timescales for development of the SMC to the Town Centre via London Road need defining.
- d) The assumption at present is that linkage to the A3 either at Send or Burpham will be managed so the estate doesn't become a 'rat run' for avoiding Clandon for A25 traffic
- e) Guildford East Station there appears to be a lack of ambition to make Guildford East Station happen as evidenced by phrases such as 'In the event that.....' This is concerning as surely well-located station with good access to the east of Guildford will be an important asset.

The Junction by the rail bridge is identified for improvement. The Station plan might include a rebuild of the Bridge and also providing a Southern Access.

Fig 30. Active Travel Potential walk through Merrow Common not shown. Ensure connections to A3 cycle superhighway from the site.

Permeability

We are pleased to see the proposals to have corridors through to Burpham, and also ultimately Merrow.

Housing

The Design Shows parking underground (Fig 22) – having underground facilities in an area where there is potential flood risk is unwise?

Development intensity

Page 116 5.10.1 is advocating higher densities than are common in the area. There should be a vision to adopt the best examples from other places across Europe and some achievable examples should be cited. There are few if any examples within Guildford and a vague statement that others should be "examined for their relevance" is frankly pathetic.

Land

The A3 as it passes the site borders land that is subject to flooding. The development needs to the SUDS identified in Fig 28 are built.

44 DPHA is high density for this edge of the urban area, especially as it includes all the commercial/social uses

Provision of land is needed for parking at the Guildford East station as it assumed that it will be aimed at the wider area not just those living on the development.

3.06 Blackwell Farm

There are several generic points related to the proposed development

Spatial Planning

We note the aspiration to make the development an exemplar of 21st century sustainable development. The society believes this should apply to ALL the strategic sites.

Blackwell Farm has the potential to be an innovative and exciting mixed development area embracing the extension to the Research Park and residential and some mixed use and community development. The Development Framework layout in Fig 38 raises many questions e.g. the location and form of the Research Park extension. This is centrally located in the north of the development where it appears to force the layout of vehicular circulation with two Primary Routes one through the research park extension area and one by-passing it. We question whether there may be better solutions for the master planning of this site. It would be wrong to constrain good design through this possibly questionable layout.

Should there be some easily accessible and meaningful green landscape spaces within the development instead of, or as well as the green fingers and green corridors? A 'village green' adjoining the local centre would seem beneficial.

The character of this development could be based on the concept of the University Quarter and reflect the innovative research work for which the University is known.

It is difficult to understand the purpose of the photographs of the housing on page 127. Surely this SPD is not suggesting replicating 1930-50s housing designs?

The site is very sensitive as it reaches up to the hogs Back. The society believes that building should be confined to below the 90m contour to preserve the landscape. It is not clear how this matches the proposed plans due to lack of detail.

Having the proposed School at the west side of the site results in pupils incoming to the site having to travel through the commercial area, might it be better sited to the east?

Fig 34 Our understanding is that an "Ancient & Established Footpath" is NOT shown on OS maps as a Right of Way which may impact site plans.

Transport

The proposed Guildford West Station will be located just North of the Hospital. There needs to be more detail on how this station is to be accessed through the Research Park and what kind of facilities will be provided. The station site looks very constrained will there be room for Bike Stations, Drop-off's etc. Access to station (South side) for all modes (except cars) requires careful consideration. Bus route passing station needed to link with Egerton Road, possibly instead of Gill Avenue? Any business/research development in NW corner, as suggested by University of Surrey, should be provided with pedestrian/cycle route from station parallel with railway.

Can SMC really run through Research Park - is there room?

Will routes through University of Surrey require adoption by Local Highways Authority.

The implemented A31 Junction should opt for Left in, Left out access from W, via slip road, particularly at peak times. No right turn from East. Exit easterly only at all times with new roundabout at Down Lane. Possibly no need for fully "signalised" junction?

The plan needs to ensure space for SMC termination in the form of a Mass Transit turn around area.

Permeability

More detail is required on how links will be established with the rest of Slyfield and Bellfield's. These routes will be important to integrate the area and allow easy access to Schools etc. Having comments on Potential links is not good enough - any plan must establish what is proposed.

Housing

It is unclear what design is to be expected on the site as there is illustration of local housing but as the main alignment of the site is abutting the research park it is unclear what the council is looking for.

Development intensity

Page 136 6.10.1 is advocating higher densities than are common in the area. There should be a vision to adopt the best examples from other places across Europe and some achievable examples should be cited. There are few if any examples within Guildford and a vague statement that others should be "examined for their relevance" is not strong enough.

Land Use

6.2.2. Should specify where sports pitches are to be provided

A density of 45 DPHA is high given the aspirations for the site and the need to accommodate community uses.

3.07 Ash and Tongham

There are several generic points related to the proposed development

Spatial Planning

The Ash Tongham sites appear to be incomplete in that the SDF/SPF covers only part of the nominates sites with the west site omitted?

Transport

The Society support the proposals to upgrade Ash Station and remove the level crossing.

The new road bridge is recognised as potentially having impacts on local roads, has the detailed traffic modelling to show the bridge will operate effectively been conducted?

3.08 Former Wisley Airfield

There are several generic points related to the proposed development

Spatial Planning

From the SDF/SPA it is assumed TCPA principles will inform the design.

This site is likely to be more Car Based for access unless there is major investment in Public Transport infrastructure.

As a stand-alone site, not a continuation from an existing urban area, Wisley offers the greatest opportunity for a distinctive and innovative interpretation of a Surrey or SE village or small market town of which there are many good examples. Some of these are linear villages (Stockbridge in Hampshire) which have developed around a central main street sometimes as a marketplace. These might guide the form of development that could be followed here. The main street (Primary Road) as a spine, helps structure the development and creates a recognisable identity.

The concepts shown in the SPD diagrams divide the development into 3 by having two north-south 'landscaped wedges' cutting through the overall development. The principle of landscape fingers and wedges needs questioning against the concept of having more meaningful and accessible landscape spaces within the development, such as village greens. In this case connected mini village greens might form a landscaped spine with the Primary Road.

The sketch layouts Figs 64 and 65 on pages 172 and 173 show very formal, gridded layouts which are far removed from a village concept and seem alien in this context. These drawings are concerning because it is difficult to understand from them, what is the structure and concept for development proposed. It would be good to see a more interesting and dynamic concept for this development which should be an exemplar of a new development in the country.

The space allocated for employment seems a small proportion of the site, implying a high level of commuting. Highways England have designated the employment site as Green Space- a mismatch?

There is a design to locate some employment on the site. It would be useful to understand the likely employment to be provided on site as this will provide a view of incoming and outgoing commuting. (Note: Dunsfold Airfield who have created 2000 jobs on an equivalent site are planning on approximately half of the residents on the new estate to work on site)

Transport

Access to the South West appears poor with no Southbound slip provided from/to the A3; this will increase pressure on Ripley.

Wisley can get heavy traffic during events, how is access for the residents to Wisley Airfield going to be maintained.

Access to Horsley and Effingham. The proposed Active Travel routes are along lanes that can be busy. The network of tracks and pathways may with upgrading provide a separate route for Pedestrians and Cyclists. This applies particularly to Horsley.

Fig 61 Public Transport routes need to be re-visited. Serious lack of viable rail connections. Excessive use of routes through Ockham village. Major route to Horsley Station should be via Ockham Rd. B2019 - NOT via Ockham Lane. 2.5km.to Effingham Jn. via Old Lane should be secondary option. "Traffic in village" style treatment in Ockham inappropriate. Bus link to West Byfleet remote & unlikely.

Fig 62 Show connections to A3 cycle superhighway from the site.

Housing

The Design Shows parking underground (Fig 22) – having underground facilities in a area where there is potential flood risk is unwise?

Facilities

The provision of a school is to be welcomed, as a number of Students are likely to come from outside the site it would be good to understand the proposed catchment area and how pupils are likely to access the school. This also applies to other strategic sites with new schools especially secondary.

4. Part 4 Implementation and Delivery

Generic Point – the entries for each site should contain restrictions and conditions that ensure necessary infrastructure is delivered in the first phase of development.

9.3.4 We are supportive of the use of the Design Review Panel, it would be good to see some locals with relevant professional experience being included on the panel.

9.3.10 Design Codes for the sites are to be encouraged. How are they to be approved, will there be strong civic and neighbourhood involvement?

9.5.7. The Council needs to clarify for each site what infrastructure is expected at each site COMMITTED to before development starts. As examples these might include

Gosden Hill – Link to Send Junction, Relocation of Grid Lines, Station

Blackwells – Guildford West Station

Slyfield – Provision of Pedestrian/Cycle access, A3 junction improvements

The Local Plan inspector was very concerned that infrastructure improvements were in place to allow strategic sites to be developed.

Executive Summary

Refreshed vision for Northstowe

Northstowe will be an exemplar and vibrant 21st century town with a strong local identity. It will combine the best historic characteristics of local settlements with provision for more sustainable patterns of living and lifestyle choices. Northstowe will be built to high environmental standards.

The vision for Northstowe reflects the Cambridgeshire Quality Charter for growth which promotes planned growth of sustainable and vibrant new communities in accordance with four themes:

- **Environment**
- **Character**
- **Connectivity**
- **Community**

Development Framework Document

The Development Framework Document (DFD) is one of a suite of documents, which together refresh the master plan for Northstowe by creating a relevant to today's circumstances. The DFD defines the rationale and structure for Northstowe's planning and delivery as a comprehensive development and for Phase 1 to come forward as part of an integrated whole which providing place making principles and guidance for individual phases of development.

The suite of documents comprise:

- Northstowe - A Vision Refreshed
- Development Framework Document
- Development Framework Document – Statement of Consultation
- Development Framework Document – Sustainability Appraisal
- Development Framework Document Addendum: Exemplar Elements
- Development Framework Document Addendum: Phasing

Summary of key guiding principles for Northstowe

Community

1. Self-sufficient community: Local, community buildings, employment areas, health clinics, sports hubs and schooling within 1000m walking distance and on-located for ease of access to services.

1. Active and healthy living: Alignments within walking distance of homes, greenways, community orchards, four sports hubs, tram links, and a comprehensive network of cycle and pedestrian paths will encourage healthy lifestyles.

1. Community cohesion with the town and local centres at key crossroads and a strong infrastructure with the potential for on-located facilities (seven primary schools, a secondary school, community and sports hubs and support for community development), with opportunity for people to interact and to help integrate the community.

1. Phasing of the development primarily from north to south to allow for a considered and planned approach to construction which minimises the impact on existing communities and new residents of the site and avoids a piecemeal development.

Climate

1. Towards low carbon with a combination of energy efficient buildings, local food production, green travel, innovative technology and communications systems and waste recycling centres to demonstrate Northstowe as an exemplar in sustainable living. A future addendum to the document will include a list of exemplar elements.

Connectivity

1. Dedicated busway as a direct link from the Cambridgeshire Guided Busway running through the middle of Northstowe enabling the site to be served by a high quality public transport system linking Huntingdon and Cambridge.

1. Walking, cycling and buses to be given priority on streets with pedestrians afforded top priority. Pedestrian and cycle connections will be provided between Northstowe and adjoining settlements e.g. Oakington, Longstanton, and improved links further afield, especially to Bar Hill. Continual cycle routes and local bus routes throughout the site to provide a sustainable transport system, overlooked where possible for security.

1. Southern access roads to provide vehicular access to the A14 at Bar Hill and Dry Drayton, as well as from the B1050 at the northern end of the site.

Character

1. Physical environment: linear development reflecting local settlement forms along key routes with an alternating street alignment, and a strong sequence of public spaces to add legibility. Flexibility for change and innovation over time, inherent within the development form.

1. The town centre to incorporate a wider market square with a loose grid pattern of traffic calmed streets reducing other village lanes in the area.

1. Varied building heights and architectural vernacular as a defining feature.

1. A strong landscape structure with a hierarchy of interconnected green public spaces and parks, often linked via strong linear axes, based upon the grain of the land and incorporating existing site assets and features.

1. Nature conservation in wildlife corridors, a network of lakes, ponds and ditches, meadows and scrub, retained landscape features, green links and linear parks to create a mosaic of habitats and green spaces utilising and enhancing water features, becoming a haven for wildlife and providing opportunities for natural play and informal access.