

EXECUTIVE

WEDNESDAY 11 MAY 2016

SUPPLEMENTARY INFORMATION SHEET

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EXECUTIVE

11 MAY 2016

SUPPLEMENTARY INFORMATION

AGENDA ITEM 3: PROPOSED SUBMISSION LOCAL PLAN

Procedure for the discharge of business at this special meeting of the Executive

The Leader of the Council, as chairman of the Executive, welcomes the attendance of members of the public and non-Executive councillors at Executive meetings. The procedure for dealing with the main item of business on the agenda shall be as follows:

1. The Leader of the Council and Lead Councillor for Planning and Regeneration to introduce report on the item.
2. Video produced by Coverdale Barclay describing the different perspectives local people have on what they need from our Local Plan
3. Public Speakers:
In accordance with Public Speaking Procedure Rule 3, the following members of the public have registered to speak on this matter at the meeting each of whom will have up to three minutes.

- (1) Karen Stevens – Mrs Stevens has asked a question, details of which, together with the Leader's response are attached as **Appendix 1**.
- (2) Fiona Curtis
- (3) Dr Malcolm Parry (on behalf of the University of Surrey)
- (4) Amanda Mullarkey (on behalf of Guildford Residents Associations)
- (5) Roland McKinney
- (6) Brendan Hodges (Nathaniel Lichfield & Partners)

NB. After each speech, the chairman will ask councillors whether they have any questions they would like to ask of the speaker. Once any questions have been answered (or if there are no questions), the chairman will ask the next speaker to speak. No other members of the public will be permitted to speak at the meeting.

4. Non Executive councillors invited to comment or ask a question. The chairman has agreed that non-Executive councillors will be strictly limited to 5 minutes speaking time (with each councillor only being able to speak once in the debate)
5. Lead Councillor to respond to comments and questions
6. Executive debates the item. Subject to the chairman's discretion, there shall be no time limit on Executive councillors' speeches.
7. Summing up of debate by the Chairman
8. Chairman to invite Executive to make recommendation to the extraordinary Council meeting to be held on Tuesday 24 May 2016 in respect of this matter.

Late representations

Two letters have been received from Cassidy Slyfield Limited, on behalf of themselves and two other landowners who are promoting adjoining sites for employment use in the Slyfield Industrial Estate. One of these sites in Worplesdon ward, which had previously been identified for employment uses in the earlier version of the Draft Local Plan, has now been withdrawn, on two grounds:

- (a) An assessment by GBC has shown that the site is highly sensitive in landscape/
Green Belt terms; and
- (b) Employment uses (light, general industrial and warehousing) are now to be
accommodated within the strategic/allocated sites at SARP, Wisley Airfield and Burnt
Common

They have submitted a professional Briefing prepared by Nathaniel Lichfield & Partners who have reviewed the North Slyfield site against Wisley Airfield, SARP, Blackwell Farm and Burnt Common and have concluded that the North Slyfield site is a better location and more suitable for industrial uses. They request that the Executive re-considers this element of the draft Local Plan and allocate their sites for employment uses.

A response to this request is set out in **Appendix 2**.

Nine communications have been received from Normandy residents objecting strongly to the designation of Normandy/Flexford as a strategic site for residential and new secondary school and asking the Executive to re-consider the matter. They have asked a number of questions regarding this matter and a response to these is set out in **Appendix 3**. Other points raised include the following:

- Residents feel let down that the proposal has been developed in secrecy since 2014 when residents were assured in February 2016 that this land was of “red sensitivity” and only to be considered for development as a very last resort.
- This is a developer-led proposal driven entirely by commercial considerations that will cause huge damage to the local environment and impose a massive strain on local infrastructure.
- The current version of the Plan treats Normandy and Flexford as separate settlements for the purposes of Green Belt ‘sensitivity’, but as one settlement for the purposes of ‘sustainability’.
- GBC must prove “exceptional circumstances” to remove land from the Green Belt.
- The proposals would destroy the open space between Normandy and Flexford and add significantly to the creeping urbanisation of the west of the borough.
- The proposals will require significant investment by Network Rail to the two railway bridges in Westwood Lane and Glaziers Lane to improve safety and traffic flows.
- Road infrastructure is already overloaded, and the addition of 2,000 cars to the local roads would increase congestion.
- Question the evidence of need for a new secondary school in the west of the borough and whether consideration has been given to expanding existing schools. Also question how GBC would ensure that pupils travel to the proposed new school by public transport.
- Adequacy of drainage as fields proposed for development frequently flood.
- The proposal to upgrade the Christmas Pie trail would be impossible without significant damage to the ancient woodland surrounding it.
- The proposals would have a devastating impact on local wildlife and would increase light pollution
- What evidence is there to suggest that the provision of 10ha of SANG would provide adequate protection to the Thames Basin Heaths SPA?
- Brownfield sites in the Guildford town area should be developed for residential before any consideration is given to developing Green Belt land.
- Proposal would remove valuable Grade 3 agricultural arable and pastoral land that has been incorrectly classified in the Plan.

Amendment to the draft Local Plan (removal and replacement of a proposed site allocation)

It is proposed to remove from the draft Local Plan site allocation policy A43 Land around Burnt Common warehouse, London Road, Send, which was included in the EAB version (13 April 2016) and is included in the version of the draft Local Plan on the Executive agenda for this evening (see pages 249-250). The site policy allocates the site for residential (approximately 100 homes) and employment uses (up to 7,000 sq m of either or a mix of light industrial (use class B1c), general industrial (B2) and storage and distribution (B8)).

It is proposed to replace site allocation policy A43 Land around Burnt Common warehouse, London Road, Send, with a new site to the east of Burnt Common Lane, south of Portsmouth Road, and north of the A3 (as shown on the maps attached as **Appendix 4**). The site is titled Garlick's Arch, Send Marsh/Burnt Common and Ripley. The site is within two wards; Send and Lovelace.

The size of the site is 30 ha, with additional land of approximately 4.5 ha for transport infrastructure (as described below). The proposed uses are residential and employment. This would consist of approximately 400 homes¹, and up to 7,000 sq m of either or a mix of light industrial (B1c), general industrial (B2) and storage and distribution (B8)². Importantly, the site will also provide land to facilitate provision for a northbound on and a southbound off slip road onto the A3 from the A247.

The reasons for this proposed change are:

- The site will provide land to facilitate the provision of on/off access to the A3, which will provide significant improvements to the highway network and is fully supported by Surrey County Council. This has been discussed with Highways England and further technical work will be undertaken to address their initial comments
- The site location affords greater separation between Send Marsh/Burnt Common and the proposed site allocation at Gosden Hill Farm, Mellow Lane, Guildford (site allocation policy A25)
- The site provides the employment floorspace needed in the plan to help meet identified needs
- The site has additional capacity for residential development and can provide these homes in the early period of the plan, assisting with meeting backlog accrued as early as possible in the plan period

This proposed change has been accounted for in the transport modelling work, being undertaken by Surrey County Council.

Further information and the proposed site allocation policy will be included in the papers for Full Council (24 May 2016).

¹ This is a net increase of 300 homes, as 100 is already accounted in the draft Local plan at Land around Burnt Common warehouse, London Road, Send

² Providing the employment floorspace that would have been provided at Land around Burnt Common warehouse, London Road, Send

Question from Karen Stevens

“Given that the Council has committed to apply constraints when selecting potential development sites for the local plan and how it committed to protecting Blackwell Farm in the elections last year, please could the Council explain how Blackwell Farm has been put forward? Particularly how it has applied the constraints of AONB, green belt and infrastructure when:

- (i) The entire site forms the setting to AONB and, according to NPPF guidance, AONB settings should be afforded the same protection as AONBs. Furthermore Cllr Matt Furniss has said that there won't be any development on the AGLV and AONB by a Conservative Council but both such areas would be developed if Blackwell Farm was removed from Green Belt*
- (ii) The site fulfills at least 3 of the purposes of green belt very strongly - it prevents urban sprawl, protects the openness of the countryside and encourages urban regeneration. It would therefore appear that green belt hasn't been applied as a constraint anywhere across the borough - otherwise this site would be thrown out. The choice of traffic light colour would appear to coincide with how much you wish to develop a particular site, rather than anything to do with the purposes of green belt*
- (iii) The site is unsustainable in terms of infrastructure as there is no viable access to the site. There are existing traffic problems at the junction with the A3 and Egerton Road, which lead to tailbacks along the A3, especially at peak times. There are also peak-time tailbacks into Guildford Town Centre from the Hog's Back, which means that traffic exiting the site in the morning rush hour won't be able to clear the junction on the A31”.*

Response from the Leader of the Council and Lead Councillor for Planning and Regeneration:

We received considerable feedback to the last consultation on the draft Local Plan (2014) and have listened to the concerns raised. In particular, we have reassessed all sites in light of constraints such as Green Belt, AONB and flooding. The draft Local Plan gives greater weight to Green Belt sensitivity and AONB/AGLV than the draft Local Plan (2014). Evidence of this is particularly apparent by the removal of the site at New Pond Road, Farncombe which is located in the AONB and at Blackwell Farm which has been significantly changed in the new draft plan.

There are many benefits to be gained through the proposed allocation at Blackwell Farm. The site will provide, or contribute towards, a significant level of infrastructure which will benefit both the site and the existing community. From a transport point of view, the main gain to the existing and wider community is the provision of the access road through the site providing an alternative route into Surrey Research Park and the Royal Surrey County Hospital from the west via the A31. Therefore, employees to these major employment centres arriving from the A31 west and the Blackwater Valley area will no longer need to use the busy A3 and Egerton Road when arriving and departing.

The site will also provide considerable infrastructure onsite. This includes traveller pitches, a new local centre with associated community and retail uses, a primary school, a significant expansion of the Surrey Research Park, part of the Sustainable Movement Corridor linking the site to the town centre and beyond, Suitable Alternative Natural Greenspace (SANG) and other open space. A particular benefit of allocating Blackwell Farm is that it enables an extension to the Surrey Research Park, which is key to meeting our objectively assessed need. It is also a unique opportunity that enables us to build on knowledge-based

employment that is of regional significance. This type of specialist employment could not be provided elsewhere in the borough. It will also help fund the delivery of the new Guildford West (Park Barn) railway station, which will enhance opportunities for the use of sustainable modes of transport to the Surrey Research Park, University of Surrey and the Royal Surrey County Hospital. The justification to Government for a new Guildford West railway station will be enhanced as there will be a better business case with the additional employment and residential demand. However, we cannot quantify this at this stage as the business case has not been proven.

In response to Karen Stevens' specific questions:

"(i) The entire site forms the setting to AONB and, according to NPPF guidance, AONB settings should be afforded the same protection as AONBs. Furthermore Cllr Matt Furniss has said that there won't be any development on the AGLV and AONB by a Conservative Council but both such areas would be developed if Blackwell Farm was removed from Green Belt."

We consider that the Proposed Submission Local Plan applies greater weight to the use of AONB and landscape as constraints to development than the draft Local Plan (2014). The site at Blackwell Farm has been significantly reduced in size to exclude GBCS land parcel H1 to the south of the site. As a result, there is no longer housing development proposed on H1 which is partly AONB, and fully AGLV. This will help to preserve the setting of the AONB. This change has led to an overall reduction in the capacity of the site from 2,250 to 1,800 homes. The reduction in numbers means that access to the site is no longer being proposed from a new junction with the A31 which, due to changing levels, would have required significant landscaping and a zig zag design. This would have had a significantly greater impact on the AONB. We have minimised the impact of the access on the landscape by instead proposing to access the site via an improved existing Down Place access road. Whilst this road does cross AONB and AGLV, the impact of widening it will be mitigated through the retention and enhancement of tree cover already in this area and further landscaping. Of the site allocation remaining, there is a small corner that is designated AGLV; however, we do not consider the development of the site will have a significant impact on the landscape. It is on the very edge of the site adjacent to open countryside and, as required by policy D1 and site allocation A26, any design will need to carefully consider the need for a suitable transition from urban to countryside.

"(ii) The site fulfills at least 3 of the purposes of green belt very strongly - it prevents urban sprawl, protects the openness of the countryside and encourages urban regeneration. It would therefore appear that green belt hasn't been applied as a constraint anywhere across the borough - otherwise this site would be thrown out. The choice of traffic light colour would appear to coincide with how much you wish to develop a particular site, rather than anything to do with the purposes of green belt."

We agree – the remaining part of the site (land parcel H2) does fulfil three purposes. However, encouraging urban regeneration applies to all land parcels and was therefore not counted in the GBCS. The GBCS assessed that H2 (the remaining land parcel allocated) scored two of the remaining four purposes – as set out above these are preventing sprawl and safeguarding from encroachment. It is therefore categorised as medium sensitivity Green Belt. We consider that urban extensions around Guildford are sustainable options for meeting our development needs. For this reason, we consider it appropriate to allocate medium sensitivity Green Belt. The southern land parcel H1, which is no longer allocated, is identified as high sensitivity Green Belt and was further justification for excluding it from the Proposed Submission Local Plan. This also applies to numerous other sites across the borough, which have now been excluded due to their sensitivity in Green Belt terms. We therefore consider that Green Belt has been used as a constraint.

The assessment of Green Belt purposes was subject to the Joint Scrutiny Committee review in early 2014, which amended the methodology used to assess two of the purposes. We therefore consider that the scoring is robust and has responded to concerns raised.

- (iii) *The site is unsustainable in terms of infrastructure as there is no viable access to the site. There are existing traffic problems at the junction with the A3 and Egerton Road, which lead to tailbacks along the A3, especially at peak times. There are also peak-time tailbacks into Guildford Town Centre from the Hog's Back, which means that traffic exiting the site in the morning rush hour won't be able to clear the junction on the A31.*

The highways and transport strategy for serving the site has been developed with the landowners' consultants to ensure that the site will be sustainable from a transport perspective. In particular, vehicular access to the site will be achieved from a new all-movements access to the A31 Farnham Road adjacent to the existing access to Down Place and from a new access from the Surrey Research Park via Gill Avenue and Egerton Road, which will be connected through a link road within the site. These new accesses will not only serve the site but also enable employees who have destinations at the Surrey Research Park and Royal Surrey County Hospital arriving from the A31 to use the new site access from A31 through the Blackwell Farm site; therefore removing significant levels of traffic from the A31 northbound on-slip and A3 northbound to Egerton Road in the morning peak and vice-versa in the evening peak. This should remove existing traffic movements on this section of the A3 improving traffic conditions. In addition, we are expecting that the Blackwell Farm developer will fund junction improvements on Egerton Road along with sustainable transport measures that will provide alternatives to the private car.

The Department of Transport are proposing improvements to the A3 to reduce congestion and improve road safety longer term that should resolve some of the existing congestion problems. Prior to this scheme being implemented, whilst it is recognised that there is existing morning peak queuing issue on the A31 Hogs Back eastbound towards the A3 on-slip, the worst congestion occurs in the nearside lane feeding onto the A3. The new access to the site is proposed further east where the A31 Farnham Road becomes single carriageway adjacent to the A3 overbridge and traffic accesses this section of Farnham Road using the offside eastbound lane. Therefore, this access will not be affected by the existing queuing and vehicles exiting the site in the morning peak will be able to do so without any significant delay.

**Response to the Briefing submitted by Nathaniel Lichfield & Partners
on Land North of Slyfield Industrial Estate**

The sites identified in the Local Plan, in addition to sites with existing outstanding planning permission, seek to meet the need for employment land identified in the 2015 Employment Land Needs Assessment (ELNA).

Identified need

Our ELNA was published in October 2015. It was produced by consultants AECOM. The ELNA used three independently derived projections of future workplace employment which were used to forecast employment change over the period 2015-2033:

- Cambridge Econometrics Employment Projections, 2015 (Cambridge Econometrics);
- UK Local Market Forecasts, 2015 (Experian); and
- Local Authority District Forecasting Model, 2015 (Oxford Economics)

AECOM believe that the three forecasts are “robust and suitable for projecting change over the long term in Guildford”. They took a mean average of the compound annual growth rates of three employment forecasts and projected the growth from a 2015 baseline. The baseline was derived from the 2012 Valuation Office Agency floorspace data which was updated with monitoring data from the Council on net changes to the floorspace 2012 to 2015.

To calculate the employment land required over the plan period, AECOM looked at how floorspace and employment rates have changed over the recent past, and assume a continuation of their changing dynamics over the plan period. They looked at the property market area (PMA) (this is what they call the FEMA) as a whole. The ratio between historic floorspace and employment growth was applied to the future employment forecast to estimate how much floorspace would be needed. If employment has historically grown faster than floorspace (i.e. density has increased), we would expect future employment to grow faster than future floorspace. For further details please see section 6 of the ELNA.

Demand for industrial/storage land is forecast to increase by between 4.7ha and 5.3ha in the period from 2015 to 2033. The central (medium) forecast for Guildford predicts a net demand for industrial land of approximately 5.0ha between 2015 and 2033. We are confident that the 2015 ELNA provides the most robust and up-to-date information to the objectively identified needs for employment floorspace in Guildford borough over the plan period. The Local Plan seeks to meet the needs.

Meeting the identified need

Section 4.5 of the ELNA (p31) is titled Pipeline: Planning Permissions and Prior Approvals and considers sites with outstanding planning permission and sites where work has started but is not complete. Table 4-3 Current Planning Permissions (as of July 2015) identifies permissions that give a net increase of 9,340 sqm of B2 and B8 floorspace. Paragraph 4.5.4 shows the key permissions for gains in B1c, B2 and B8 class floorspace which are yet to be completed include:

- Henley Business Park (B1, B2 and B8) (11,282sqm); and
- 3-5 Woodbridge Meadows (1,816sqm) (B8).

Since publishing the ELNA, some of the new employment land at Henley Business Park has been completed. Block 7, which is 3,175 sqm, is currently on the market.

The Local Plan identifies additional sites to meet the remaining need:

- 2,500 sqm B2/B8 at Former Wisley Airfield as part of a mixed-use development
- 6,500 sqm Light industrial (B1c) / Trade counters at Slyfield Area Regeneration Project (SARP)
- 7,000 sqm of land was allocated at policy A43 Land around Burnt Common warehouse, London Road, Send, and now replaced by 7,000 sqm at a new site to the east of Burnt Common Lane, titled Garlick's Arch, Send Marsh/Burnt Common and Ripley. This will deliver either or a mix of light industrial (B1c), general industrial (B2) and storage and distribution (B8).

Delivery

We do not agree that the North Slyfield Site represents the only location that can enable sustainable growth in the short term as the Garlick's Arch site is deliverable in the first five years of the plan. There are also the sites which currently have outstanding planning permission, some of which are now complete and on the market.

North Slyfield Site

The issue that remains is the comparison between the North Slyfield Site and other sites on which we are proposing employment provision.

- We note the comparison with SARP; however, this is a mixed-use development. Some of the industrial floorspace being located on this site is specifically for the relocated Guildford Borough Council Depot and the Surrey County Council Waste Transfer Facility and Civic Amenity Facility. These cannot be provided elsewhere. The net increase of 6,500sqm is for use class B1c light industrial or trade counters.
- We note and agree that Blackwell Farm is not appropriate for industrial uses.
- In relation to Wisley Airfield, this site is proposed to be allocated for a range of uses, including employment. We consider that it is important for mixed communities that we do not create a new settlement without some additional job opportunities and services and help ensure that the site is relatively self-contained. For this reason, we do not consider it appropriate to remove the industrial allocation from this proposed site allocation.
- In relation to the Burnt Common Warehouse site, as set out above this site is now no longer being proposed and we are instead proposing Garlick's Arch. Whilst we note your point that the North Slyfield Site would not necessarily adversely impact upon the high sensitivity land parcel within which it sits, there would nevertheless be, in relative terms, more harm caused by allocating sites within land parcels assessed as contributing more towards the purposes of the Green Belt than those judged to be of lesser Green Belt value. In accordance with our new spatial strategy, which seeks to apply greater weight to Green Belt sensitivity than the draft Local Plan (2014), we do not consider it appropriate to allocate land within high sensitivity parcels unless there is strong justification for doing so. Whilst this site is medium sensitivity Green Belt it has, in addition to the benefits of meeting our industrial need, significant further benefits in that it facilitates a new on and off slip with the A3. We also consider that the new site is also more accessible to the strategic road network compared with the North Slyfield site, which will assist HGV access to and from the site with less impact on the local road network and residents.

We are confident that these sites combined meet the identified need in an appropriate and sustainable way.

Response to questions raised by a number of Normandy residents

(1) Are the Executive convinced that 'exceptional circumstances' exist that justify removing Normandy and Flexford site from the Green Belt?

The National Planning Policy Framework (NPPF) states that Green Belt boundaries should only be altered in exceptional circumstances and through the preparation of a Local Plan (paragraph 83). We consider that there are exceptional circumstances that warrant doing so - namely the requirement to allocate sufficient land for market and affordable housing and employment development, combined with the significant adverse consequences for patterns of sustainable development of not doing so. Paragraph 85 of the NPPF sets out the factors we need to consider when defining boundaries. Whilst we have sought to apply greater weight to Green Belt sensitivity in the Proposed Submission version of the Local Plan, this needs to be considered alongside other sustainability factors. The provision of a secondary school, to meet the needs arising from both natural population growth and planned new housing, is a significant benefit of this site, as is its location midway between Ash/Tongham and Guildford and the proximity to the rail station with plans to improve the frequency of the service.

The NPPF also states at paragraph 72):

The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:

- give great weight to the need to create, expand or alter schools; and
- work with schools' promoters to identify and resolve key planning issues before applications are submitted

The site will also provide other supporting infrastructure which will improve the sustainability of this area. On this basis, we consider that the significant benefits associated with this site serve to outweigh the harm associated with removal of this land from the Green Belt.

(2) Has the Executive seen any convincing evidence that a 7FE secondary school is needed in the West of the Borough? We consider that the need for such a school is not proven.

Yes, see Surrey County Council's School Commissioning paper, made public in April 2016 under FOI/EIR. This report was added to GBC's website on 5 May 2016 www.guildford.gov.uk/infrastructurevidence and will be summarised in the Infrastructure Delivery Plan that will accompany the draft Local plan for consultation.

Although the whole need for a new secondary school does not arise from the Normandy development itself (which itself generates a need of one eighth of the secondary school), it is well positioned for a new secondary school as it is located mid-way between the proposed Blackwell Farm development and the Ash / Tongham development and can therefore serve both, in addition to Normandy.

There are no sites proposed in the Local Plan that would require a secondary school themselves (about 4,000 homes generates need for a new secondary).

Cllr Spooner and the policy team have met with SCC Cllr Keith Witham to discuss this site, and provided him with information, including the list of all sites that we and SCC considered. At that meeting, Cllr Witham did not mention that he had research showing that a 7FE

secondary would not be needed. Both SCC and GBC jointly see Normandy as the most suitable site to provide the new secondary school that will be needed in the west of the borough over the plan period.

(3) Has evidence has been sought/obtained to justify the assertion that the designation of Normandy/Flexford as a 'strategic site' "achieves greater sustainability for the village"? It is not accepted that the provision of some retail units or a pub justifies such a claim.

Strategic sites are defined as those being particularly key to the overall delivery of the plan, and its aims and objectives. The plan identifies our strategic sites as consisting of Gosden Hill, Blackwell Farm, Wisley Airfield, Normandy/Flexford and North Street in Guildford town centre. Combined these sites, with the exception of North Street, are key to delivering the scale of homes and supporting infrastructure required to meet our needs. All these strategic sites (with the exception of Normandy/Flexford) are dependent upon significant improvements to the A3. A scheme for the A3 is still being considered by Highways England and for this reason the delivery of these three sites are projected to occur later in the plan period when we expect these improvement to occur. Only Normandy and Flexford is not dependent upon these improvements and is therefore able to deliver the necessary homes in the early years of the plan. It is therefore key in being able to demonstrate to an inspector that our plan is consistent with national policy and we have sought to maximise sustainable opportunities for boosting the supply of housing. The site is therefore key not only for provision of a school but also for the scale of housing that it is capable of delivering.

We have had many consultation responses citing the loss of services and facilities including the pub. This site is able to provide a mix of supporting uses alongside the planned housing which will improve the sustainability of this area and reduce the need to travel. The scale of housing planned will also help the business case for the Train Operating Companies/ Network Rail to provide improvements to the frequency of the train service(s) stopping at Wanborough Station which would be a benefit for existing and new residents. The site allocation includes provisions for the following on site:

- Approximately 1,100 homes (C3), including some specialist housing and self-build plots (C3), and
- A nursing or residential care home (C2) with approximately 60 beds, and
- 6 Travelling Showpeople plots (sui generis), and
- Approximately 400 sq m of comparison retail (A1), and
- Approximately 300 sq m of convenience retail (A1), and
- Approximately 400 sq m of services (A2 – A5), and
- Approximately 300 sq m of community facilities (D1), and
- A secondary school (D1) (up to eight form entry), and
- A village green

The site will also contribute towards off site infrastructure including an enhanced bus and cycle network and Suitable Alternative Natural Greenspace (SANG).

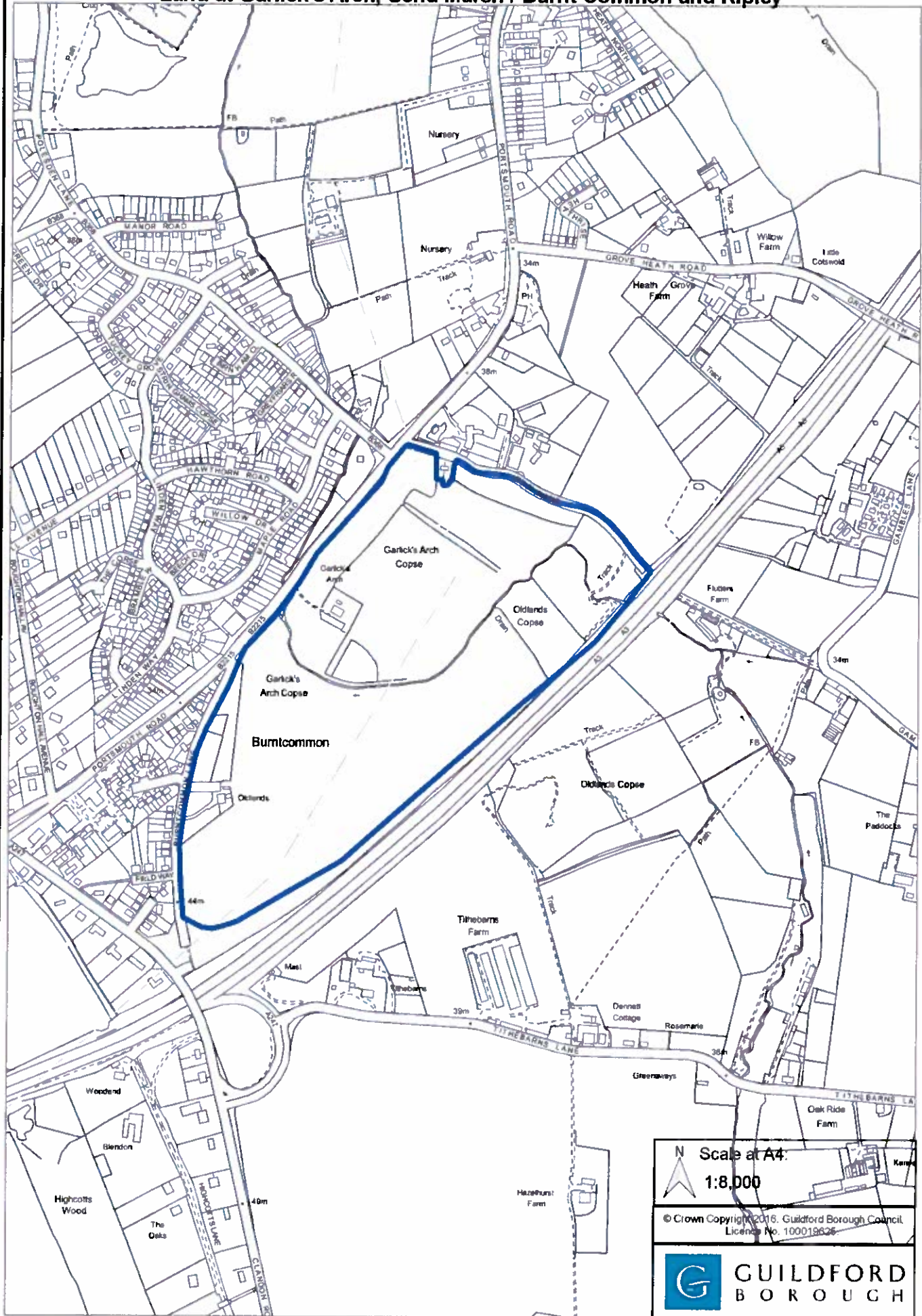
(4) Has the Executive considered the extent to which the specific policies in the National Planning Policy Framework indicate that a development of this scale, in such proximity to the Thames Basin Heaths Special Protection Area, should be restricted?

We have applied constraints as part of developing our spatial strategy, including the Special Protection Area and AONB. The plan provides for sufficient SANG to mitigate harm to the SPA.

(5) Does the Executive accept that this developer led scheme will cause huge damage to the local environment and place an unacceptable strain it on the local infrastructure?

Almost all development in our new local plan and planning applications are developer-led. The development proposal is proposed to be accompanied by supporting infrastructure.

Land at Garlick's Arch, Send Marsh / Burnt Common and Ripley



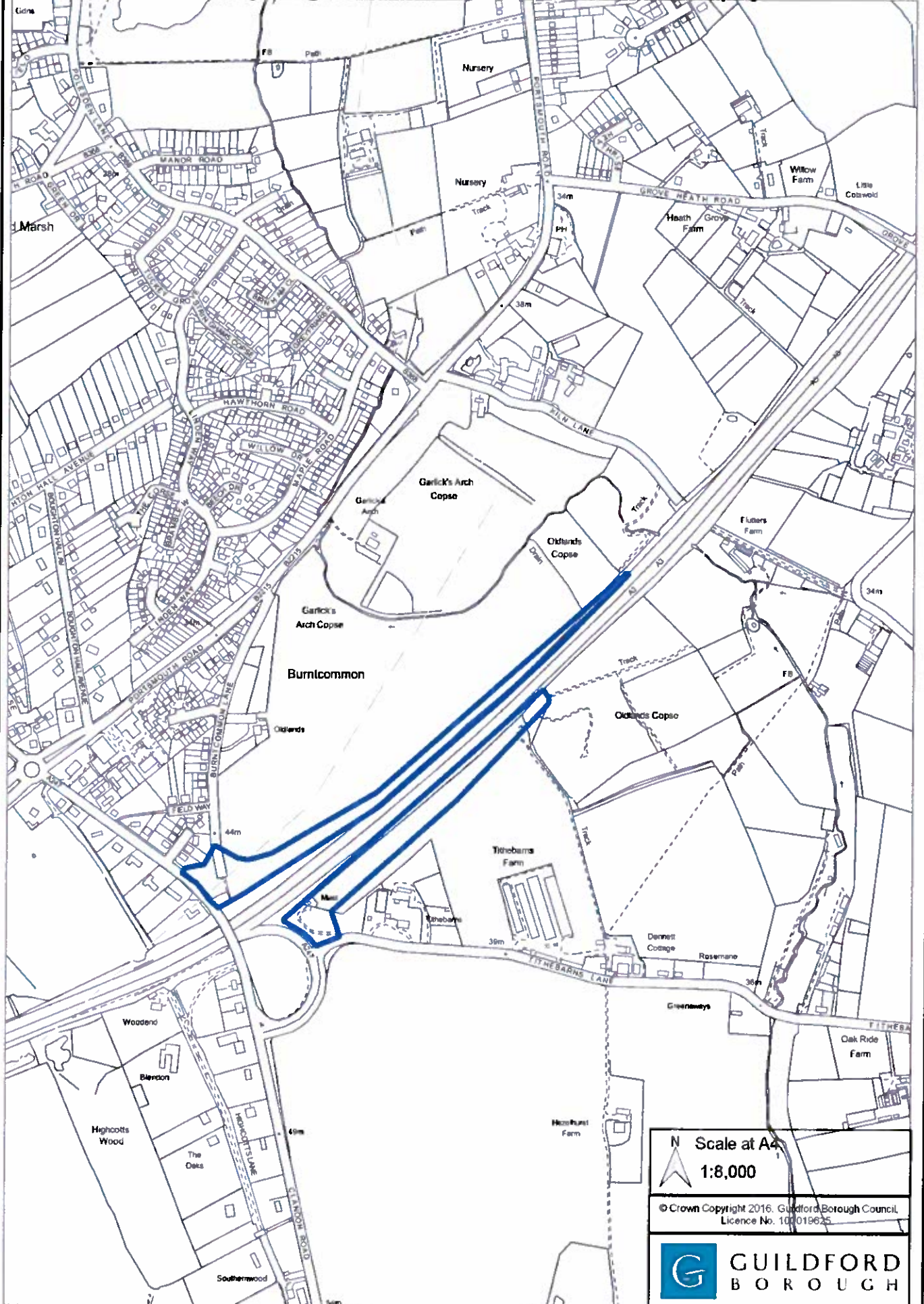
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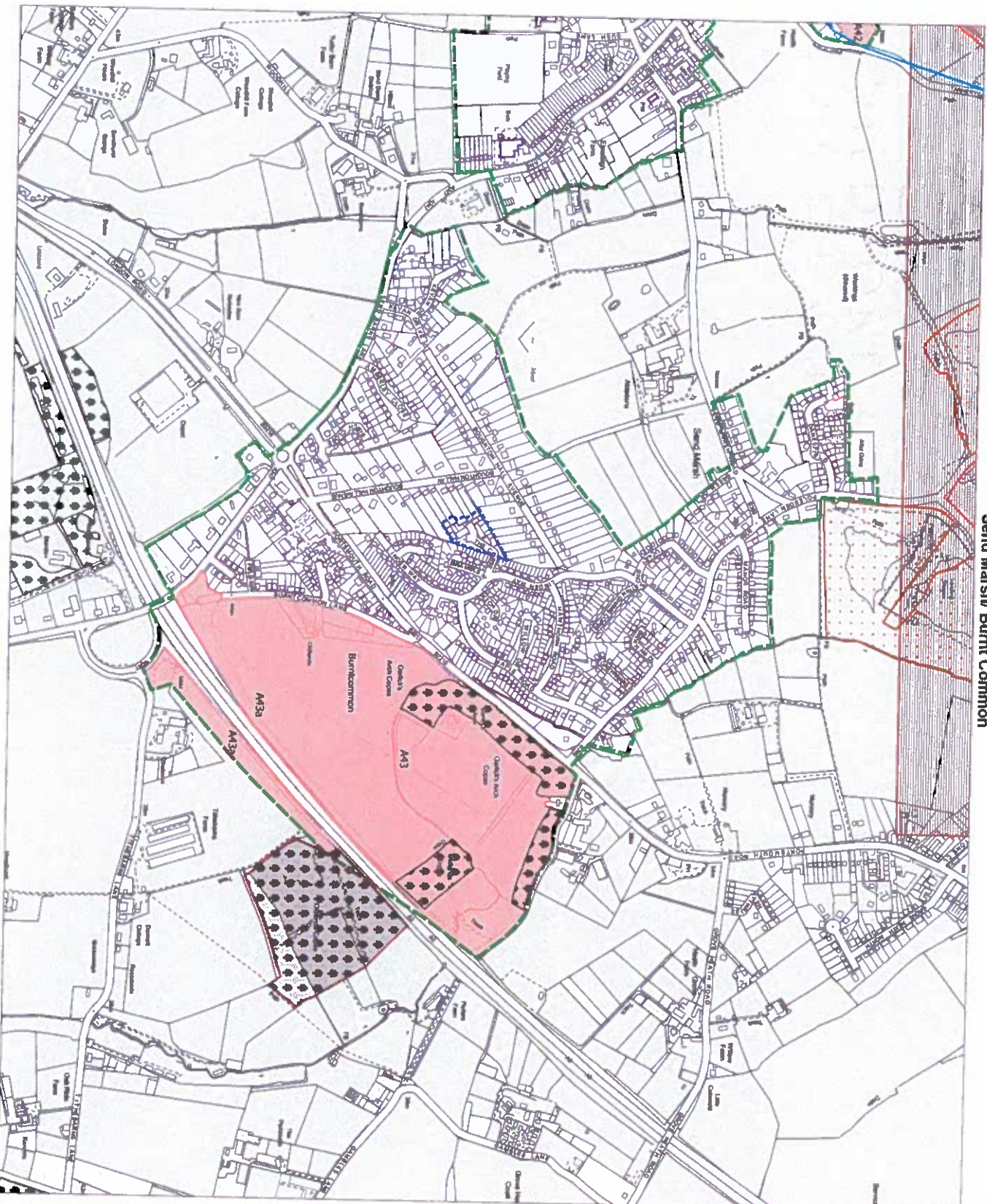


GUILDFORD
BOROUGH

Land adjoining A3 at Send Marsh/Burnt Common and Ripley



Send Marsh/ Burnt Common



- Legend**
- Green Belt boundary
 - Green Belt
 - Site Allocation
 - Site of Special Scientific Interest
 - Area of High Archaeological Potential
 - Corridor of the River Wey
 - Conservation Area
 - Ancient Woodland
 - Safeguarded land for minerals
 - Site of Nature Conservation Interest
 - Open Space (currently being updated to include assessment of villages following Insiting)

Scale at A3: 1:8,000

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