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Ms Hannah Yates
Planning Officer
Guildford Borough Council
Millmead House
Guildford
GU2 4BB

1st November 2022

Dear Ms Yates

22/P/01175 | Planning permission for a Hybrid planning application for part of a new settlement and Suitable Alternative Natural Greenspace (SANG) (within LPSS Policy A35 Allocation) with new vehicular and pedestrian/cyclist accesses, comprising a Full Planning Application and Outline Planning Application | Land At Wisley Airfield, Hatch Lane, Ockham, GU23 6NU

We write to comment on the above application with a recommendation that the developer withdraws and amends the planning application for the reasons that we shall discuss.

As our name implies we are a residents' association serving Merrow with the stated objective of acting in an apolitical manner to help ensure that Merrow retains its present unspoilt and attractive appearance. On that basis we have no comment to make on the application except for the uncontrolled traffic that will flow from the development that will affect Merrow and the lack of meaningful mitigation measures.

This letter reflects the views of this Association and is unrelated to any other letter that you may receive on this planning application.

We take the view that Guildford Borough Council with the support of Surrey County Council should produce a detailed transport strategy covering the traffic from the new developments that are in the 2019 Guildford Local Plan- and those that will affect Merrow are Gosden Hill Farm, Garlicks Arch and the Wisley airfield although other developments such as the Weyside Urban Village are also likely to have an effect. It seems ludicrous to even consider the approval of these sites without the approval of the infrastructure improvements that will be necessary. This is putting the cart before the horse. We are all aware that traffic congestion in Guildford is one of the worst in the whole of England and air pollution from the A3 seems to be the highest in the country by some margin. This will only

get worse if Guildford Borough Council and Surrey County Council continue to sit on their hands as if there is no impending problem.

Policy A25 in the 2019 Guildford Local Plan contains requirements (1) to (2) in the Transport Strategy covering access to the A3, the A3100 and an all movements junction of the A3 with the A3100, the B2215 and the A247. We now know that the suggestion of a 4 way junction on the Gosden Hill Farm site doesn't have the support of the Highways Authority. As an Association we have majored on our concerns that traffic from Gosden Hill Farm destined for London will either have to be routed through Burpham or the outskirts of Merrow in order to join the A3. That point was accepted by the Inspector who examined the Guildford Local Plan who required that the possibility of a connector road should be included in policy A25 to the B2215 London Road/A247 Clandon Road.

So far as this planning application is concerned we look no further than the transport strategy requirement condition (4) of Policy A35 of the Guildford Local Plan where it is stated that *'the identified mitigation to address the impacts on Ripley High Street and the surrounding rural roads comprises two new slip roads at A247 Clandon Road (Burnt Common Slips) and associated traffic management'*. We are aware that the land for the two slip roads is now owned by Guildford Borough Council and is the subject of an internal consultation by National Highways who are proposing to bring forward a report with some recommendations later this year. Would it not be wise to put this application on hold until National Highways have reported?

Turning now to Government Guidance we are drawn to paragraphs 104 to 113 of the NPPF which state that in relation to promoting sustainable transport that.....transport issues should be considered..... including appropriate opportunities for avoiding and mitigating any adverse effects, that the development will ensure that any significant impacts on the transport network can be cost effectively mitigated to an acceptable degree and that a transport plan shall be provided.

The NPPF and Government Guidance majors on the importance of sustainability and the need to encourage sustainable means of transport such as buses and cycles and car sharing. It is clear that this development does not benefit from an existing public transport network, is remote from other villages and towns, and that cars will have an important role for those who wish to have access to the rail stations in the area or to neighbouring towns. It is therefore critically important that the transport plan should consider the impact of all the cars that will use the site and the effect that their use will have both on major and minor road networks.

Turning to the travel plan the applicant suggests in section 12 *'that the effects of the development on the highway network without Burnt Common Slips are benign or beneficial. Indeed, it is the case that the Burnt Common slips are not necessarily required to mitigate the effects of the development on the local road network, as it has no severe effects in terms of the NPPF'*. However elsewhere in section 13 the applicant states *'that the changes in traffic flows set out in Section 12 mean the anticipated additional traffic arising from the proposed Wisley Development will not have a severe impact at Ripley Crossroads as flows will reduce due to the reassignment of traffic seen in the modelling. Nonetheless Taylor Wimpey would be prepared to support the resilience of the local infrastructure by making an appropriate contribution to the cost of delivery of the Burnt Common slips given the net benefit that they would bring to Ripley High Street and the amenity of the local road network generally,*

including to users of the cycle routes'. We do not accept that the effects of the development on the highway network are benign.

We take the view that this development will have a significant impact on road traffic in the surrounding area and it would be premature for this application to be approved at this time not least because it does not meet the requirements of the transport strategy in policy A35 of the Guildford Local Plan and nor does it meet the requirements of the NPPF.

In our view this planning application should be withdrawn at this time and re-considered once the infrastructure requirements discussed above have been satisfactorily addressed.

Yours sincerely

Andrew Strawson
Chairman