
Guildford Development Management Policies Examination

Response to Inspector's Matters, Issues and Questions
submitted on behalf of Martin Grant Homes
(ID: 8944737)

Matter 5:
Policy ID10: Achieving a Comprehensive Guildford Borough Cycle Network

October 2022

Guildford Development Management Policies Examination

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**Barton Willmore, now Stantec on behalf of
Martin Grant Homes (ID: 8944737)**

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INTRODUCTION

- 1.1 Barton Willmore, now Stantec is instructed by Martin Grant Homes (MGH) to submit this hearing statement in response to the Inspector's Matters, Issues and Questions. This statement expands upon the representations submitted on behalf of MGH at the earlier stages of the Local Plan: Development Management Policies' preparation.
- 1.2 As background, MGH owns (freehold) the Gosden Hill strategic site allocated for residential mixed-use development in Policy A25 of the adopted Guildford Borough Local Plan: Strategy and Sites (April 2019).
- 1.3 MGH and its consultant team continues to proactively engage with the Council and other consultees to develop MGH's emerging masterplan for the site.
- 1.4 This statement supplements the representation submitted at Regulation 19 consultation stage in February 2022 and responds to the outputs of ongoing discussions with the Council and the output of MGH's own technical work.

RESPONSE TO MATTER 5: POLICY ID10: ACHIEVING A COMPREHENSIVE GUILDFORD BOROUGH CYCLE NETWORK

Main Question: Whether Policy ID10: Achieving a Comprehensive Guildford Borough Cycle Network is positively prepared, justified, effective and consistent with both national policy and the LPSS.

Q5.1 Are the mapped routes adequately justified and would the network be effective?

- 1.1 No. We support the principles of delivering a comprehensive and denser network of pedestrian and cycle routes which would assist in achieving a meaningful modal shift away from the private car.
- 1.2 Delivery of such a network is only likely to be deliverable at the expense of road space currently occupied by private cars and, as such, pragmatism is required when considering the delivery of new developments where there may be an element of reducing road capacity to deliver cycle schemes.
- 1.3 With regard to the delivery of improvements as part of development proposals, whilst it is agreed that new developments should enhance cycling where possible within their site, they should not be required to deliver new routes which are outside of their land control.
- 1.4 For example, there is a suggested greenway shown along the southern boundary of the Gosden Hill development site in the Comprehensive Guildford Borough Cycle Network (at Appendix A of the Plan) providing a link towards West Clandon. Whilst land could be provided within the Gosden Hill site to deliver some of this route, to partially address the requirements of Policy ID3 'Sustainable transport for new developments', the developer should not be required to deliver the whole route or any part of the route outside of their land control which may lead to potential ransom issues.
- 1.5 In this context, we suggest any proposed routes within Appendix A are caveated with the word 'indicative'. This will allow for greater flexibility in providing these routes should the drawn routes not be possible due to land ownership or design constraints.

- 1.6 Moreover, the policy should require the delivery of only the elements of routes within any given site. In this regard, a similar approach to criterion 4 of Policy A25 which clearly differentiates between the approach to be taken in respect of the Sustainable Movement Corridor on-site and off-site should be applied. Criterion 4 states:

The provision of the eastern route section of the Sustainable Movement Corridor on-site, and a necessary and proportionate contribution to delivering the eastern route section off-site, having regard to the Sustainable Movement Corridor Supplementary Planning Document.

- 1.7 Taking account of the above, Policy ID10 should be amended as follows:

- 1) The routes and infrastructure which comprise the Comprehensive Guildford Borough Cycle Network, including the cycle elements of the Sustainable Movement Corridor, as represented on the Policies Map, will be the basis and starting point for the identification of improvements, primarily for utility cycling, provided and/or funded by new development. The provision of on-site sections of cycle routs will be required as part of development and necessary and proportionate contributions may be sought towards the delivery of off-site sections.**

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