Introduction

I am delighted to introduce the Burpham Neighbourhood Plan 2014 – 2034 which represents the culmination of many years of hard work by local residents in conjunction with local businesses and Guildford Borough Council.

The plan sets out land use policies designed to guide development in Burpham over the 20-year period years. It also incorporates wider policies, which go beyond land use considerations and demonstrates support for wider strategic improvements. These policies start with the suffix ‘A’.

We have incorporates the wishes of the local residents whose views were expressed in a comprehensive survey in May 2012, various workshops and general accumulation of feedback. The results of this exercise indicate that Burpham is valued as a pleasant place to live. Residents have an overwhelming desire to guide future development in Burpham for the benefit of both the present community and future generations.

The development control policies in this plan have had due regard to the National Planning policy Framework and the Guildford Local Plan, as well as local wishes. The result is a suite of policies that proactively accommodate suitable developments, whilst having due regard to Burpham’s character and environment.

Our aim is to ensure that Burpham remains a place where people wish to live, and work over the life of the Plan. Whilst embracing change, we also aim to ensure that Burpham’s identity is protected.

This plan should be referred to by developers and householders alike before presenting planning applications to Guildford Borough Council for consideration. And will be the Guardian of good planning in Burpham over the next twenty years.

Best Wishes

Ros Pollock

Chairman – Burpham Neighbourhood Forum.
Policy: AC 1: Access to Natural Leisure Facilities .................................................. 23
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Appendices

Note: These Documents are separate PDF files.

- Appendix 1: Maps
- Appendix 2: Character descriptions of Burpham
- Appendix 3: Local Green Space Zones
- Appendix 4: Reference Documents List
- Appendix 5: Survey Summary
- Appendix 6: Survey Comments
- Appendix 7: Empty: (Examiners amendments)
- Appendix 8: Obsolete Polices
- Appendix 9: Historic Relevance Data
The History of the Plan

This plan is based on a comprehensive survey of residents carried out at the start of the process in April /May 2012. Since then, garden grabbing, in Burpham has been a prime pursuit of developers. Eighteen houses have been granted planning permission since 2012, with a further seven in the pipeline. The Local Planning department attempted to exclude Burpham Ward Green Belt from the designated Forum area by the local Planning Department during the initial process in 2011/12. Two years and five months later, our Green Belt is still a point of contention. make it challenging to design a rational development plan covering our green areas. All signs indicated that we would lose our Green Belt to a development, both inside and to the north east of our boundary line, (see Appendix 4 Documents Reference list, covering the site.) The lost land will be a development of over 2000 homes plus offices, shops and a railway station - in fact a complete new village.

On 15th May 2014, the Draft Local Plan it included proposals, which would virtually destroy our Green Belt, to the west, north, and east of Burpham. It planned a link road across an area of flood plain, thereby destroying our views over the Wey Navigation and potentially increasing traffic by over 1000 vehicles per day, including 300 LGV movements. Aldi’s successful application to build a supermarket on the Green Man site was recently approved by the Planning Committee, against the wishes of the majority of the community (see Appendix 6) and will generate an additional 1600 cars per day. The Gosden Hill Farm development will lead to something in excess of 3800 vehicles. “Transport disaster is looming for Burpham”.

The current Draft Local Plan has no sensible and realistic transport plan to support these additional vehicle movements; road junctions needed outside the Plan area are not included.

This Plan was originally based on reasonable development aspirations however a threat of over 3,000 houses (2000 Gosden Hill & 1000 at SARP) has more than coloured the residents’ options and opinions. While Neighbourhood plans should be pro development, this plan has had to seriously consider the threatened destructive and unsustainable actions outside the ward, which will seriously affect the quality of life within the ward. Our response is reflected in our local Green Space Zones Policy.

In respect of Consultation, 2800 Questionnaires, over 2000 emails, 3000 notification letters have been sent out, and received, from multiple interested parties and hundreds of conversations with local residents and specialists both face to face,
and by telephone have added to the bank of knowledge on people’s wishes and aspirations for their community.

We hope Burpham residents will support the policies put forward in this document so that they can become a reality to protect our community for the next 20 years.

Coordinator: Burpham Neighbourhood Forum.
Policy: EN 1: Development within the Green Belt

Development will be permitted in the Burpham Ward Metropolitan Green Belt, as shown on the current GBC local plan proposals map, provided it is for the purposes listed below. New building will be deemed inappropriate.

Agriculture and Forestry:
Essential facilities for outdoor sport and outdoor recreation, cemeteries and other uses of land which preserve the openness of the Green Belt and which do not conflict with the purposes of including land within it;

Limited extension, alteration, or replacement of existing dwellings providing it is in accordance with policies.

Re-use and adaptation of rural buildings in accordance with other policies in this plan

Supporting Text:
This policy seeks to preserve the essential criteria on which development in the greenbelt should be determined, as set out in the NPPF, the 2003 Local Plan and emerging Local Plan although limited weight can be attached to that document at the present time.

Policy: EN 2: Residential Gardens

Permission will not be granted for back garden development where:
The site makes an important contribution to the character and appearance of the surrounding area, or Where the development of the site would adversely affect the amenities of future occupiers, or those currently occupying adjoining or nearby properties.

Supporting Text:
Note 1: Where ‘adversely’ means in this case, any development which exceeds 50% of an existing garden, where the original house floor plan including garages and out buildings is left exceeding 33% of the remaining plot size. Any new development (structure) in this new plot must not cover an area greater than 33% of the total new plot size and must be situated [external wall to external wall] equidistant from all surrounding properties.
Note 2: See Appendix 2 for village character guidance and housing densities
Policy: EN 3: Public Open Space

The following public open spaces will be protected and their enhancement supported by designation as Local Green Space. See Local Green Space Zones Appendix 3 for full listing of designations:

**Sutherland Memorial Park:**
As the park is a designated war memorial it is an important open space for Burpham and the wider area and will be protected. A requirement for undercover recreational community facilities has been highlighted and the Plan supports proportionate and reasonable increase in the covered area for the Sutherland Memorial Park & Hall and village hall area of the Ward. At Sutherland Memorial Park permission will be granted for a covered recreational facility that complements the existing character and use of the park within the footprint of the current buildings.

**Riverside Nature Reserve:**
This green flag nature reserve is partially sited within the Ward. This plan supports its maintenance and continued designation as a nature reserve with special status as a Site of Nature Conservation Importance/Interest (SNCI) forming part of the Local Nature reserve in the Metropolitan Green Belt. This site is an essential part of the flood plain of the Wey Valley, north of Guildford town centre. There was significant flooding to a depth of 1 meter during winter 2013/14 in the Reserve which supports its wetlands designation.

**Merrow Common:**
This area of woodland, straddling New Inn Lane and Merrow Lane, is identified in early maps and in the Doomsday Book as ‘Swine feed’. The woodland contains many old trees and forms a unique barrier between the Green Belt and the urban area, any attempt to modify this area in any way is strongly opposed by this Plan. A Tree Preservation Order exists on all trees within the area south west of Merrow Lane to the railway line and an Ancient Woodland Order covers some sections of this ‘continuous’ woodland.
Policy: EN 4: Local Green Space;

Local Green Space:
This area is designated 'Local Green Space' as specified in the NPPF clause. 76 -78. This policy enshrines the areas identified in the map in Appendix 3 as Local Green Space in perpetuity.

Green Spaces as identified on the plan and within Appendix 3 will be designated and preserved as "Local Green Space" for the community for their amenity and character value in accordance with NPPF clauses 76-78.

**New Wildlife Corridor Merrow Common & Lane**
This policy will enable an important Green Space in Burpham to be protected in accordance with the Paragraph 77 of the NPPF -

The 'new' area designated is labelled 1 & 2 within the Local Green Space Zones Appendix 3

The document Appendix 3 Local Green Space Zones identifies all Local Green spaces in Burpham

Development will not be permitted within Local Green Space Zones except where it provides drainage or minor improvement to the pre-existing facilities, such as storm drains and future flood alleviation ponds.

Supporting Text:

Note 1: Wildlife in and around Burpham is included in Appendix 3:-

Note 2: Natural England and the Countryside Council for Wales Accessible Natural Greenspace Standard (ANGST): No person should live more than 300m from their nearest area of natural green space of at least 2ha in size.
**Policy: EN 5: Historic Environment**

The Plan shall protect the visual and heritage amenities of the historic views and historic setting, as described in the character assessment appendix of this plan. Permission will be granted for development that conserves and enhances the following listed buildings, historic places and their settings (noting this is not an all-inclusive list): See appendix 9 for comprehensive listing.

- Sutherland Memorial Park.
- Pimms Row cottages and area.
- New Inn Farm House and Lilac Cottage.
- Bowers lock.
- Royal Mail pillar box in Kingpost parade - Edward VIII locally listed.

Planning proposals will be expected to have due regard to the character assessment allocated to the individual locations. The effect of a planning application on a non-designated heritage asset should be taken into account when determining the application.

Supporting Text:

Note 1: For full listing of Historical and Heritage assets in Burpham please refer to Appendix 9
Policy: EN 6: Natural Features

The plan shall protect the visual amenities of the natural features of the ward and its internal boundaries. An environmentally healthy community is evidenced by the quality of the natural environment and the appearance it provides in the near and distant panoramas.

The Burpham community's frames of reference are near views of old field line hedges interspersed in the community itself, with mature and semi-mature trees of the old rural village; The more distant views of the Wey valley to our adjoining wards provide both flood plain, healthy tree-lined vistas and panoramic views to the North Downs, crowned by the AONB of the Surrey Hills.

Supporting Text:

Note 1: This policy is designed to prevent houses and developments emerging above the tree line, thereby changing the character of rural views, with which Burpham is comfortable, to a suburban environment type vista of central of Guildford.

Note 2: See Appendix 2 for full descriptions.

Policy: EN 7: Adapting to Climate Change

All new development including extensions and rebuilds within Burpham should seek to achieve high standards of sustainable development and, in particular, demonstrate in proposals how design, construction and operation have sought to:

• Reduce the use of fossil fuels;
• Promote the efficient use of natural resources, the re-use and recycling of resources, and the production and consumption of renewable energy;
• Adopt and facilitate the flexible development of low and zero carbon energy supply systems through a range of technologies:
  • Ensure that extensions and alterations link the provision of low and zero carbon energy technologies to the existing building;
  • Adopt best practice in sustainable urban drainage systems (SUDS) because of flooding.
The Plan will encourage energy saving by using appropriate schemes, where technically and commercially viable. For example the incorporation of photovoltaic solar panels in a sound barrier along the A3 in the area.

**Policy: T 1: Parking Standards**

The preference is for assigned parking spaces within the curtilage of the site. With houses, other than sheltered accommodation, providing cycle storage at the rate of two cycle places per first bedroom and one per additional bedroom. Studio flats should provide one cycle storage place per studio. This is to encourage family trips with cycles and safe storage position for this method of transport.

<table>
<thead>
<tr>
<th>Parking Unit</th>
<th>Surrey County Standard (Guidance only)</th>
<th>Guildford Standard</th>
<th>Burpham Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio apartments</td>
<td>1 car space max</td>
<td>1 Car Space / 1 cycle space</td>
<td></td>
</tr>
<tr>
<td>1 bedroom unit</td>
<td>1 car space per unit</td>
<td>1 car space max</td>
<td>1 Car Space / 2 cycle space</td>
</tr>
<tr>
<td>1 &amp; 2 bed flats</td>
<td>1 car space per unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2 bedroom unit</td>
<td>1 car space per unit</td>
<td>1.5 spaces max</td>
<td>1.80 car spaces minimum / plus 3 cycle spaces</td>
</tr>
<tr>
<td>3 or more bedroom unit</td>
<td>2 car spaces max</td>
<td>2 car spaces minimum / plus 4 cycle spaces</td>
<td></td>
</tr>
<tr>
<td>All developments:</td>
<td></td>
<td>1 cycle space min</td>
<td></td>
</tr>
<tr>
<td>Elderly (sheltered):</td>
<td></td>
<td>0.5 car spaces per unit</td>
<td></td>
</tr>
<tr>
<td>1 &amp; 2 bed houses:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 car space per unit</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1 or more in suburban areas</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>1.5 or more in suburban edge, village or rural areas</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Standard (Guidance only) vs. Standard

<table>
<thead>
<tr>
<th>3 bed houses:</th>
<th>1 car space per unit</th>
<th>1 or more in edge of centre</th>
<th>2 or more in town / 2 or more in suburban edge, village or rural areas suburban areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 or more bed houses</td>
<td>1 space per unit</td>
<td>3 car spaces plus 5 cycle spaces</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 or more spaces per unit in edge of centre, suburban and suburban edge, village or rural areas.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Visitor Parking</td>
<td>If all parking of residents is provided ‘off road’ there will be space on roads for adjacent properties for visitors and delivery vehicles to safely rest at the kerb side for the duration of their visit to the location.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Supporting Text:**

**Note 1:** Parking on non-residential sites should not be below the prevailing maximum standards in use by Guildford Borough Council. Provision lower than that set out above should be avoided unless clear exceptional circumstances can be justified by the applicant. Due to the high car usage identified in the 2011 census within Guildford Borough and surrounds, commercial parking needs within Burpham will require the maximum predicted use (during the planning application process) to be met on site.

**Note 2:** Parking standards are designed to prevent on-street parking which has proved unsustainable in Burpham due to the narrow lanes and roads. It prevents public transport and emergency vehicles entering estates and should be discouraged at the design stage.

**Note 3:** To encourage cycling, sufficient storage for family cycles in each home.

### Policy: T 2c: Cycle routes

The Proposals Map [see appendix 1] shows specific routes along which the plan encourages cycling. It includes improvements to the safety and convenience of the routes, such as the designation of cycle lanes, sign posting, and the provision of cycle parking facilities.
Major travel generating development, including residential developments, will be expected to make provision for cyclists and link with existing and planned routes. All new developments will be expected to make provision for cycle parking in accordance with the standards set out in this plan. Major new development will not be permitted where it interrupts established or proposed cycle routes.

Supporting Text:

Note 1: The requirement for cycle places is to reduce traffic and encourage cycling for a health and environmental benefits.

Policy: T 2f: Foot Paths

Specific permission for upgrade of foot to joint foot / cycle paths will not be granted; if that would prejudice established or proposed pedestrian routes or pedestrian priority schemes. The provision of foot paths and cycle paths and joint foot/ cycle ways will be strongly encouraged as part of all new developments, such that they are separate from road space for motor vehicles whenever possible. Guildford Borough Council and Surrey County Council are encouraged to request from the developer an appropriate financial contribution towards the provision of such infrastructure through S106/CIL mechanisms where the planning merits justify such provision.

Supporting Text:

The above policy reflects the concern of residents for conflict between motor vehicles, cyclists and pedestrians, who do not always respect each other’s space, as evidenced in our Survey

Policy: C 1: Enhancing Community Facilities

Support will be given in principle for additional community facilities in Burpham (D1 & D2 of the Use Class Order with the exception of casinos which will not be permitted).

Support will be given for proposals that enable school premises to be made available as community facilities during ‘non-teaching’ periods with the consent of the school’s staff and governors. Change of use for non-commercial community activities will be supported for halls and outside areas such as football pitches and tennis courts.
There is currently a lack of daytime/evening central community facilities within Burpham village. Proposals to improve community function buildings in central locations will be supported.

Supporting Text:

Note 1: Currently there is no availability in the three small halls of Burpham each is booked months in advance and the maximum capacity of any hall is under 100 meaning less than 0.02% of the community can gather for an event in any one location.

**Policy: FD 1: General Development Standards.**

Development will be permitted where it complements and enhances the character of the local area. The new built form, including extensions, will need to promote designs and scales in harmony with the existing character of its location within the Ward, and requires new development to respect established street patterns, plot sizes, building lines, topography of established views, landmark buildings, roof treatment and aspect relationship with other buildings.

Supporting Text:

Note 1: Burpham residents have experience of extremely high density estates (two level accommodation). Instance of highly stressful living have been described using the terms “Dormitory area” “Claustrophobic” “Gulag”, “Over bearing”, “No room to swing a cat” “I can see inside my neighbour’s bedrooms”, along with “The inability to put a normal sized car in the Ggarage” are some of the comments on high density living, from the survey, while those living in low density areas have described their life as ‘delightful’, ‘pleasant’ and ‘no better place to live’ The Plan aims to prevent future stressful unhealthy living accommodation by ensuring a balance between land cost and housing density.

Note 2: The National Planning Policy Framework (NPPF) was adopted in March 2012, The NPPF (para. 47, bullet point 5) states that, to boost significantly the supply of housing, local planning authorities should (amongst other things) set out their own approach to housing density to reflect local circumstances.

Note 3: The latest Shlaa GBC 2013 demonstrates there is sufficient land in the Borough, to enable a reduction in the density from 40 per hectare proposed in the document to 35 per hectare in Burpham, which will not be detrimental to the overall land supply requirement in Guildford Borough.
Note 4: Character descriptions of Burpham Ward is attached as Appendix 2.

**Policy: FD 2: Location of Development**

Development generating significant numbers of trips will only be allowed in locations highly accessible by public transport (including park and ride) and served by existing cycle and pedestrian routes. Planning permission will only be granted for this form of development in other locations where adequate provision exists or has been made for improvements to public transport services (including park and ride) and improved access for cyclists and pedestrians.

**Policy: FD 3: Green Man Site**

The results of the Survey indicate that most regret the loss of the old historic inn [site pre: circa 1500] and later the family restaurant used as a community meeting place. A majority of the community respondents said they did not want a supermarket on this very small site with the traffic and parking problems it would bring. Planning permission was granted in February 2014 for a Class A1 retail outlet during the drafting of this document.

The community wishes this central prominent brownfield site to be carefully considered for a family-friendly café/licensed restaurant/community hall/medical centre with sufficient parking on it, should it become available during the life of the Plan. If this were not commercially viable as a community usable facility, a small development of low rise flats with adequate parking would be acceptable in line with adjacent residential developments, subject to normal planning controls and conditions.
Policy: FD 4: Support for Younger People

Development should reflect the needs of the younger generation allowing them to get on the first rung of the housing ladder. Future housing development should demonstrate the opportunity for shared equity. Any new housing stock should be of a size and proportion which maintains the characteristics of the community in accordance with Policy FD1.

Supporting Text:

Note 1: The figures to justify this policy by the respondents of the survey are held in the age groups statistics of the current housing waiting list of Guildford Borough Council.

<table>
<thead>
<tr>
<th>Figures 2012-2013</th>
<th>Those seeking help from Council as they were homeless or at risk of imminently becoming homeless in 2012-13.</th>
<th>Council Lettings by Age</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Age</strong></td>
<td>Analysis of the housing applicants by age provides the following breakdown: census data included for comparison.</td>
<td>The age of the main or first named applicant rehoused in Council accommodation.</td>
</tr>
<tr>
<td>Age range</td>
<td>Total</td>
<td>%</td>
</tr>
<tr>
<td>&lt;18</td>
<td>41</td>
<td>1.1</td>
</tr>
<tr>
<td>19-20</td>
<td>245</td>
<td>6.6</td>
</tr>
<tr>
<td>21 to 24</td>
<td>463</td>
<td>12.5</td>
</tr>
<tr>
<td>25 to 34</td>
<td>1,054</td>
<td>28.5</td>
</tr>
<tr>
<td>35 to 44</td>
<td>737</td>
<td>19.9</td>
</tr>
<tr>
<td>45 to 54</td>
<td>538</td>
<td>14.5</td>
</tr>
<tr>
<td>55 to 59</td>
<td>176</td>
<td>4.8</td>
</tr>
<tr>
<td>60 to 69</td>
<td>215</td>
<td>5.8</td>
</tr>
<tr>
<td>70 to 79</td>
<td>128</td>
<td>3.5</td>
</tr>
<tr>
<td>80 to 89</td>
<td>78</td>
<td>2.1</td>
</tr>
<tr>
<td>90 and over</td>
<td>25</td>
<td>0.7</td>
</tr>
<tr>
<td>total</td>
<td>3700*</td>
<td>100</td>
</tr>
</tbody>
</table>
New development will be expected to demonstrate during the planning process, appropriate levels of infrastructure to support the development. In Policy FD6 Guildford Borough Council and Surrey County Council are encouraged to request suitable financial contributions to fund improvements to local services. These are to include:-

- road congestion prevention,
- disabled-friendly footpaths, and
- sound proofing for the community as a whole, where traffic noise will be increased by the additional traffic generated by the development. This will come from the use of CIL monies to ensure any noise generation locations are treated as a blight on the community and action taken to reduce this.

The need for infrastructure in the form of roads, shops, schools and public services, such as doctors and dentists, shall be adequately addressed during the planning application stage to ensure all services come online before or in parallel to completion but before occupation of new homes.
Approval for developments will be granted once the developer has demonstrated that:

- Demand for water supply and network infrastructure both on and off site and can it be met.
- Demand for sewage treatment and network infrastructure both on and off site and can it be met.
- The surface water drainage requirements and flood risk of the development both on and off site and can it be met.

Sustainable Drainage Systems (SUDS)

Thames Water state “It is the responsibility of a developer to make proper provision for surface water drainage to ground, water courses or surface water sewer. It must not be allowed to drain to the foul sewer, as this is the major contributor to sewer flooding.”

Supporting Text:

Note 1: In some circumstances, this may make it necessary for developers to carry out appropriate studies to ascertain whether the proposed development will lead to overloading of existing water and sewerage infrastructure. Where there is a capacity problem and the water company programme indicate no improvements, then the developer needs to contact the water company to agree what improvements are required and how they will be funded prior to any occupation of the development.
Policy: FD 7: Dwelling Density and Land Use

Dwelling density will be based on plot size.

Housing: The footprint of each new house/dwelling must not exceed 30% of its plot size.

Flats: Flats must have access to private open space, which has a minimum space equivalent to twice the floor area of each flat.

Sheltered and assisted dwellings: Shall have the equivalent ratio of communal open space.

Policy: EMP 1: Home Working

This policy gives support to working from home and will support in principle planning applications that promote this providing all normal development control is satisfied. Including retaining off road parking.

There are many examples of this practice occurring already, some being part-time. With the ubiquity of high speed broadband, working from home will increase. There are practical benefits to the community; reduced need for traffic; more possibilities of wage-earners collecting children from school.

Policy: EMP 2: Shopping Parades

The loss of any class ‘A’ use or D1 & D2 use on the ground floor of the Kingpost and London Road Parades will be strongly resisted. Proposals for alternative uses will be expected to be accompanied by marketing information to demonstrate that the premises have been marketed for A1 -A5 use or D1 & D2 use for 18 months prior to application. London Road and Kingpost Parades conform to the definition of “Local Shopping Parades” serving only the local area. Many trips are made on foot as these Parades suffer severe parking problems. These premises are small clusters of a few shops, often including only very local level services such as newsagent, small food store, café / hot food takeaway, launderette.

Kingpost and London Road Parades are continuing to play an important role in the retail hierarchy, particularly in terms of serving localised community needs. There is an underlying recognition that these neighbourhood parades provide essential opportunities for day-to-day convenience shopping and service access and make an important contribution to maintaining ‘sustainable communities’. They provide
accessible shopping facilities for local residents in particular, the elderly, disadvantaged and less mobile groups in the community, who may be less able to take advantage of the bulk shopping focus of major superstores.

Outside the shopping parades, Sainsbury's Supermarket is a major supplier of foodstuffs to the community and surrounding. This policy supports future A1 development on this site on the condition that any future development complies with parking requirements, visual height restrictions of the surrounding tree screens and due regard to trading impacts on the Parades.

Supporting Text:

The case studies serve to confirm a clear local policy focus on supporting the retention and ongoing viability of neighbourhood parades, with a diverse and complementary occupier mix, providing essential goods and services which are, in most cases, highly valued by the local communities they serve.

Policy: EMP 3: Business Accommodation

The loss of any Class B use will be strongly resisted. Proposals for alternative uses will be expected to be accompanied by marketing information to demonstrate that the premises have been actively and prominently marketed for B use for 18 months prior to application.

Any change of use must be accompanied by full justification of need and in compliance with normal development control criteria. This policy is subject to current permitted development rights in force at the time of application.

Supporting Text:

Office accommodation within Burpham is extremely restricted in that only three locations have been identified in London Road, New Inn Lane and Burpham Lane – as Burpham is predominantly residential with the majority of the community leaving the Ward to work – protection of the remaining offices for local use by local Business is paramount.
Aspirational Policies

Policy: AT 1: Improvements to Public Transport

Physical improvements to the road and pavement layouts that provide enhanced public transport opportunities will be supported in principle. Improvements to reliability of bus services to central Guildford and routes to “where people want to travel” are strongly supported by residents, these routes being Guildford Royal Surrey Hospital, the main line railway station, Guildford Town centre, Woking and London.

Policy: AT 2: The Railway

The plan will support a railway station at the site of the current Surrey Merrow Depot.

Supporting Text:
Note 1: This accords with the Surrey Rail Strategy. Appendix B.
Note 2: While it is unlikely in the life of the Plan, as the scheduling implications are considerable, should Gosden Hill be developed then an associated railway station will be supported.

Policy: AT 3: Vehicle Parking Facilities Improvements

All new developments within Burpham Ward shall provide parking within its designated land boundaries or nearby 'off the public highway' to meet the expected capacity of the development, without requiring the use of public roads and access points as overflow parking. As appropriate, parking shall meet policy T1.

Policy: AT 4a: George Abbott School

Provision for all day parking by staff and pupils at the George Abbott school is strongly supported. Onsite parking should be provided and drop off and pickup zones should be away from the school entrance to avoid congestion.
Supporting Text:

Note 1 Local residents have for many years expressed concern over parking at Woodruff Avenue and surrounding roads. Note 2 This problem waxes and wains throughout the year as pupils come of age to drive a car and use it to attend the school. Thus in September the problem is minimal, but by the following July it becomes a traffic hazard and a local nuisance.

**Policy: AT 4b: London Road and Kingpost Parades**

The London Road Parade & Kingpost Parade parking has been improved by the new layout but all day parking is still causing problems for drivers wishing to stop to use the shops and trade is being lost to other areas. A one or two hour appropriate free stay limit during the day is strongly supported, having regard to the requirements of residents of the flats above.

**Policy: AT 4c: Burpham Lane**

The introduction of realistic parking restrictions on this, the oldest road of Burpham, is strongly supported. Current road parking in Burpham Lane is an existing and increasing problem.

**Policy: AC 1: Access to Natural Leisure Facilities**

This policy supports the improvement of foot access to Riverside Nature Reserve and Merrow Common Ancient Woodlands by way of better signage, walking surfaces, wider access paths and general maintainance of access to these natural community locations.
Policy: AC 2: Improvements to the A3

As a priority of the Plan, sound-proofing along the A3 Guildford bypass through Burpham is essential to improve the comfort and well-being of the residents and shall be considered in any development proposal or potential increase of traffic levels.

Overwhelming numbers of respondents consider the noise from the traffic a problem and if energy from solar panels can be incorporated within the sound barriers this would be of great benefit. The use of CIL & S106 monies to provide Sound-proofing is supported by this plan.

Supporting Text

Note 1: Sound proofing of Clay Lane and London Road towards London from Clay Lane intersection will be essential if any link road from the Industrial Estate at Slyfield be built; DCLG publication ISBN 978 1 4098 2885 3 covers this aspect.

Note 2: Gosden Hill, if built, will mean London Road between Merrow lane and Clay lane will require noise mitigation installed; see booklet Compulsory Purchase and compensation Booklet; ‘Reducing the adverse effects of Public development mitigation works.’


The principle of additional school places, whether through extending existing school facilities or the provision of a new school, is supported in principle subject to compliance with other policies in this plan.
Burpham Neighbourhood Plan
2014—2034

Appendix 1

Burpham Neighbourhood Plan Area and Foot / Cycle paths map

Note: All maps within this Neighbourhood plan plan originate from – (but bear little resemblance to) - the ordnance Survey licence system held by Guildford Borough Council
The Map below displays the Neighbourhood plan area –

The Blue Line indicates the Ward Boundary. Bounded by Abbots Wood conservation area to the south, The National Trust ribbon of the Wey Navigation to the west, The Railway line to the South East and The proposed development Green belt amendment of Gosden Hill Farmland to the North East.
The Cycles and Foot paths Map of Burpham Key:

Yellow - Indicates publicly assessible footpaths - not alongside roads or lanes.
Note: 1 Only two paths in the community do not lead directly onto or through our local green spaces. They Provide shortcuts for walkers from Marlys Close and Drive onto the London road adjacent the shops.

Pink – Current Cycle paths alongside roads.
Note: 1: It is proposed that the cycle paths along the London Road from Great Oaks Park to Clay lane are moved onto combined Cycle & Footpaths to increase safety should the Gosden Hill development occur.

Purple – Proposed new cycle Paths.
to New Development in Gosden Hill should the site be strategically given to development from its current designation of Green Belt.

Note 1: Southwest bound cycle path to move onto the Old London Road at the junction of Merrow lane to improve cycle safety and move cyclist of this section of the New Road.

Note 2: The North East path would be sandwiched between the A3 and the London Road (new) slip to the new implied junction at Potters Lane.

Note 3: The need to keep the North bound Cycle path open along side the A3 starting at Clay Lane would need to be debated as to its need should a fourways at Potters Lane be built to accomodate North Bound Traffic from the proposed new development at Gosden Hill.

Dark Blue
Ward Boundary

Light Blue
Water courses
Burpham Neighbourhood Plan
2014—2034

Appendix 2

Character Descriptions of Burpham
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General Description

The character of Burpham is integrated through the years from its documented roots in the Doomsday Book through to present day. Old maps have been included so the reader can understand which areas were built in which periods. Each expansion has been clearly pre-planned and restricted to the desired area, culminating in the 1949 Tree Preservation Order on Merrow Common, north of the railway line, placed on the woodland because that was the endangered area then. The Preservation Order was not extended past the line of Merrow Lane because it was not under threat. In our Local Green Spaces document we are protecting ‘the trees the other side of the road’ as it, too, is now in danger of being overrun by development of some 2000 houses at Gosden Hill Farm. The character of the Ward is restricted to the west by the river and the A3 trunk road.

![Figure 1: Pre Railway 1885 map](image)
Pre 1900 – General Character

Description

Older properties are mostly 'listed' or in view of 'Listed Buildings', mainly in Burpham Lane, flint and brick, timbered or tile hung. A rural village setting as opposed to the urban setting of the later areas of Burpham. The styles are individual to each property but none is out of place, blending in maturity with its neighbours with comfortable and balanced spacings, many hidden behind mature hedges, fences, and walls. Some in the London Roa, including the public house and adjacent (now) commercially used buildings which have modern fascias over the original pre-1900 buildings. The adjoining cluster of red bricked homes in this area and Marlyns House, homes on Burpham Lane, including Pimm’s Row and those adjacent to the 1800’s St Luke’s Church, all have similar character. Many can be identified on early village maps from the period.

History

Burpham Hamlet was part of the Worplesdon Parish until changes post 1970. Consisting of the London Road – used since pre-Roman times as a route from London to Portsmouth and a single track road from the corner, where the “Green Man public house” stood since pre 1590 (now known as Burpham Lane and its continuation Bowers Lane) towards Jacobs Well. This was diverted during the building of the Wey Navigation sometime between 1635 and 1651, and was doglegged down to the river crossing just up river from the mill (recorded in the Doomsday Book). At the dog leg, St Luke’s Church was built in 1859. Few houses existed in the community. Several farms of which New Inn Farm House is the only original building remain. Gosden Hill Farm building has been extensively changed off Merrow Lane. The track from Sutton Place to Merrow Downs had no homes along its length until the railway was built in 1885 when workers homes were built adjacent the line. These homes are now hidden from the road by vegetation. Only 11 homes in 1873 were recorded on the map and 15 buildings are displayed on the 1896 map.
Pre 1900 - Pimm's Cottages Area

Description:

The village of Burpham has become part of the outskirts of the urban area of Guildford. However, it still has its village hall, which is timber clad; its parish church and its school, and close by it has retained much of its intrinsic character as a small rural settlement. The mainly residential development is varied and includes some recent infill developments. However, the openness in the Sutherland Memorial Park and the spacious verdant character at the site contribute in an important way to the semi-rural character in this part of Burpham Lane the buildings in the locality include a variety of orthogonal and pitched roofed forms in various traditional and modern building materials. Despite the wide range of designs, their siting, scale, form, massing, and materials are mostly complementary. These buildings and the pattern of development contribute to an eclectic but generally harmonious composition. The location generally has open front gardens.

Planning Context:

This description is taken directly from the Inspectors appeal comments reference Pimm’s row Appeal 2011
Early 1900's style

Description

Red brick, some tile hung, limited patterns of tiles on facings, relatively plain but elegant homes. Some of the older properties are unique in style, with the use of different coloured bricks to make designs within the fascias & rooflines and are individualistic and varied, but due to their age blend in well with their surroundings. The gardens are generally well maintained and prove a pleasing montage in their individual wider surroundings. The settings of these 'original homes' have been interspersed over the years with more modern homes which means 'the Belgium concept' of never the same style twice is supported in these locations.

History:

Very few houses exist in Burpham pre-1900 as the area was a hamlet prior to that time, the house right was an 'Estate workers house' of Sutton Place built around the turn of the Century and remains externally as built except for the replacement windows and front door.
1920 - 1930

Description

Traditional 1930s detached properties laid back from the road and centred on the individual plots, these homes have matured into desirable properties in what appears to be a more rural setting, but in reality are surrounded by more modern modest homes. These areas make for a pleasant relief from the adjacent areas of more modern higher density homes.

Map 1938 published 1946

Figure 2: 1956
1940 - 1960

Description

Detached and semi detached homes with small to medium sized mature gardens on straight roads and cul-de-sacs. These homes sit in well-defined plots enclosed by, in the main, medium height hedges with gardens of mature shrubs and grassed areas, while being nearly identical in original design. They have extensions and other changes from the original design which means that the appearance is variable but in harmony within these estates. Some back garden infill has occurred since construction.
Police Estate 1950 -1953

Description

Estate of standard early 1950's style homes, red brick faced, red tiled roofs, generally unfenced to the front with few car parking facilities. The homes are generally widely spaced, joined together with utility storage areas. Trees dotted through the area providing a homely atmosphere. At the rear of the homes behind Coltsfoot Drive are parking garages reserved for the use of the police compound and building, which is inset, between Coltsfoot Drive and Bryony Road.
1970 - 1990

Description

High-density, similar style housing with limited gardens and limited spacing around the properties. Winding roads with limited width, many are paved blocked not tarmac, twisting through these compact areas. The roofs are high pitched with minor architectural changes to give the appearance of variation within the standardised format, all with identical roofing tiles and brick work. There are some bungalows and flats within the housing mix dedicated to the elderly. The street scene is dominated by hedge-buried homes in an undergrowth of mature hedges softening the density of homes in these areas. The Weybrook estate has a higher transitory population, meaning the gardens, while well tended have changed little since their planting when the houses were built. Weylea estate has more family sized homes and a less transient population, so gardens are more variable in appearance, enhancing the character of this estate.
Raynham Close 2011

Description

Densely packed houses, including an element of affordable housing, with limited thought given to styling on this infill site taken from back gardens and St Mary’s church. The very limited car parking means many cars have to park in the surrounding area. Limited private space between the front of properties and public road, (less than 2 metres) results in reduced privacy. Dwarf fences on the central green space give a psychological barrier to the location, providing no real green space for children to play within this estate. Raynham Close is an example of poorly designed, high density development that does not respect the prevailing character of the area. The 'highest density in the Ward, and is now being used as precedence of acceptable density by appeal inspectors.

History

Originally St Mary’s church and back garden this site was designated for high density housing during 2004. This has blighted this area of Burpham with flooding and foul water drainage problems. The design and character of this development totally contradicts the urban planning initiatives supported in the planning documentation of the GBC Local Plan of 2003.

Landscape

A flat area prone to flooding with little to praise in its construction methods and land drainage attempts.

Planning Context

An example of “back garden grabbing” that demonstrates the damage which can be done to a community when planning for houses takes over from planning for homes.
A3 Road & River Wey Corridor

Description

The road forms a congested green lined ribbon of tarmac through the Ward from northeast to southwest. The roadsides benefit from the planting programme associated with the road construction program in 1978. Some sound proofing soil bunds and fencing, intended to reduce noise levels reaching the community, extend along the length of the road but in reality are insufficient to lower noise levels below 80db at busy times. Within the corridor is a section of the Riverside Nature Reserve that provides a barrier of semi-natural vegetation and trees between the road and the river Wey flood plain. This area stretches past the Ward Boundary over a kilometre to the development line of Jacobs Well. This 1.4 square kilometre greenbelt area, approximately at the 30-metre contour line, provides valuable flood defences for the community, absorbing over 1 metre of water depth across the whole area during times of severe flooding. Within this area lie the about 1900 properties, originally part of Sutton Park Estate. The newer 'replicas' of these homes, completing the row of homes in Bowers Lane, the Mill and Miller’s House, adjacent Bowers Lock, are also in this low density area, surrounded by the Green Belt of Sutton Park and the Wey Valley flood plain.

History

The flood plain converted to water meadows in the early 1600's prior to the building of the Wey Navigation - the dykes and ditches built during construction have protected the surrounding area from flooding for 400 years.

Landscape

Flood plain in Green Belt - essential to the prevention of flooding in other areas alongside the river

Planning Context

This important area of Green Belt flood plain is critical to maintaining river levels by preventing flooding up stream and controlling water flow to the downstream section of the River Wey.
Local Green Spaces –

Local Green Spaces - Common Land / Ancient woodland / SNCl

For description of all allocated green spaces, see: Appendix 3 Local Green Space

Description

The important common land of Burpham has the name Merrow Common and reflects its ancient existence when Merrow was the dominating community name of the area both sides of the railway line. Cut through with four watercourses from the surrounding hills, the watercourses end in two culverts under the housing estates of Burpham, before entering the River Wey as a single stream below Bowers Lock after passing under the A3. The land is, in the main, populated with large deciduous trees exceeding 50 years old. This woodland area is an important local green space, marking a significant change in land use character from urban to farm land and is on local early maps suggesting existence of this wooded area pre 1603. A Tree Preservation Order has been in place since 1949 and the trees meeting across Merrow Lane form a natural cathedral along its length and are a natural haven for wild life in this amazingly tranquil zone.

History:

Area used as wooded common land pre 1600's. Some ancient woodland with track running from Sutton Place to the old Guildford race course at Merrow.

Landscape

Flat common land with views limited to within its confines giving a wonderful break from the urban landscape that it adjoins.

Planning Context

Wooded common land with Tree Preservation Order and Local Green Space designation

Local Green Spaces - 'Regulated' Recreational

Description

Sutherland Park is the most well known of our Local Green Spaces, attracting users from across the Borough principally to play cricket, football, tennis and bowls in the controlled areas. The young children of the area have their own section of swings and climbing
apparatus. What makes it special is that it is almost dead centre in the Burpham Community. Its facilities are used daily and the level of usage is extremely high; in fact, most of the facilities are oversubscribed due to its popularity.

**Landscape**

Mown grass greens of football pitches and the surrounding areas bordered by natural species of hedging on all sides.

**Planning Context**

Provides Green Space and sports facilities for the whole community.

**Local Green Spaces – ‘unregulated Recreational’**

**Description**

Riverside Nature Reserve is partially inside the Ward and partially outside, along with the Wey Navigation. It provides walking cycling and dog walking. Mirrored on the opposite side of the A3 is a stretch of green space dropping from the highest point in Burpham, which is an archaeological treasure trove waiting for excavation. It has not been touched since 1897 when a complete Samian ware pot was found here – This ribbon of green stretches to the edge of the Ward alongside Abbotswood estate. While noise from the A3 is a problem, the density of the vegetation provides a wildlife corridor along its length as well as a walking and dog exercising area away from the dreary brick-wall lined estate roads.

**Landscape**

Narrow strips of land bordering transit routes.

**Planning Context**

These green spaces provide a green lung to the high-density close living conditions of the community (relative to other areas in the Guildford Borough).

**Local Green Spaces – ‘Wildlife Corridors’**

**Description**

Narrow strips of land adjoin transport link routes mostly tree covered slopes not normally visited by the people providing wildlife with homes and transit routes out of sight of most people.
Landscape

Narrow strips of land bordering transit routes, mostly on steep banks on the A3 and Clay Lane, level along the edge of Merrow Lane.

Planning Context

These green spaces provide wildlife corridors and a green lung to the high-density close living conditions of the community (relative to other areas in the Guildford Borough).

Local Green Spaces – ‘Stress Relief Zones’

Description

Capsules of land within the format of the housing estates, all grassed with either flowering trees or specimen trees the same age as the estates they are located in. These form the stress relief valves of modern life. Giving the impression of distance between homes as well as a rural feel to the individual communities on the estates. Some are relatively small while another is already named ‘Green’ and during the estate construction was clearly included after much thought and attempting to copy the ‘Garden cities’ concept of that era. They are special to the residents, who surround each area, as they change life and vision of the outdoors in each area from the bland housing estate living to village semi rural setting. If the original estate architect had ‘concreted over’ these very special green spaces the whole feel of the community area would change from rural living to inner city. For this reason, alone they are special to the residents.

Landscape

Varying pieces of land all flat and grassed with a verity of tree types depending on location.

Planning Context

These green spaces provide stress relief and a green lung to the high-density close living conditions of the community (relative to other areas in the Guildford Borough).
Not Applicable to Policy

This title was inserted as a data base function during the construction of the Burpham Neighbourhood Plan.
## Burpham Community Housing Density

Note: Calculated without including roads or paths adjacent to the roads. Paths and green spaces within housing blocks are included.

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<td>Weylea Estate - 1980's</td>
<td>34</td>
</tr>
<tr>
<td>Shetland Close</td>
<td>Weybrook Estate Late 1980's</td>
<td>46</td>
</tr>
<tr>
<td>Suffolk Drive</td>
<td>Weybrook Estate Late 1980's</td>
<td>46</td>
</tr>
<tr>
<td>Sutherland Drive</td>
<td>Weylea Estate - 1980's</td>
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</tr>
<tr>
<td>Sutherland House</td>
<td>1990's</td>
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<tr>
<td>Sutton Hill</td>
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<tr>
<td>The Cedars</td>
<td>1990's ?</td>
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<td>The Cloisters</td>
<td>mid 2000’s</td>
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<td>Turner Close</td>
<td>Weylea Estate - 1980’s</td>
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<td>Tythebarn Close</td>
<td>Weybrook Estate Late 1980’s</td>
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<tr>
<td>Upfolds Green</td>
<td>1950’s</td>
<td>23</td>
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<td>Weybrook Estate Late 1980’s</td>
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<td>Weybrook Estate Late 1980’s</td>
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<td>Weylea Estate - 1980’s</td>
<td>34</td>
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<td>Weylea Estate - 1980’s</td>
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<td>Weybrook Estate Late 1980’s</td>
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<td>Laid Out pre 1935</td>
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<td>Woodruff Avenue</td>
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</table>
Burpham Neighbourhood Plan
2014—2034

Appendix 3

Local Green Space Zones
## Contents

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<td>Sites: 17, 18, 19</td>
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<td>Upfolds green</td>
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<td>Site 30</td>
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<td>The Wey Navigation</td>
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<td>Site 18</td>
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<td>Site 20</td>
<td>17</td>
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<td>Site 21</td>
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<td>Local Green Space: regulated recreational areas</td>
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<th>Large-scale Corridors:</th>
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<th>Experimental Corridors:</th>
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</table>
General Description

Burpham was a hamlet in 1900 which like Topsy grew to become part of the “rural urban” fringe of Guildford. The amazing thing about Burpham is that it has, despite being overrun with 1980’s homes, retained a tree line, whereby, no matter where one stands, you can turn and see one or more trees peeking over, round or standing in front of the homes. This is not true of many other areas of Guildford. On entering Burpham from any direction, the Greening Policy of the 2003 Guildford Borough Local Plan has succeeded on all entrances to our community.

What makes a place special is that simply because its colour is green or the multicoloured meadows in spring or perhaps that birdsong can be heard above the sound of traffic. The time and place dictates which song bird a visitor hears, while time of year dictates what if any wild flowers one sees. In short, an area special on new year’s day covered with snow is a desert of mown grass in midsummer, while another is a bland flooded leafless landscape in winter and a blaze of wild flowers in spring – what a difference a month makes! From a flood of golden sand on the towpath to tranquillity of slowly flowing waters, these massive variations make our green spaces special and idyllic but not necessarily all of them, on the same day.

Our Local Green Spaces designated in the Neighbourhood Plan provide some but not all of these tree filled areas. Some trees line the roads, some are buried in between the houses on private plots but the Local Green Spaces chosen in the Plan are the very special safety valves for the community which allow for that overall special feel Burpham has as a place to live. Our Local Green Spaces are identified in six defined sections listed below. Attempting to explain why one Local Green Space is ‘more special’ than another is like trying to say why one identical twin is ‘better’ or ‘nicer’ than the other. Singularly they are delightful but together they are more than the sum, as it is with our Local Green Spaces.

Notes:

1. Numbers in [ ] & paragraph numbers refer to the map attached.
2. The spaces designated under the NPPF designation as “Local Green Space.” Some are less than a few square metres. Others are ribbons no more than a few metres wide running into and around the community, while some are larger. They collectively add to the community character and well-being of the location – protecting the psychological well being of the human community while providing redress for high pollution levels and homes for the wildlife and plants native to the whole area.
3. The individual sites identified on the map form their own very special function within community life either providing recreation, and or nature conservation.
Professor Anantha Duraiappah, director of the UN University's International Human Dimensions Programme on Global Environmental Change, says the wealth of a country should not just be determined by GNP but should include other factors.

"When you wake up to the sound of chirping birds, you are listening to one of the simplest indicators of local environmental health."

Our Burpham bird life over a season includes:

<table>
<thead>
<tr>
<th>Animal A</th>
<th>Animal B</th>
<th>Animal C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bats</td>
<td>Feral Pigeon</td>
<td>Moorhen</td>
</tr>
<tr>
<td>Black Cap</td>
<td>Fieldfare</td>
<td>Nuthatch</td>
</tr>
<tr>
<td>Blackbird</td>
<td>Goldfinch</td>
<td>Owls</td>
</tr>
<tr>
<td>Blue Tit</td>
<td>Great Tit</td>
<td>Red Kite</td>
</tr>
<tr>
<td>Black Headed Gull</td>
<td>Greater Spotted</td>
<td>Robin</td>
</tr>
<tr>
<td>Brambling</td>
<td>Woodpecker</td>
<td>Rook</td>
</tr>
<tr>
<td>Bullfinch</td>
<td>Grebe</td>
<td>Siskin</td>
</tr>
<tr>
<td>Buzzard</td>
<td>Green Woodpecker</td>
<td>Song Thrush</td>
</tr>
<tr>
<td>Canada Geese</td>
<td>Greenfinch</td>
<td>Sparrow</td>
</tr>
<tr>
<td>Chaffinch</td>
<td>Heron</td>
<td>Sparrow Hawk</td>
</tr>
<tr>
<td>Coal Tit</td>
<td>Jackdaw</td>
<td>Starling</td>
</tr>
<tr>
<td>Collared Dove</td>
<td>Jay</td>
<td>Swan</td>
</tr>
<tr>
<td>Cormorant</td>
<td>Kingfisher</td>
<td>Wagtail</td>
</tr>
<tr>
<td>Crow</td>
<td>Magpie</td>
<td>Wood Pigeon</td>
</tr>
<tr>
<td>Dunnock</td>
<td>Mallard And</td>
<td>Wren</td>
</tr>
<tr>
<td>Egyptian Geese</td>
<td>Mistle Thrush</td>
<td></td>
</tr>
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</table>

While Animals include:

<table>
<thead>
<tr>
<th>Animal A</th>
<th>Animal B</th>
<th>Animal C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deer</td>
<td>Newts</td>
<td>Weasel</td>
</tr>
<tr>
<td>Fox,</td>
<td>Grey Squirrel</td>
<td>Wood Mouse</td>
</tr>
<tr>
<td>Frogs</td>
<td>Toads</td>
<td></td>
</tr>
<tr>
<td>Hedgehog</td>
<td>Vole</td>
<td></td>
</tr>
</tbody>
</table>

The current environmental health on a visible level is good with Merrow stream and its tributary running clear and very little litter in the community. Sadly, the hidden dangers of air pollution are present but not quantified in this document.
Local Green Space: New Designated Area

Land adjacent Merrow Lane

Sites: 1 & 2

A 100 metre wide strip from the edge of the tarmac of Merrow Lane – A protected Wildlife corridor between Merrow Common [3] and wildlife transit zones alongside the A3 [27]. It will become a distinguished and unusual Wildlife corridor of high quality when it matures into a barrier between old and new developments. This small strip of land was the only piece of Merrow Lane excluded from the 1984 plan for the development of Gosden Hill Farm and will provide the wildlife corridor, should the strategic loss of greenbelt be approved in the current draft plan. The inclusion in the 1984 plan clearly indicates the clear intention of the land owner to provide nature conservancy, this corridor as part of his development. This designation is simply confirming the land owner’s wishes to separate old from new development. The remainder of both sides of the lane are protected by other mixed designations. Between Merrow Common and the A3 lies a stretch of trees and hedgerows which provide the special barrier between the “rural urban” edge of Burpham and current Green Belt countryside proper. The farmland which, in the Local Draft Plan (2014) is destined for development is special to the locality as it forms the start of the rural green edge to the community of Burpham and is dense enough to provide no hint of farmland beyond, or the proposed development. Recently the rural community of Merrow Lane has been treated to a new hedgerow between the bungalow edged service road and Merrow Lane proper. Clearly whoever paid for this young hedgerow, considers this area very special and wants to keep it that way.

“Wildlife Corridor” from Merrow Lane

“Wildlife Corridor” from the current Green Belt
## Local Green Space: Woodland for longer than living memory

### Merrow Common

**Site: 3**  
Without tree preservation order, but with current SNCI designation. This section of Merrow Common has been included in both the New Local Plan exclusion map and the 1984 proposed development map for Gosden Hill.

### Merrow Common

**Sites 3, 4, 5**  
Ancient woodland with blanket Tree Preservation Order since 1949 and designated common land. Here trees form a “cathedral arch” across the lane from the protected to the unprotected area, the ancient woodland forms a special barrier between Green Belt farm land and estate houses – so dense there is no indication of a community hiding behind this area of natural untouched woodland underlain, with bluebells and numerous woodland plants. This area surpass what is expected in the definition of ‘common land’ and makes it unusual and exceptional area for quiet secluded walking with an exception mix of natural flora and fauna.

The Current SNCI states in 2007, “The entire woodland as part of the boundary as it forms part of a single ecological unit.” Despite the road cutting through Merrow common it is in fact a continuous tract of flora and Fauna.”
Sites: 4 & 5 (W1 W2 W3)
Ancient Woodland and Tree Preservation Order 13th September 1949 references W1 W2 Merrow Common with Tree Preservation Order, Ancient Woodland and SNCI designations.

Site 5

Site 28:
The Copse lying between the Sainsbury store and the Weybrook Estate provides a special “country feel” when returning from the shops away from the traffic the walkways are loud with birdsongs and brilliant with flowers and grasses in seasons.
Local Green Space: Inset “Stress Relief” Zones –

Inset by the design architect of the estate to provide relief from the estate visual impact giving impression of vast distance between houses. The areas have become exceptionally important to provide quality of life for the residents. There are eight of these local green space areas, which provide that special relief of grass and tree, which double up in the larger ones as informal play areas for the children and wildlife stepping-stones across the community for birds and transitory animals such as foxes.

Merrow stream, its adjacent foot paths and green ‘patchwork’, due to its complexity of shape and form of its banks would have been designated Local Green Space from London Road to the A3; The Environment Agency and Guildford Borough Council are responsible for its up keep as it is a designated ‘water course’ and thus in its own way, is already protected.

Local Green Space “Upfolds Green”

“Merrow Stream” crossing Lady Grove towards Dairyman’s..
<table>
<thead>
<tr>
<th><strong>Site 6</strong></th>
<th>Land adjacent New Inn Lane bounded by hedge from the road provides spacing between homes and road.</th>
</tr>
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<tr>
<td></td>
<td>![Site 6 Image]</td>
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</table>

<table>
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<th><strong>Site 7</strong></th>
<th>Land adjacent New Inn Lane bounded by hedge from the road provides spacing between homes and road.</th>
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<td>![Site 7 Image]</td>
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<td>![Site 8 Image]</td>
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<table>
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<tr>
<th><strong>Site 9</strong></th>
<th>Land adjacent New Inn Lane bounded by hedge from the road provides spacing between homes and Road</th>
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</thead>
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<tr>
<td></td>
<td>![Site 9 Image]</td>
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<tr>
<td>Site 10:</td>
<td>Site 11:</td>
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<tr>
<td>--------</td>
<td>--------</td>
</tr>
<tr>
<td>Land bounded by Burnet Avenue heading up the “T” to Coltsfoot Drive.</td>
<td>Land bounded by Burnet Avenue heading the “T” of Bryony Road and the lower end of Charlock Way</td>
</tr>
<tr>
<td>Site 13:</td>
<td>Site 14:</td>
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<tr>
<td>---------</td>
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</tr>
<tr>
<td>A capsule of land at the edge of Charlock Way.</td>
<td>A lens of land at the head of the T of Fennel Close bounded by Burnet Avenue.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Sites: 15, 16, 17.</th>
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<tbody>
<tr>
<td>Three conjoined dots of green in the centre of Weylea Farm Estate – hidden from road users with semi-mature flowering trees.</td>
</tr>
</tbody>
</table>
Upfolds Green

Site 30
Already named as a ‘green’ this site provides a large expanse in the middle of dense housing from the late 1940’s containing mature trees and grass.

Site 31
Marked as a playground – this site is set behind the homes of Glendale Drive and Gosden Hill Road – it is the little brother to Upfolds Green to the front of the properties.
**Site 34**
Land adjacent London Road.
**Local Green Space: “Unregulated exercise areas”**

In the broadest term “unregulated exercise areas” but this generalisation, underrates their true value of providing everyone, without restriction of cost of entry or time limits as with gyms and swimming pools. Places which are distinctly different to walk and exercise through tree-lined, areas loud with birdsong, which at times can exceed the noise of the main road which divides the two main areas. These are special areas as they provide the counter point for the high number of houses in the area and make the whole area liveable and home to so many.

Entrance to A3 wildlife corridor and Roman finds location at the highest point in Burpham Ward
The Wey Navigation
Forms the border of the Ward with Jacobs Well and the intervening flood plain / Green Belt – views along and across the Green belt has been referred to as ‘Idyllic.’ This alone explains why the Wey valley and Riverside Nature Reserve along with Bowers Lock are so special, not only to Burpham but also to anyone who visits by barge, bike foot or car. Hundreds of thousands of vehicles a day pass the site, yet so very few know of existence. A real life adult site of Frances Hodgson Burnett novel “A secret Garden”

Site 18
The archaeological site where the Samian wares pot was discovered in 1897. A wide exercise area and unlisted nature reserve. At the highest point of Burpham – it is already designated area of High Archaeological Potential and possible close to a missing Roman road (crossing the Wey).
Site 20
This site is the mirror of Site 21 forming an exercise area and protection strip from the A3.

Hidden behind housing it forms part of a ribbon link between Site 18 and Site 21 via a walkway down to the Wey under the A3 on the adjacent path and then into Riverside Nature reserve forming part a natural circular exercise route 90% away from roadside traffic.
Site 21: Contains
1. The National Trust Wey Navigation,
2. Local Nature Reserve Status and
3. SANG within this area
4. Wey Flood Plain
Broadly known as Riverside Nature Reserve [part of] and SNCI.
Local Green Space: regulated recreational areas

Sutherland Memorial Park
This is the organised exercise area of the community and others far beyond. Football, tennis, cricket, and bowls, provide the main tenants of this area, but it also provides children and teenager meeting points around swings, roundabouts and climbing frames.

Entrance to Sutherland Memorial Park

The Children’s play are Sutherland Memorial Park
Sutherland Memorial Park

Site 29

Site 33
George Abbot off site School playing field
Local Green Space: Wildlife Corridors

Wildlife corridors are among the most important conservation strategies in the face of global changes such as habitat fragmentation, habitat destruction, and climate change. Gosden Hill Farm is being excluded from the Green Belt in the Draft Local Plan of May 2014. These corridors must be considered as imperative action to ensure that the special nature of Burpham’s green edges as transit zones for wildlife are maintained.

The areas designated wildlife corridors deeply embedded into the framework of the transport system, they are effectively ‘off limits to humans’, thus provide hunting grounds for fox and kestrel, home to wood mice, fox, rabbit and deer. Venturing into them provides a special insight into how nature adapts to changing landscapes; what was bare slopes of the new A3 in the 1980’s are now special verdant green tree and grass areas where unknown to 1000’s of motorists, deer fox and rabbits play undisturbed. The very fact they are naturally off limit to humans makes them special places of nature first.
**Site 19:**
Wildlife corridor - Land adjoin the A3 trunk road between Clay lane and the Ward boundary to the south

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**Site 19**
Continued....

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**Site 23**
Land to the side of Bowers Lane originally part of the Riverside Nature Reserve now forms a wildlife corridor from the Riverside Nature reserve to site 24 deer, fox, rabbit, weasel and field mice and woodmice occupy this area which to the greater extent undisturbed by people
| **Site 24** | Land between Bowers Lane site 23 – and the Green Belt site 25 home to wood mice fox and rabbits |
| **Site 25** | The mirrored ramp of site 24 – provides an entrance corridor to the greenbelt Site 26. |
| **Site 26** | A3 Wildlife corridor not accessible to the population it provides corridors for the wildlife in the area. To the North and Sutton Place and farm land beyond. |
| **Site 26** | Wildlife corridor alongside the A3 also contains a cycle path. |
| **Site 27** | Wildlife corridor between London Road slip road and Clay Lane bridge to the rear of Weybrook estate along the south side of the A3 |
Note: ‘Corridors’
Ref: [http://www.conservationcorridor.org/corridor-science/](http://www.conservationcorridor.org/corridor-science/) web site for the full science of these locations.

**Natural Corridors**
Natural corridors typically follow geographic features, like mountain ranges or rivers.

**Large-scale Corridors**
Large-scale corridors connect habitats regionally to internationally. These typically connect large blocks of wildlands or other protected areas. These corridors are either preserved through conservation or are part of active restoration.

**Man-made Corridors**
Corridors created by humans are typically associated with roads, that are major sources of habitat fragmentation. Wildlife overpasses or underpasses are key examples of human-created corridors. Other corridors through urban areas such as greenways or riparian buffers may also constitute man-made corridors.

**Experimental Corridors**
Experimental corridors are used to evaluate corridor effectiveness. Most experimental corridors are the size of grassland or forest plots, on the scale of meters to hundreds of meters. Some experimental corridors are even smaller, and may consist of patches of mosses or wetlands contained in vials.
Burpham Neighbourhood Plan
2014—2034

Appendix 4

Reference Documents
# Burpham Neighbourhood Plan

## Appendix 1: Reference Documents List

Documents used in the Construction of the Neighbourhood Plan, listed in alphabetical order – where known the web address is included.

<table>
<thead>
<tr>
<th>Format: - Ref No:</th>
<th>Title:</th>
<th>Web Address:</th>
<th>Notes</th>
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<td>Evidence base;</td>
<td><a href="http://guildfordlocalplan.info/">http://guildfordlocalplan.info/</a></td>
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<tr>
<td>8</td>
<td>Infrastructure Baseline Study</td>
<td><a href="http://guildfordlocalplan.info/">http://guildfordlocalplan.info/</a></td>
<td>Fails to assess lack of community facilities in Burpham</td>
</tr>
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<td>9</td>
<td>Settlement Hierarchy</td>
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<td>12</td>
<td>Green Belt and Countryside Study</td>
<td><a href="http://guildfordlocalplan.info/">http://guildfordlocalplan.info/</a></td>
<td>Hints at changes to the Greenbelt in Burpham</td>
</tr>
<tr>
<td>13</td>
<td>Employment Land Assessment (ELA)</td>
<td><a href="http://guildfordlocalplan.info/">http://guildfordlocalplan.info/</a></td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Traveller Accommodation Assessment (TAA)</td>
<td><a href="http://guildfordlocalplan.info/">http://guildfordlocalplan.info/</a></td>
<td></td>
</tr>
</tbody>
</table>
15: Guildford Borough Preliminary Growth Scenarios Transport Assessment:
   http://guildfordlocalplan.info/:

16: Guildford Borough Council Web pages consulted Land Character assessment:
   http://www.guildford.gov.uk/landcharacterassessment:

17: Documents from Surrey County Council used in Drafting and assembling their
   Transport Plan - LPT3: http://www.surreycc.gov.uk/roads-and-transport/roads-
   and-transport-policies-plans-and-consultations:

18: Surrey Transport Plan –LTP3: http://www.surreycc.gov.uk/roads-and-
   transport/surrey-transport-plan-ltp3:

19: Surrey Transport Plan Executive summary:
   transport-plan-executive-summary:

20: A summary of the Surrey Transport Plan - our third Local Transport Plan.:
    http://www.surreycc.gov.uk/roads-and-transport/surrey-transport-plan-ltp3:

21: Surrey Transport Plan Vision and objectives:
    transport-plan-vision-and-objectives:

22: The high level goals of the Surrey Transport Plan - our third Local Transport Plan.:
    transport-plan-vision-and-objectives:

23: Surrey Transport Plan Problems and challenges:
    transport-plan-problems-and-challenges:

24: A summary of the key transport challenges in Surrey.:
    transport-plan-problems-and-challenges:

25: Surrey Transport Plan Strategies:
    transport-plan-strategies:

26: How we intend to provide bus and train information in future.:
    transport-plan-strategies/passenger-transport-information-strategy:

27: Surrey Transport Plan Indicators and targets:
    transport-plan-indicators-and-targets:

28: How we will measure progress towards achieving our transport objectives:
    transport-plan-indicators-and-targets:

29: Surrey Transport Plan Implementation and finance:

30: How we will fund and develop programmes of schemes in the coming years.
31: Surrey Transport Plan Environmental and equality assessments:

32: How the Surrey Transport Plan - Local Transport Plan 3 - will impact on the environment and on different groups of people.

33: The Policy paper “National Planning Policy Framework”:
   https://www.gov.uk/government/publications/national-planning-policy-framework--2:

35: Notes on Neighbourhood Planning January 2013:
   https://www.gov.uk/search?q=Neighbourhood+Planning+January+2013:

36: 15 June 2010 Letter to LPAs ref Garden Grabbing.pdf:
   https://www.gov.uk/search?q=garden+grabbing&tab=government-results:

   http://www.legislation.gov.uk/uksi/2012/637/introduction/made:

38: DC&LG Technical Guidance to the National Planning Policy Framework March 2012:


41: 27th March 2012 National Planning Policy Framework:
   https://www.gov.uk/government/publications/national-planning-policy-framework--2:

43: The design of pedestrian Crossings Local Transport note 2/95:
   https://www.gov.uk/government/publications/local-transport-notes:

45: Noise Action Planning First Priority Locations Major roads Tile 117:
   services.defra.gov.uk/wps/portal/noise http://services.defra.gov.uk/wps/portal/noise:

46: Noise Action Planning First Priority Locations Major roads Tile 133:
   services.defra.gov.uk/wps/portal/noise http://services.defra.gov.uk/wps/portal/noise:

47: Directive 2002/49/EC:
   http://ec.europa.eu/environment/noise/directive.htm:

48: No Additional Documentation:


51: Planning application number - Aldi /Greenman site: Passed in February 2014

52: Planning practice Guidance March 2014:

53: SHMA 2013 - Draft: Numbers in Contention 19th May 2014 remaining in draft for the foreseeable future

54: SHLAA 2013:

55: SHLAA 2010:

56: Letter to commercial premises December / January 2013/14:


58: No Ref doc.:

59: ETR 136 - (2007) vegetation management near Electrical Equipment - Principles of Good Practice: Local Green space, regulations under Electricity Pylons

60: The Countryside and Rights of Way Act 2000 (England and Wales):

61: The Conservation (Natural Habitats, &c) Regulations 1994:

62: The Protection of Plants (Schedule 8):

63: The Protection of Animals (Schedule 5):

64: The Protection of Birds (Schedule 1):

65: Forestry Act 1967 - felling licences:

66: Plant Health act 1967 & subsequent Orders:


68: Retail and leisure Study volume 3 May 2011: http://www.guildford.gov.uk/retailstudy

69: GBC Draft Local Plan report 15th May 2014:

70: Burpham Neighbourhood Plan: Character descriptions of Burpham Ward appendix 3:

http://www.burphamneighbourhoodforum.org

http://www.burphamneighbourhoodforum.org: Descriptions of the Ward plus housing densities of all roads.
Appendix 5: Survey Summary

Burpham Neighbourhood Forum
Survey  4th July 2013

The Survey:
Approximately 2750 surveys handed out to 2400 plus home and offices, 156 Questions  378 valid responses giving an accuracy of plus or minus 4% on responses. 125 plus pages of comments..

Overview.
There is overwhelming agreement that future development in Burpham should be in keeping with its present “village” character and landscaping and that it should protect and enhance the quality of the built environment by protecting and promoting scales and designs that respect existing architecture. Protection of green space and gardens and erecting high energy-efficient buildings are very important. Where there is new build common green space should be incorporated where possible.
The importance of good and improved access to all Burpham’s facilities by roads and by using cycle lanes, pedestrian footbridges, zebra crossings and footpaths, including access for the disabled, was stressed.
For new build there needs to be lower density of homes, a reasonable proportion of affordable homes and adequate parking per home and good access. The mix of new homes should reflect the needs of different age groups, i.e. not all residents require or can afford the same lifestyle. Brown field sites should be used where possible. Improved traffic flow was urged by many respondents. Efforts to decrease the vehicle flow through Burpham should be pressed and better infrastructure such as access north and south to the A3 and a railway halt for the George Abbott school were suggested. The introduction of 20mph zones and more double yellow lines would reduce hazards. The need for better traffic flow plans would become more imperative if the Gosden Hill Farm area were to be developed. Of particular importance is the need to tackle the hazards and congestion of traffic in the vicinity of the Burpham roundabout where The Harvester was. If development were to occur on that site, like that currently proposed, the need for solutions would be even more important. Moreover, the plan to increase significantly the number of pupils in the school in Burpham Lane underlines the need for steps to be taken to reduce the hazard of school access.

The majority of respondents seek continued or enhanced protection for historic and natural features of the area including landscaping of the flood meadows, and wildlife protection. Locations mentioned included the River Wey and adjacent areas, listed buildings, churches, Burpham Court farm, Sutherland Memorial Park, Bowers lock, the Pimms Row area, and the ancient woodland between Burpham and Merrow. The need for adequate flood prevention measures and for dealing with surface-water and sewage drainage facilities was stressed.

Concerning renewable energy systems over 60% of respondents favoured a photovoltaic solar farm cum sound barrier along the A3. About 30% would welcome vegetation growth on greenbelt and flood plain land for biomass cultivation. Solar panels/tiles should be compulsory on newly built property but care would be needed to avoid unsightly panels. Whilst some would welcome wind powered and hydro systems there were doubts that they could be commercially or technically viable or avoid environmental damage. Other suggestions included ground source heat pumps and looking into hot rock drilling.

As to a sustainable community, over 260 comments were received. There was emphasis on harmonious, balanced development, e.g. as in the mix of housing, shops, public buildings and buildings for other purposes, services (having particular
regard to the needs of the disabled and elderly) and also in age and social grouping, together with good access to recreational facilities including green spaces. Development must be eco-friendly, have adequate waste and recycling facilities and aspire to a zero carbon footprint. A community website and a notice board at Kingpost Parade could foster community spirit.

**Jobs, Business and Local Economy**

Burpham is a community of 2,422 homes which is largely residential but with a number of retail businesses, a few community based employers and a few other small businesses.

The questionnaire revealed that 29% of the respondents work in Guildford and 18% in Burpham itself (a few from home). 27% work in other parts of Surrey, 10% in London and 16% elsewhere. 60% travel to work by car and 15% by public transport. (It is possible that the latter may include some car usage too as some may drive, or be driven, to the station). Another 15% are able to walk to work. So what hopes do people have for the future? Four main points emerge from this part of the survey, although there are many other suggestions put forward.

1. To maintain Burpham as primarily a residential area, keeping the employment possibilities as they are, and fully utilising the facilities already in existence.
2. There is strong support for a policy to encourage working from home.
3. Improve the transport facilities eg access to the A3 southbound, more parking, better public transport.
4. Provide a centre for the community eg: pub, restaurant, café, community centre

**Jobs, Business and Local Economy**

The following types of employment are desired; pubs, restaurants and cafes come top, followed in order by leisure and crafts, community services and retail shops. There are other possibilities less well supported.

The need for a community centre is sought under other parts of the questionnaire too. When asked about policies for employment and allocation of land for business locally there is limited enthusiasm. There is some agreement about this but the majority prefer the jobs to be elsewhere in Guildford. This ties in with the limited
agreement to keep the employment sites already in use. Comments later on also indicate a preference to keep what we have and to utilise fully the existing sites. 38% of residents have family members who will probably be looking for work in the next five years. Many comments were made on the question of factors to encourage new businesses to come to Burpham. The largest need foreseen is to improve transport links; this includes providing access to the A3 southbound, more parking, better public transport, and reducing road congestion (33%). Another large group (28%) do not want more businesses preferring to keep and improve those we have. Several used this question to make a plea for more community based services covering a large range of possibilities. The general comments give a large majority (46%) to maintaining Burpham as a mainly residential suburb keeping only the existing businesses. Some 10% would like a return to more specialist shops, another 10% request more community facilities, and another 10% state it is easy enough to travel into Guildford for work.

Overview

Majority view placed Facilities for Young People and Road Safety at the top of priority with Public Transport, Vehicle Parking Facilities, Access for Disabled People and Public Footpaths only slightly below these. Leisure and Recreational Facilities were given lower priority, followed by Broadband Service, Allotments, Public Toilets and Public Library the lowest priority.

Leisure, Recreation, Green Spaces

Sutherland Recreational Park much appreciated and should be maintained but the need to expand to provide larger hall for indoor activities/sports and area for gym/keep fit and cafe to widen its use during the week. Village Hall much used but needs larger facilities, could be incorporated in Sutherland Park expansion with extra parking for both and Cricket Club. Footpaths and signs to Riverside areas to be provided with better surfaces for walkers, pushchairs and wheelchairs.

Improving facilities for young people.

Better use of School premises out of term, weekends, and evenings, for sport and social activities, plus expansion of facilities at Sutherland Park/ Village Hall.
Riverside Nature Reserve.

Use of and access to Riverside Nature Reserve should be encouraged through Schools and more widely advertised so that more people are aware of it so they can enjoy the area. While additional access to the site did not find any support in the survey.

“Green Man Site”

Most regret loss of old Historic Inn, later family restaurant used as meeting place and do not want an extra supermarket on this small site with the traffic and parking problems it would bring, overwhelming support for cafe/licensed restaurant family friendly which can be used as a social meeting facility with parking. If this is not commercially viable as a community usable facility a small development of low rise market flats with adequate parking would be acceptable in line with adjacent residential developments.

General comments and action points throughout the survey were all to develop Burpham for the well being of the existing community in the future and not for commercial purposes.

Traffic and transport

Improvements to Public Transport

Most people want improvements to reliability of services to central Guildford, Royal Surrey Hospital area, Woking and London and would like cheaper fares and parking at stations. Many detailed suggestions regarding the rail and bus services that local people require, possible Rail Station at Merrow plus more cycle lanes.

Items Causing Concern

- Speed Limits
- Volume of (non Burpham – through) Traffic
- Noise – principally from A3
- Parking – inconsiderate in narrow roads 18 plus comments

Pedestrian Conflict with traffic

No safe places to cross the London Road between A3 Slip road and Kingpost parade.
Rat Runs – all areas

- Burpham Lane
- Weylea Farm – Doverfield - Marlys Drive– Burpham Lane
- Great Oaks – Glendale Drive
- Old London Road - Merrow Lane
- Burnet Avenue – Coltsfoot Drive

Locations causing most concern

Burpham Lane, London Road, New Inn Lane A3 Slip Roads

Solutions

Find new route to and from Merrow to the A3 avoiding Burpham – possible farm track opposite Potters lane or opening of Merrow lane to A3 Traffic

Make certain roads “no through roads”

Sound Barriers

The majority of respondents supported both the idea of noise reduction, Sound proofing along the A3 Guildford bypass through Burpham, overwhelming number consider the noise from the traffic a problem and if energy from Solar panels can be incorporated this would be of great benefit. Barriers on the A3 possibly financed by the introduction of Solar panels to generate electricity as part of a cost reduction / local employment initiative.

Parking Vehicle Parking Facilities Improvements

Many parking problems in School roads caused by all day parking by staff and pupils, on site parking should be provided and drop off and pick zones should be away from the School entrance to avoid congestion.

The Kingpost Shopping Parade parking has been improved by the new layout but all day parking is still causing problems for drivers wishing to stop to use the shops and trade is being lost to other areas. Increased on road parking in Burpham Lane is causing many problems. More off road parking is required for people using the shopping area and it has been suggested off New Inn Lane existing grass areas and using the vacant Green Man site as a temporary or permanent Pay & Display car park.
General level of dissatisfaction regarding levels of parking provision in new high density housing developments with too few spaces for residents and visitors.

- Ban on through roads
- Burpham Lane
- Kingpost Parade – timed and licensed parking
- George Abbott to do more to provide more onsite parking for students
- Provision of adequate parking on employment and residential sites.

### Pedestrian crossing timings, methods and Locations

- Pedestrian crossing timings incorrect
- Provision of additional Crossings at
  - London Road – between Great Oaks and Clay Lane
  - Green man Roundabout

### Better road signage

A3 slip road off

### School Buses

Provided to reduce traffic to George Abbot noting while the proposal of a train station at the school was a much approved of suggestion the technical difficulties of gradient would prove impractical except in ideal trackway conditions

### Public Transport

#### Railway

The majority of people [approximately 2/3rds of respondents] believe a local train station would be a good thing most considering Merrow ‘bridge’ being the best location, The technicalities and costing of such a venture without loss of Greenbelt to development would be ‘a cost too far’.

#### Buses

The majority of comments made were on poor reliability

Costing too high, fares exceeded the cost of private transport,
Routing inadequate, The Bus’s routes did not go to the places people wanted to go.

**Cycling**
- Dangerous conflict Motor vehicles and cyclist
- Cyclists failing to use cycle paths when provided
- Parking on cycle paths
- More designated cycle ways
- More shared foot path /cycleways

**Pedestrian**
Better maintained foot ways both width and height in respect of hedges etc. Pedestrian crossings – survey to ascertain correct locations following new walking patterns.

**Traffic reduction Central Burpham**
With the observation that 30% of traffic turns left at the Green Man roundabout, two thirds of respondents consider that opening Merrow Lane to the A3 would be good idea subject to considerations of suitable noise and amenity protection to prevent blight on Merrow lane residents. Concern was expressed in respect of any potential development on the Green Man site in respect of the already overloaded road system – which from other documents indicate a capacity overload of between 5 and 10% resulting in concerns in respect of emergency vehicles on this strategic route. The vast majority of concerns were in respect of the A3 ‘diversion traffic’ which results in congestion and rat runs being invoked throughout the community. The introduction of a toll system on the A3 slip road to reduce traffic in this area was roundly dismissed.

**Housing and development**

The majority of respondents considered that Burpham had met the housing needs in respect of the building balance with nature and local characteristics of the community. Any further additional Housing development would required the ‘full set
of infrastructure requirements’ prior to and completed before the community could support such a proposal.

In respect of any building sites the majority reflected the “Completed Community Perspective” – in that they indicated additional building within the ward was unwelcome and would detrimentally affect the community by way of loss of green space, lack of infrastructure, and additional serious traffic problems. Only two sites apart from the disputed Green Man site were identified – one is the auxiliary playing field belonging to The George abbot school the other would require the re-location of the Police unit on the site adjacent Burnet Avenue – neither are ‘sustainable’ or readily available for development – thus must be discarded in the short to medium term.

The respondents strongly supported both the protection policies of the NPPF in respect of back garden grabbing and protection of the green belt.

With respect to people getting a foot hold on the housing market there was a preference for shared equity with the minimum importance given to Housing association housing.

The external forces of development within the Burpham community, was acknowledged as a possibility, but it was stressed that any such development should reflect the needs of the younger generation and should be of a size and proportion which maintained both the characteristic of the community and the ability for families to remain within the community. Providing all facilities for each family on site including adequate parking and storage for cycles and re-cycling

A ratio of 3-2 in favour of affordable housing being built
A ratio of 3-2 in favour of open market building

Actual Housing requirement in the community; One respondent only indicated a housing need in the community, over the next five years. The 2011 census indicate 7.7% being over 75 and living alone in the community So in the next 20 years it would be likely more houses, would be available in the community than future demands in the community indicate.
Housing comments

Responses	Generic comment
7	Improve infrastructure before any new development
5	Need council and/or affordable housing
4	Too overdeveloped, no more building
3	Need schools doctors and dentists
3	Any building must be sympathetic and in keeping with existing character
1	Visitors parking must be incorporated in any new build
2	1.5 cars per household is out of date and too low for modern society and car ownership
2	Any building should be limited to 2 - 2 bed properties
2	Limit back garden building
1	Utilise back garden building
1	Possible risk of flooding
1	Re-site police traffic control centre and use site for housing
1	Develop land behind Church of the Holy Spirit in New Inn Lane.

Schooling and Education

While respondents to the survey gave an indication of need for education and schooling a more representative response was taken from the 2011 census and this indicated an average requirement within Burpham community of 78 educational places per year, for each year of life for the next 20 years for the residents of Burpham { Approximately 468 places all years, Primary, 546 Secondary and beyond all years} this included a requirement for special needs education which is difficult to assess on two levels (1) actual needs and (2) intensity of needs; but it is known from the survey at least seven members of Burpham’s younger community require special educational needs. Noting the current plan for only one additional class per year at Burpham Primary School this is clearly NOT sufficient, as three classes per year are required for the children of Burpham.
The wishes of the people of Burpham - time stamp 20th May 2013 - 378 respondents Burpham Neighbourhood Forum Survey - Final results

Do you think that any future development in Burpham should be in keeping with the Ward’s character and landscape setting?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Total of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>215</td>
<td>116</td>
<td>42</td>
<td>3</td>
<td>1</td>
<td>377</td>
</tr>
</tbody>
</table>

57% 31% 11% 1% 0%

Design that respects the scale & design of the existing surrounding architecture
- Strongly Agree: 301 (80%)
- Agree: 168 (44%)
- Neutral: 217 (57%)
- Disagree: 269 (71%)

Minimum standards for living space in dwellings
- Strongly Agree: 184 (49%)
- Agree: 186 (49%)
- Neutral: 138 (37%)

High levels of energy conservation in new buildings
- Strongly Agree: 217 (57%)
- Agree: 269 (71%)
- Neutral: 301 (80%)

The green space and gardens within the settlements
- Strongly Agree: 168 (44%)
- Agree: 215 (57%)
- Neutral: 116 (31%)

Better pedestrian and cycle access to Guildford town centre and recreational ‘green’ areas
- Strongly Agree: 184 (49%)
- Agree: 116 (31%)
- Neutral: 215 (57%)

Signage, advertising and street furniture that respects the locality
- Strongly Agree: 184 (49%)
- Agree: 215 (57%)
- Neutral: 116 (31%)

Traditional styles and scale of shop fronts
- Strongly Agree: 184 (49%)
- Agree: 215 (57%)
- Neutral: 116 (31%)

Keep the character of Burpham

- Strongly Agree: 378
- Agree: 215
- Neutral: 116
- Disagree: 3
- Strongly Disagree: 1
Land Use and Eco

<table>
<thead>
<tr>
<th>Statement</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased provision of green space.</td>
<td>202</td>
<td>53%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhanced protection of historic and natural features</td>
<td>232</td>
<td>61%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Enhanced protection of the landscapes of flood plain and Green Belt</td>
<td>267</td>
<td>71%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Positive management of the varied local wildlife</td>
<td>226</td>
<td>60%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improved flood prevention measures</td>
<td>190</td>
<td>50%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Which of the following ways of producing local renewable energy, should the Plan encourage.

<table>
<thead>
<tr>
<th>Option</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic wind turbines powering a Single home</td>
<td>44</td>
<td>12%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial wind turbines powering many homes</td>
<td>56</td>
<td>15%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Using green belt / flood plain for fuel production e.g. wood, biomass)</td>
<td>118</td>
<td>31%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Photovoltaic solar 'farm' to generate electricity along side the A3, doubling up as a sound barrier</td>
<td>234</td>
<td>62%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hydro Electric power from the Wey and its side streams</td>
<td>189</td>
<td>50%</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Tourism,                                                                 | 73             | 19%   |         |          |                   |
Leisure and crafts                                                       | 197            | 52%   |         |          |                   |
Shops-retail                                                             | 180            | 48%   |         |          |                   |
Transport,                                                               | 58             | 15%   |         |          |                   |
Storage and distribution                                                 | 31             | 8%    |         |          |                   |
Food and drink production                                               | 57             | 15%   |         |          |                   |
Community services                                                       | 173            | 46%   |         |          |                   |
Offices/Social Enterprises                                               | 120            | 32%   |         |          |                   |
Pubs, restaurants and cafés                                              | 274            | 72%   |         |          |                   |
Financial & professionals services                                       | 103            | 27%   |         |          |                   |
Light industrial and manufacturing                                       | 72             | 19%   |         |          |                   |

Employment Land

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree
## Employment

**To what extent do you agree or disagree that the Neighbourhood Plan allocate more land and have specific policies to encourage employment?**

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Total of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>123</td>
<td>141</td>
<td>0</td>
<td>16</td>
<td>306</td>
</tr>
</tbody>
</table>

Where should employment land be located?

- In or around Burpham ward: 135 (36%)
- Elsewhere in Guildford: 247 (63%)

**Where should employment land be located?**

- In or around Burpham ward: 7% (135)
- Elsewhere in Guildford: 33% (247)
- 37% (81%)

**To what extent do you agree or disagree that existing employment sites be protected from changes of use?**

<table>
<thead>
<tr>
<th>Very Likely</th>
<th>Fairly Likely</th>
<th>Not Very Likely</th>
<th>Not likely at all</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>63</td>
<td>161</td>
<td>86</td>
<td>0</td>
<td>5</td>
</tr>
</tbody>
</table>

**To what extent do you agree or disagree that the Neighbourhood Plan include policies which encourage working from home, for example by giving easy permission for extensions for home offices & better communications?**

<table>
<thead>
<tr>
<th>Very Likely</th>
<th>Fairly Likely</th>
<th>Not Very Likely</th>
<th>Not likely at all</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>38%</td>
<td>21%</td>
<td>20%</td>
<td>17%</td>
<td>38%</td>
</tr>
</tbody>
</table>

**Is anyone in your family likely to seek local employment in the next 5 years?**

<table>
<thead>
<tr>
<th>Very Likely</th>
<th>Fairly Likely</th>
<th>Not Very Likely</th>
<th>Not likely at all</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>61</td>
<td>72</td>
<td>70</td>
<td>135</td>
<td>13</td>
</tr>
</tbody>
</table>

**Looking for Work**

- More purpose-built premises: 150 (40%)
Employment & Transport

How many miles do you travel to work (on average if this changes regularly)?

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
<th>Av.</th>
</tr>
</thead>
<tbody>
<tr>
<td>How do you get there?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>On foot</td>
<td>32</td>
<td>8%</td>
</tr>
<tr>
<td>Public transport</td>
<td>30</td>
<td>8%</td>
</tr>
<tr>
<td>By bike</td>
<td>15</td>
<td>4%</td>
</tr>
<tr>
<td>By Motorcycle</td>
<td>9</td>
<td>2%</td>
</tr>
<tr>
<td>By Car</td>
<td>130</td>
<td>34%</td>
</tr>
</tbody>
</table>

Which of the following do you think the Neighbourhood Plan should aim to improve?

<table>
<thead>
<tr>
<th></th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Access for disabled people</td>
<td>162</td>
<td>43%</td>
</tr>
<tr>
<td>Allotments</td>
<td>104</td>
<td>28%</td>
</tr>
<tr>
<td>Broadband service</td>
<td>111</td>
<td>29%</td>
</tr>
<tr>
<td>Facilities for young people</td>
<td>221</td>
<td>58%</td>
</tr>
<tr>
<td>Leisure and recreational facilities</td>
<td>135</td>
<td>36%</td>
</tr>
<tr>
<td>Public footpaths</td>
<td>159</td>
<td>42%</td>
</tr>
<tr>
<td>Public library</td>
<td>74</td>
<td>20%</td>
</tr>
<tr>
<td>Public toilet facilities</td>
<td>102</td>
<td>27%</td>
</tr>
<tr>
<td>Public transport</td>
<td>173</td>
<td>46%</td>
</tr>
<tr>
<td>Road safety measures</td>
<td>205</td>
<td>54%</td>
</tr>
<tr>
<td>Vehicle parking facilities</td>
<td>175</td>
<td>46%</td>
</tr>
</tbody>
</table>

To what extent do you agree or disagree that there should be sound proof fencing installed along the length of the A3 (both sides) as it passes Burpham?

<table>
<thead>
<tr>
<th></th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Total of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>145</td>
<td>117</td>
<td>77</td>
<td>0</td>
<td>8</td>
<td>347</td>
</tr>
</tbody>
</table>

If you agree, to what extent do you agree or disagree that this sound proof fencing incorporates Solar Panels to generate electricity and improve sound reflection qualities away from ground level?

<table>
<thead>
<tr>
<th></th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Total of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>146</td>
<td>112</td>
<td>59</td>
<td>0</td>
<td>6</td>
<td>323</td>
</tr>
</tbody>
</table>

Page 4 of 9
Transport and Recreational

If improved public transport is needed tell us how it should be improved.

- More convenient services to Central Guildford: 172 (46%)
- More convenient services to Woking: 72 (19%)
- More convenient services to London: 90 (24%)
- Cheaper fares: 148 (39%)
- Greater reliability of services: 172 (45%)

How often do you visit Riverside Nature Reserve?

- Weekly: 49 (13%)
- Monthly: 87 (23%)
- Occasionally: 116 (31%)
- Where is it: 77 (20%)
- Total: 329 (87%)

To what extent do you agree or disagree that there should be a pedestrian bridge between Burpham village directly into the Riverside nature reserve from land behind Sutherland Drive?

- Strongly Agree: 41 (11%)
- Agree: 109 (29%)
- Neutral: 134 (35%)
- Disagree: 33 (9%)
- Strongly Disagree: 20 (5%)
- Total: 337 (89%)

What would you like to see happen on the 'Green Man Site' noting its derelict Brown field status

- A super market: 54 (14%)
- A Restaurant Public house or Café: 265 (70%)
- Additional Parking Provision: 114 (30%)
**Traffic and Transport**

Which of the following aspects of road traffic in Burpham Ward give you concern?

<table>
<thead>
<tr>
<th>Aspect</th>
<th>Sum</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Total of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excessive traffic volume / Excessive traffic speed</td>
<td>265</td>
<td>87</td>
<td>116</td>
<td>75</td>
<td>44</td>
<td>30</td>
<td>352</td>
</tr>
<tr>
<td>Excessive traffic noise</td>
<td>139</td>
<td>23</td>
<td>31</td>
<td>20</td>
<td>12</td>
<td>8</td>
<td>93</td>
</tr>
<tr>
<td>Traffic danger to pedestrians</td>
<td>142</td>
<td>27</td>
<td>48</td>
<td>74</td>
<td>27</td>
<td>107</td>
<td>359</td>
</tr>
<tr>
<td>Rat Runs (please identify route)</td>
<td>124</td>
<td>102</td>
<td>117</td>
<td>69</td>
<td>27</td>
<td>40</td>
<td>355</td>
</tr>
<tr>
<td>Residential Parking</td>
<td>103</td>
<td>27</td>
<td>48</td>
<td>74</td>
<td>27</td>
<td>107</td>
<td>359</td>
</tr>
<tr>
<td>Public Parking</td>
<td>122</td>
<td>27</td>
<td>48</td>
<td>74</td>
<td>27</td>
<td>107</td>
<td>359</td>
</tr>
</tbody>
</table>

---

**Merrow Slip road opening**

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

**Railway station**

- Strongly Agree
- Agree
- Neutral
- Disagree
- Strongly Disagree

---

Do you think that Burpham would benefit from a small railway halt at either of the locations below?

- At George Abbot school, to reduce school traffic during term time: 140 comments, 23% Strongly Agree, 31% Agree, 20% Neutral, 12% Disagree, 8% Strongly Disagree
- Just on the edge of the Burpham boundary off Merrow Lane, to service Burpham residents, and any new housing: 161 comments, 27% Strongly Agree, 31% Agree, 18% Neutral, 7% Disagree, 11% Strongly Disagree

To what extent do you agree or disagree that Merrow Lane should be opened from the A3 as a slip road to Merrow to reduce traffic in London Road and New Inn Lane? (With suitable design to stop noise and visual impact to those affected in Merrow lane)

- 102 comments, 27% Strongly Agree, 31% Agree, 18% Neutral, 7% Disagree, 11% Strongly Disagree

To what extent do you agree or disagree that road users on the London road A3 Slip should be charged a Toll via ANPR? With exclusions for residents of the area – This could pay for the installation of Sound Barriers on the A3

- 27 comments, 7% Strongly Agree, 13% Agree, 20% Neutral, 27% Disagree, 28% Strongly Disagree

---

Survey Final Results 26 07 2013.xlsx

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### Houses

<table>
<thead>
<tr>
<th>Description</th>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Total of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>To what extent do you agree or disagree that the Neighbourhood Plan allocates land for affordable housing to meet local needs? Affordable housing is housing owned either by the local authority or by private registered providers for sale or rent below mark.</td>
<td>0</td>
<td>103</td>
<td>101</td>
<td>61</td>
<td>43</td>
<td>308</td>
</tr>
<tr>
<td></td>
<td>0%</td>
<td>27%</td>
<td>27%</td>
<td>16%</td>
<td>11%</td>
<td>81%</td>
</tr>
<tr>
<td>To what extent do you agree or disagree that the Neighbourhood Plan allocates land for houses for sale on the open market? Allocates land for houses for sale or rent on the open market at market levels.</td>
<td>0</td>
<td>91</td>
<td>119</td>
<td>61</td>
<td>44</td>
<td>315</td>
</tr>
<tr>
<td></td>
<td>0%</td>
<td>24%</td>
<td>31%</td>
<td>16%</td>
<td>12%</td>
<td>83%</td>
</tr>
<tr>
<td>If new homes are to be built what type of homes should be given priority? Please number the options given between 1 and 4 where 1 is the most important to you and 4 is the least important.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>For Housing Associations / Local Authority to let</td>
<td>884</td>
<td>2.34</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>24%</td>
<td>31%</td>
<td>16%</td>
<td>12%</td>
<td>83%</td>
<td></td>
</tr>
<tr>
<td>To be sold at market prices</td>
<td>732</td>
<td>1.94</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Homes with shared equity that is, purchased with a mortgage and another loan (usually offered by the housing association) to help first time buyers</td>
<td>641</td>
<td>1.70</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sheltered homes to buy/or rent for older, disabled or other vulnerable people who need a managed service</td>
<td>779</td>
<td>2.06</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>If new homes are to be built, how many should be permitted by 2026 within the Burpham Ward?</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Over 1000 on Green Belt. The implication over 20 years of 'going into green belt' with development</td>
<td>36</td>
<td>10%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>None; Burpham ward is full up</td>
<td>205</td>
<td>54%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Under 100 in Back Gardens and on our village green spaces</td>
<td>60</td>
<td>16%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Within the existing development boundary of Burpham?</td>
<td>46</td>
<td>12%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On the edge of the Burpham in Green Belt (Gosdon Hill Farm)?</td>
<td>71</td>
<td>19%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Merrow Common (Ancient Woodland)</td>
<td>14</td>
<td>4%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>I can't think of any suitable location</td>
<td>46</td>
<td>12%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Home and Property

#### Which best describes the property you are living in

<table>
<thead>
<tr>
<th>Owner Occupier</th>
<th>Private Rented</th>
<th>Rented from HA</th>
<th>Rented GBC</th>
<th>Shared Equity</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>322</td>
<td>23</td>
<td>6</td>
<td>3</td>
<td>0</td>
<td>355</td>
</tr>
<tr>
<td>85%</td>
<td>6%</td>
<td>2%</td>
<td>1%</td>
<td>0%</td>
<td>1 Bed</td>
</tr>
<tr>
<td>20</td>
<td>56</td>
<td>117</td>
<td>134</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>5%</td>
<td>15%</td>
<td>31%</td>
<td>35%</td>
<td>7%</td>
<td>2 Bed</td>
</tr>
</tbody>
</table>

#### What size of the property?

<table>
<thead>
<tr>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bed</td>
</tr>
<tr>
<td>2 Bed</td>
</tr>
<tr>
<td>3 Bed</td>
</tr>
<tr>
<td>4 Bed</td>
</tr>
<tr>
<td>5 Bed</td>
</tr>
</tbody>
</table>

#### Are there any adults or couple(s) living in the property needing their own home in Burpham Ward, which they are currently unable to obtain? Please indicate number of people

<table>
<thead>
<tr>
<th>Number of People</th>
</tr>
</thead>
<tbody>
<tr>
<td>177</td>
</tr>
</tbody>
</table>

>223 homes available within 20 years due to age of occupant taking 2/3rds of population of (373) over 75

#### Are they currently registered with GBC for housing need?

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
<th>Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>212</td>
<td>22</td>
</tr>
</tbody>
</table>

#### What size of property would they need?

<table>
<thead>
<tr>
<th>Size</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Bed</td>
</tr>
<tr>
<td>2 Bed</td>
</tr>
<tr>
<td>3 Bed</td>
</tr>
<tr>
<td>4 Bed</td>
</tr>
<tr>
<td>5 Bed</td>
</tr>
</tbody>
</table>

#### What type of home are they ideally seeking?

<table>
<thead>
<tr>
<th>Type of Home</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner Occupier</td>
</tr>
<tr>
<td>Private Rented</td>
</tr>
<tr>
<td>Rented from HA</td>
</tr>
<tr>
<td>Rented GBC</td>
</tr>
<tr>
<td>Shared Equity</td>
</tr>
<tr>
<td>Sheltered or Special Needs</td>
</tr>
<tr>
<td>20</td>
</tr>
<tr>
<td>0</td>
</tr>
</tbody>
</table>

#### Is there anyone in the house, who is not currently in need of their own home but is likely to want one in Burpham in the next five years? (e.g. a teenager who may leave home) Please indicate number of people

<table>
<thead>
<tr>
<th>Number of People</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
</tr>
</tbody>
</table>

#### Sum

<table>
<thead>
<tr>
<th>Number of Home needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>44</td>
</tr>
</tbody>
</table>
Education and Survey Stats

Thinking of your families educational needs "now"/ 3 /6 /12/ 15 years time, what would you 'expect/anticipate' your needs would be, enter numbers of children in each group for each year.

<table>
<thead>
<tr>
<th>Further Education 2013</th>
<th>12</th>
<th>Special Needs 2013</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Further Education 2016</td>
<td>19</td>
<td>Special Needs 2016</td>
<td>7</td>
</tr>
<tr>
<td>Further Education 2019</td>
<td>23</td>
<td>Special Needs 2019</td>
<td>7</td>
</tr>
<tr>
<td>Further Education 2022</td>
<td>29</td>
<td>Special Needs 2022</td>
<td>7</td>
</tr>
<tr>
<td>Further Education 2025</td>
<td>27</td>
<td>Special Needs 2025</td>
<td>6</td>
</tr>
<tr>
<td>Primary 2013</td>
<td>71</td>
<td>University 2013</td>
<td>14</td>
</tr>
<tr>
<td>Primary 2016</td>
<td>70</td>
<td>University 2016</td>
<td>23</td>
</tr>
<tr>
<td>Primary 2019</td>
<td>36</td>
<td>University 2019</td>
<td>39</td>
</tr>
<tr>
<td>Primary 2022</td>
<td>14</td>
<td>University 2022</td>
<td>31</td>
</tr>
<tr>
<td>Primary 2025</td>
<td>4</td>
<td>University 2025</td>
<td>49</td>
</tr>
<tr>
<td>Secondary 2013</td>
<td>60</td>
<td>2013</td>
<td></td>
</tr>
<tr>
<td>Secondary 2016</td>
<td>68</td>
<td>2016</td>
<td></td>
</tr>
<tr>
<td>Secondary 2019</td>
<td>65</td>
<td>2019</td>
<td></td>
</tr>
<tr>
<td>Secondary 2022</td>
<td>56</td>
<td>2022</td>
<td></td>
</tr>
<tr>
<td>Secondary 2025</td>
<td>20</td>
<td>2025</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Age Range</th>
<th>Total entries</th>
</tr>
</thead>
<tbody>
<tr>
<td>14-18</td>
<td>168</td>
</tr>
<tr>
<td>19-25</td>
<td>190</td>
</tr>
<tr>
<td>26-35</td>
<td>35</td>
</tr>
<tr>
<td>36-45</td>
<td>40</td>
</tr>
<tr>
<td>46-55</td>
<td>419</td>
</tr>
<tr>
<td>56-65</td>
<td>762</td>
</tr>
<tr>
<td>65-75</td>
<td>979</td>
</tr>
<tr>
<td>75-85</td>
<td>821</td>
</tr>
<tr>
<td>Over 85</td>
<td>572</td>
</tr>
<tr>
<td>All Ages</td>
<td>377</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Male</th>
<th>Female</th>
<th>Not declared</th>
<th>Total entries</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>4</td>
<td>35</td>
<td>118</td>
</tr>
<tr>
<td>19-25</td>
<td>12</td>
<td>9</td>
<td>26</td>
</tr>
<tr>
<td>26-35</td>
<td>13</td>
<td>17</td>
<td>30</td>
</tr>
<tr>
<td>36-45</td>
<td>16</td>
<td>18</td>
<td>34</td>
</tr>
<tr>
<td>46-55</td>
<td>15</td>
<td>18</td>
<td>33</td>
</tr>
<tr>
<td>56-65</td>
<td>15</td>
<td>15</td>
<td>30</td>
</tr>
<tr>
<td>65-75</td>
<td>19</td>
<td>21</td>
<td>40</td>
</tr>
<tr>
<td>75-85</td>
<td>12</td>
<td>7</td>
<td>19</td>
</tr>
<tr>
<td>Over 85</td>
<td>2</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>All Ages</td>
<td>168</td>
<td>190</td>
<td>358</td>
</tr>
</tbody>
</table>

Age group replies

<table>
<thead>
<tr>
<th>Age group</th>
<th>14-18</th>
<th>19-25</th>
<th>26-35</th>
<th>36-45</th>
<th>46-55</th>
<th>56-65</th>
<th>65-75</th>
<th>75-85</th>
<th>Over 85</th>
<th>Total entries</th>
</tr>
</thead>
<tbody>
<tr>
<td>14-18</td>
<td>342</td>
<td>419</td>
<td>762</td>
<td>979</td>
<td>821</td>
<td>572</td>
<td>325</td>
<td>279</td>
<td>94</td>
<td>4593</td>
</tr>
<tr>
<td>19-25</td>
<td>4</td>
<td>9</td>
<td>17</td>
<td>21</td>
<td>18</td>
<td>12</td>
<td>7</td>
<td>6</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>

Survey

Series 1

Series 2

Census

Survey Final Results 26 07 2013.xlsx
Burpham Neighbourhood Forum Survey

The people of Burpham’s views
On what they want
For the future of
Their Community
April – May 2013
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  9. Pimms Cottages (16) .................................................... 14
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The survey explained

1. 3000 paper copies of the survey were printed.
2. A paper copy was delivered by volunteers to every property in Burpham (Political) Ward
3. The survey was placed electronically on the Forum web site and the web address notification was published in local newspapers and the Burpham Pages (twice) along with it being included on the paper survey form.

The Survey was distributed from early April 2013 and the close date was initially set at the 10th May – this was extended on request until the 17th May – no responses were received after the 15th May 2013. All returned paper surveys were entered via the web site by a volunteer and annotated with a prefix of P to the form number. The address and post code of each submission was entered unless the information was missing when an attempt was made to locate its origin and this was annotated on the paper and electronic copy.

If this information was not forthcoming the address was identified as ‘undisclosed’

1. Four categories of ‘electronic’ Survey submission were deemed suspect.
2. Four off: Those with ambiguous information
3. From the local school.
4. One off: offensive submission IP address Orchard Road, Shalford
5. Actually providing no useable data for the survey.
6. Total Properties within the ward; 2367 (2011 census)
7. Total number of responses received 378 which equates to over 15.96% of properties in Burpham ward responded.
8. Number of potential option responses 176 per individual survey
9. Number of actual questions over 138 depending how you define a ‘question’
10. Option questions 90+
11. Comment questions 18
12. Data Questions: 30
13. Number of individual question responses 11,814
14. Number of potential responses approx 49,266
15. Average number of responses per questionnaire; noting many questions are irrelevant to survey respondents eg: School places to pensioners:

Referring to this document:

1. The A – G boxes are the original questions used in the survey.
2. The statistics are the numbers in the Statistical analysis.
3. Words have been extracted from the individual text of comments to form Numbered sub headers.
4. Numbers in brackets ( ) are the number of times the item was mentioned within the comments, over and above the comments included within the text. This was done to reduce the repetition of identical or very similar comments.
5. In some cases the commentary has been preceded by a word count as an indication of strength of feeling on a particular subject.
Age and Gender response Information

Age group replies

<table>
<thead>
<tr>
<th>Age Group</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>14-18</td>
<td>2%</td>
</tr>
<tr>
<td>19-25</td>
<td>12%</td>
</tr>
<tr>
<td>26-35</td>
<td>16%</td>
</tr>
<tr>
<td>36-45</td>
<td>15%</td>
</tr>
<tr>
<td>46-55</td>
<td>15%</td>
</tr>
<tr>
<td>56-65</td>
<td>9%</td>
</tr>
<tr>
<td>66-75</td>
<td>11%</td>
</tr>
<tr>
<td>76-85</td>
<td>1%</td>
</tr>
<tr>
<td>Over 85</td>
<td>1%</td>
</tr>
</tbody>
</table>

Male | Female | No Say | Total entries
---|--------|--------|-----------------|
168 | 190    | 21     | 379             |
A: Environment

The Neighbourhood Plan can ensure the environmental assets of the area are protected and enhanced. It also can determine the location and quality of new development, setting standards of design and sustainability. The Neighbourhood Plan is required by national planning policy to help achieve sustainable development. What does this mean for our community and its future? What options might we consider?

A1: To what extent do you agree or disagree that any future development in Burpham should be in keeping with the Ward’s character and landscape setting.

<table>
<thead>
<tr>
<th></th>
<th>Strongly agree</th>
<th>agree</th>
<th>neutral</th>
<th>disagree</th>
<th>strongly disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>count</td>
<td>215</td>
<td>116</td>
<td>42</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>percentage</td>
<td>57%</td>
<td>31%</td>
<td>11%</td>
<td>1%</td>
<td>0%</td>
</tr>
</tbody>
</table>

A2: Should the Neighbourhood Plan aim to protect and enhance the quality of the built environment by promoting the following:

<table>
<thead>
<tr>
<th>Aim</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design that respects the scale &amp; design of the existing surrounding architecture</td>
<td>301</td>
<td>80%</td>
</tr>
<tr>
<td>Minimum standards for living space in dwellings</td>
<td>168</td>
<td>44%</td>
</tr>
<tr>
<td>High levels of energy conservation in new buildings</td>
<td>217</td>
<td>57%</td>
</tr>
<tr>
<td>The green space and gardens within the settlements</td>
<td>270</td>
<td>71%</td>
</tr>
<tr>
<td>Better pedestrian and cycle access to Guildford town centre and recreational 'green' areas</td>
<td>184</td>
<td>49%</td>
</tr>
<tr>
<td>Signage, advertising and street furniture that respects the locality</td>
<td>186</td>
<td>49%</td>
</tr>
<tr>
<td>Traditional styles and scale of shop fronts</td>
<td>138</td>
<td>49%</td>
</tr>
<tr>
<td>Other, please specify</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A2 Commentary

1. Amenities

   1. Maintain access to relevant facilities for residents such as schools, doctors, dentists, and shops. I.e. Relevant amenities should be built as well as housing as current schools etc are already over subscribed.
2. Developments also need to include provision of additional services e.g. doctors, dentists, school places etc.

2. Character
   1. Good architecture and design
   2. Keep Burpham traditional and in character.
   3. Important not to live in the past and reject all change, but ensure change leads to improvement and is consensual

3. Community
   1. We can progress without becoming a characterless rabbit warren with a faceless community - I’d like to have a caring neighbourhood.
   2. I would resist uncompromising rigors of Nimbyism - we need more houses
   3. Stop building on every little plot of land people can find.
   4. Most important are numbers 1, 2, 3 and 4 as they contribute to happiness of people living in the area.

4. Cycling
   1. More cycle paths
   2. We need better cycle access throughout the ward, not just to the town; particularly away from roads.
   3. Pedestrian and cycle access key as many people commute by bike to London Road Station.

5. Density
   1. Lower community density too many people crammed in Burpham , No Back Garden Grabbing
   2. Less overcrowding of any new build

6. Design
   1. Design quality to improve the quality of life of those moving in and already in the Ward.
   2. Although one has been selected it has to be flexible. 'Grand Designs' type developments might not match the existing surrounding architecture, but would add to, rather then detract from, the local architecture. Likewise some of the existing architecture is appalling and one would not want more of that.
   3. Large garages
   4. The "village" character should be maintained as a separate entity to Guildford.
   5. Burpham should have the tapered planks like other villages eg Gomshall.
   6. Any development needs to keep a country feel as we will potentially be losing so much green space.

7. Hedges
   1. Ensure hedges are cut back to Pavement boundaries everywhere

8. Housing
   1. Only where there is nothing within any other documents controlling or preventing development.
2. A mix of housing to meet the varying needs of the different age ranges in a balanced and healthy community in recognition that not all members will desire the same lifestyle.

3. Stop cramming as much living space as possible in tiny areas

4. Building houses on top of house makes money for developers who don't have to live here.

9. Location

1. Use brown field sites but do not try to squeeze housing that is inappropriate to the street in question

2. It should also provide land for future development of new housing.

3. The Plan should protect public green spaces but not, in general or to the same extent, gardens.

10. Needs

1. Small Independent shops, more shops like Chelsea Fishmonger EH!

2. No more wine / off Licenses Green Grocer, Chemist, Cafe

3. Burpham needs a Public House

4. No Aldi

11. Parking;

1. Realistic parking spaces for new developments.

2. Better parking provision and management.

3. Every new house should have space for cars as: 1 bed 2 car spaces and then 1 car space for each additional bedroom.

4. Access and parking.

5. Space for car parking must be considered when adding houses to existing plots.

12. Safety

1. Of pedestrian crossing at AA roundabout

2. Currently the cycle lanes are not safe due to the pot holes and we should be encouraging cycling in busy town centres.

13. Traffic

1. Improved traffic flow through Burpham.

2. Where any opportunity presents itself to reduce the volume of through traffic this should be taken. In my previous involvement with the BCA at the time of the Incinerator Application there were many conversations with Roger Hargreaves, then Head of Planning for SCC. We were agreed that any development of Gosden Hill Farm between Burpham and Clandon should incorporate a highway infrastructure that would service a new railway station and take traffic away from the centre of Burpham to a new 'all movements' junction on the A3 nearer Send. Difficult in these financial times but we should insist upon it as part of any large scale development.

3. Developments need to take account of the effect on the road network / congestion
A3: Should the Neighbourhood Plan aim to promote the following:

<table>
<thead>
<tr>
<th>Aim</th>
<th>Votes</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Increased provision of green space.</td>
<td>202</td>
<td>53%</td>
</tr>
<tr>
<td>Enhanced protection of historic and natural features</td>
<td>232</td>
<td>61%</td>
</tr>
<tr>
<td>Enhanced protection of the landscapes of flood plain and Green Belt</td>
<td>267</td>
<td>71%</td>
</tr>
<tr>
<td>Positive management of the varied local wildlife</td>
<td>227</td>
<td>60%</td>
</tr>
<tr>
<td>Improved flood prevention measures</td>
<td>190</td>
<td>50%</td>
</tr>
<tr>
<td>Other, please specify</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

A3 Commentary

1. Allotments
   1. Need more allotments

2. Parking
   1. Less cars parked on roads
   2. Stop parking cars / lorries on pavements
   3. Parking provision

3. Green Spaces
   1. A bit hard to see how to increase provision of green space - important to protect that which exists and especially don't build on the flood plain.
   2. Everything should be done to maintain Burpham as a lovely place to live.
   3. If you do not consider the above we will have no community to protect as it will have been flooded.
   4. We have enough green space, Floods do not apply to us!
   5. Maintain existing green space

4. Road provision and quality.
   6. Southbound A3 access
   7. Two blocked drains in New Inn Lane

5. Cycling
   1. Cycling provision.
   2. Repair potholes

6. Flood Plain
   1. The flood plain should not be used for building of any kind. In a housing development there should be some common green space with trees if possible.

7. Services
2. Developments which increase pressure on Sewage and Drainage systems must be stopped.

8. Protection of
   1. Gosden Hill Farm House (Victorian)
   2. St Luke’s church (3)
   3. Ancient Woodland (Merrow Common)
   4. Hedgerows and Natural Habitats
   5. Kingpost Parade (2)
   6. Historic and natural features to allow the greater enjoyment of them by, and recognition of, their value to the community.
   7. Riverside Walk/ Riverside Nature Reserve (5)
   8. Burpham Court Farm (3) could be used as an Information & Education centre working with several agencies

9. Safety
   1. Safer walking for pedestrians (2)
   2. Traffic management
   3. Provision of pedestrian crossing near Burpham Dental Practice
   4. Increased, secure pedestrian and disabled access to existing green spaces,

10. Sutherland Memorial Park
   1. Sutherland Memorial Park (2)
   2. Sutherland Hall
   3. Sutherland Playing Field

11. Green Belt (3)
   1. While the wholesale use of green belt land should not be allowed, sensitive and appropriate development of some land should not be rejected automatically.
   2. Nature Reserve, (2)

12. Services
   1. Concerns over a new sewage treatment plant possibly being located on flood plain.
   2. Better soundproofing from A3, full solid fencing of A3 from nature reserve, flood proof path from Burpham down to the Spectrum through the nature reserve.
   3. This is our community and all of the above are important.
   4. For development
   5. The Neighbourhood Plan should support the strategic policies in the emerging Local Plan for Guildford Borough. This will include seeking to meet objectively assessed development and infrastructure requirements in accordance with the National Policy Planning Framework.
   6. We need to promote affordable housing AND a new Supermarket, not keep badgering against such ideas, Burpham can't get stuck in a time warp.!!
A4: Are there any buildings, places, or views which you believe are important to protect?

A4: Commentary.

1. All existing listed buildings
2. Anchor and Horseshoes
3. Ancient Woodland (Merrow Common), Hedgerows and Natural Habitats
4. Any current listed buildings - Green Belt - wooded area near Sainsbury's - Sutherland Memorial Park - woods west of Merrow Lane.
5. Any pre 1900 houses pub etc
6. Anywhere close to the river Wey.

1. Bowers Lock (5)
   1. Bowers Lock provides a beautiful view of the river and surrounding countryside.
   2. The surrounding area from the view of Bowers Lock. Sutton Place and

2. Burpham Court Farm (7)
   1. Burpham Court Farm and land on the opposite side of the road in Clay Lane
   2. Burpham Court Farm as is, no commercial development, GBC to retain
   3. Burpham court farm be utilised for the community?
   4. Burpham Court farm Overlooking
   5. The view of from the Wey Towpath across the meadows and from old canal bridge
   6. Burpham Lane older houses down
   7. Burpham Primary School
   8. Burpham primary school (the Victorian bit!)
   9. Burpham village has lost its character in my view
   10. Cathedral, It is very Important to continue to have views of Guildford
   11. Chicanes and sway for sleeping policemen remove
   12. The Burpham Church’s
   13. Church of the Holy Spirit
   14. protect the Church St Lukes and Children play area
   15. Churches and listed Buildings (2)
   16. It is vital we not only protect but develop our communal village buildings, be those park land or Communal spaces
   17. Conservation area Park, Churches, Woodland
   18. Copse between Sainsbury's and residential housing.
   20. Countryside park and River Valley.
   21. Damage already done - Green Man demolished!
   22. Do not allow the Green Man site to become a cheap and nasty supermarket. This would attract visitors from "affordable housing" which would increase the burglary and vandalism risks.
   23. Doctors surgery on London Road; pub should be rebuilt on old Green Man site;
   24. Don't build Aldi on Green Man site replace with like
   25. Don’t sell off Green Spaces, think legacy of London 2012 games.
   26. Edwardian & Victorian buildings and key structures; e.g. shops
   27. Existing building lines and traditional style of design.
28. Existing open spaces
29. Farmland by Canal Burpham Wetlands
30. Flood meadows (2)
31. Flood Plains Green Spaces
32. Ford and brook in Weybrook estate
33. Gardens
34. Good green walking/rambling/cycling spaces.
35. Gosden Hill Farm (11)
36. Gosden Hill Farm as green belt (2)
37. Gosden Hill Farm Views over(2)
38. Green (3)

3. Green Belt
   1. Green belt all current
   2. Green belt Copse at rear of Gosden Hill Road (old A3) our last Ancient Woodland
   3. Green belt in Merrow

4. Green Man (22)
   1. Green Man abhor the proposed ideas for Aldi
   2. Green Man another such restaurant/carvery would be ideal (3)
   3. Green Man building, too late for this building, There has been a public house on this site since 17th century and to have this history taken away from Burpham is awful. I am worried about the amount if applications being submitted to build houses in the gardens of houses in New Inn Lane and Orchard Road. This area is a beautiful green space that provides a haven of shelter for various wildlife. The most important area in Burpham to protect is Sutherland Memorial Park.
   4. Green Man gone too late (5) - protect what we history we have.
   5. Green Man in years gone by as did the (but that's another story and it's pointless banging in about it!)
   6. Green Man site appropriate development
   7. Green Man site needs careful consideration
   8. Green Man site Protect the as a public space. do not build private flats that become an Eiore
   9. Green Man site. By NO means should another Supermarket be allowed to be build. There is already Sainsbury's opposite. Why would we need 2 Supermarket within a few yards of each other? Let's protect our community and build a sensible building which benefits the community instead. i.e. a family pub for example.
   10. Green Man The Harvester Pub - too late
   11. Green Man. This should 'remain' a public house and not be turned into a Supermarket.

5. Green space
   1. From Pimms Row to back of Weylea Farm
   2. Green space in New Inn Lane (2)
   3. Green spaces existing (2)
   4. Green spaces make Burpham look like it's a lovely place to reside. The stream / overflow which runs through Weybrook Park. It really could do with some love and care
   5. Just because a green space isn't in 'use' let's not sell it
6. Green verges

6. Guildford Castle (2)
   1. Guildford Castle and its surrounds Clock tower in the High Street & around the Green Man - but that is too late..
   2. Including views of those parts of the plain that lie outside the boundary of Burpham.
   3. Keeping it clean

7. Kingpost Parade (7)
   1. Kingpost parade buildings need a revamp as they are not attractive. MJA garage is what I would call a traditional building so it would be important to keep this.
   2. Marlyns House & Cottage

8. Merrow Common New Inn Lane (12)
   1. Lane & Copse Edge
   2. Lane Open Farm Land in
   3. Lane The rural quality of
   4. Lane towards A3 River Area & Farm - Burpham
   5. Wood and Back Gardens
   6. MJA buildings
   7. MJA premises and Kingpost Parade largely define Burpham to visitors and those passing through
   8. New Inn Farm House (8)
   9. New Inn Farm House and Cottage
   10. New Inn Lane and Estate towards George Abbot Open Spaces in areas along
   11. Newlands Corner
   12. No just the general character of Burpham
   13. None
   14. Open Spaces and leisure areas for Sport Activities
   15. Perhaps with enhanced refreshment facilities on site; I think public houses focus too much on the supply of alcohol.
   16. Pimm’s Row and adjacent cottages Protection of

9. Pimms Cottages (16)
   1. The Land Adjacent to should not be built on it should be turned into either a nature reserve or Seating area
   2. and older houses in Burpham Lane
   3. are attractive Historic features but view is obscured!
   4. from Burpham Lane Aspect of
   5. on the Bend of Burpham Lane near village Hall
   6. Play areas and wildlife. However people should be encouraged to use the litter bins provided - perhaps more are needed as they always seem to be overflowing!
   7. Plaradioradiory areas.
   8. Playing field (4)
   9. Primary School
   10. protect ambiance of Orchard Road
   11. protect green space and facilities
12. Pub; It would have been good to keep that which was an attractive building instead of allowing Aldi to seed the area.
13. Raynham Close Rear of bordering with back gardens of Orchard Road.

10. River Wey and Canal (19)
   1. The park access to the canal.
   2. The area around the River Wey canal.
   3. River Wey ambiance in Burpham Area.
   4. The area adjacent to the Navigation.
   5. That connects to Riverside Country Park. The views along the
   6. Riverside (3)
   7. Riverside Nature Reserve (13)
   8. Riverside walk (2)
   9. Road from A3 opp Potters Lane over Fields to Park Lane A new
   11. should have been protected. It should be re-instated - learn the lesson
   12. Some of the older cottages in the area (London Road)

11. St Luke’s (44)
   1. and original adjacent buildings upkeep of
   2. Churchyard and environs. (5)
   3. View from Sutherland Memorial Park
   4. Ban the Aldi. Would a one way system somewhere help if approved by Highways
       Board
   5. Stoke Park(2)
   6. Stop back garden building developments i.e. Garden Grabbing by greedy
       developers! for example the back of our garden at 44 Raynham Close.
   7. Protect wildlife
   8. Street scenes through Burpham

12. Sutherland Memorial Park (57)
   1. Due to the numerous community uses that are within it
   2. Need more local events carried out here. Burpham shops need to continue to
       thrive with locals using parade more. Can
   3. This is 1 of only a few parks in Guildford. Its one of the best parks for children in
       the area. Its also important that dog walkers keep their dogs under control
       preferably on a lead when young children are in this area especially as there are 2
       pre-schools and a nursery in the area.
   4. and surrounding environs
   5. Is a valuable area both for recreational sports
   6. More appropriate use of the Green Man site (another pub) Church near the school
       Green space around Stoke Park and Spectrum
   7. Needs protecting as does the old Green Man space. We are against Aldi having
       premises there.
   8. The area along the Wey navigation
   9. The common area between the A3 and Weylea Farm. I like many local people, I
      use this area to walk my dog. My Children also enjoy the space. Also our little
      parade of shops is a vital part of the community and I would hate to see any great
      change to this.
10. The community could do more if they knew what to do safely. I’d be happy to get my hands dirty to improve it - wildlife would thrive. Great for kids to be involved in too.
11. The green fields near the canal and the farm as they are the nature reserve and natural flood plain which birds use.
12. The open space which runs between Weylea Farm & A3
13. The shielding around Sainsbury’s petrol station
14. The view of the flood plain
15. The whole of Burpham needs protecting from property developers who are insistent on building on any patch of land they can which is destroying where we live. We don’t have the infrastructure to cope.
16. The wooded area between London Rd/Sainsury’s/Weybrook Park.
17. This is where we need to use the professional expertise of Borough or County Planners.
18. Trees and green space and views.
19. Upfolds Green open area in the middle of the estate
20. We don’t want any further building on land around Burpham it has enough homes and people living here.
22. Woodland between Burpham and Merrow
23. Woodland existing
24. Woodland in New Inn Lane & Merrow Lane.
25. Woodland New Inn Lane
In respect of traffic what steps should the plan take to reduce congestion and improve the quality of the road environment

A5 Statistics – word Count – words used in the Comments section

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A5 Commentary

1. London Road (20)
   1. BP Roundabout congestion peak hours due congestion towards Sainsbury A3 unsure of solution.
   2. Build a pedestrian crossing across the dual carriageway in London Road outside number 234 or close by. Perhaps make the residential roads around Sutherland Memorial Park, Burpham Lane, a one way streets.
   3. Change lane signs on London Road; Puffin crossings
   4. Clear signage that the road directly after the A3 off ramp is 2 way. Change the lane direction at the small roundabout by the BP garage, there is a lane just to turn right when going in to Guildford only a very small percentage of traffic turns right, majority goes straight on
5. Cycle lanes along London Road between Weybrook drive and Clay Lane are wasted. Maybe have 2 lanes for traffic exiting A3 to allow cars turning right at roundabout a quicker route.

6. Traffic Lights outside Sainsbury’s, both sets cause congestion for journeys heading towards A3 at morning rush hour due to the school run. Maybe a pelican crossing or a footbridge would be better Cycle route along New Inn Lane

7. Ensure pot holes are repaired, Tackle the issue of congestion at the New Inn / London Road roundabout

8. Foot bridges instead of traffic lights for crossing Clay Lane and London Road

9. Improve traffic flow onto and around the Burpham main roundabout improve parking where possible and encourage better use of Sutherland Memorial Park parking, repair roads (2)

10. Introduce no right turn into the Cedars (there is a roundabout within 100m

11. London Road Speed limit back to 40

12. New developments seem to be going up in places where congestion is already a problem. This means that roundabouts and roads feeding in get completely blocked and there is no real traffic FLOW. Yellow hatches on roundabouts on London Road (particularly as there are pedestrian traffic lights fairly near the roundabouts. To keep the roundabouts clear when their exit is blocked. The roundabout at BP/MJA is difficult to navigate onto from New Inn Lane, Burpham Lane and the BP Garage. The traffic exiting the A3 blocks the roundabout at the entrance to Weybrook Park in busy times and enters the roundabout at high speeds at more free flowing times - take your life in your hands coming out of the estate. Maybe traffic slowing earlier on the slip road - although not sure what form that could take.

13. Prevent traffic turning right into the Cedars and cars still turning right into Kings Parade

14. Put double yellow lines at Burpham Lane -London Road End - There is always a bottleneck to pass incoming & outgoing traffic due to parked cars

15. Re synchronisation and possible relocation of traffic lights. Those at Anchor and H too slow to react meaning pedestrians often jump the road leaving cars to stop for apparently no reason. Lights at roundabout by Sainsbury's (A3 bound) too close to roundabout about causing traffic to back up onto roundabout. Exit round from A3 into Burpham is two lanes but narrows into one lane immediately. Should be made two lanes with left lane right turn only or road beyond mini roundabout as leave A3 should be two lanes also so traffic merges more evenly.

16. Reroute the London Road to bypass Burpham!

17. Slip Road could be made better

18. Slowing Traffic exiting the A3 at Burpham approaches the roundabout at Weybrook Drive

19. There is no safe way from our road (Orchard road)to cross the London Road to get to our Primary school. We have to cross 2 lanes of traffic coming fast from the A3, there could either be a zebra crossing or traffic lights. Every child has the right to have a safe way to get to his/hers school. That also applies to crossing the New Inn Lane by the petrol station. Zebra crossing needed!

20. Traffic calming in Merrow Lane, reduction in Speed limit. Improved junction at London Road/Great Oaks - very dangerous Review of large roundabout at Clay
Lane - impossible to turn into Clay Lane in peak traffic due to roundabout blocking

2. Burpham Lane (21)

1. 20 MPH zones Narrowing gate on Burpham Lane to slow traffic - remove cut through
2. Ban Parking in Burpham Lane
3. Burpham Lane is a mess. With the school doubling in size over the next few years this will get worse. Absolute no thought has been given to the road infrastructure if the school were to double and it is getting dangerous, especially as the Pavements are incredibly narrow and (unbelievably) no.60 (?) has been allowed to build another house on it’s land with no thought to parking
4. Burpham Lane should be either made one Way from Clay Lane End or Dead End. Completely this will both safe guard the school Traffic and Stop the Rat-run
5. Burpham Lane should be marked double yellow, people should STOP parking along this road, it’s not safe.
6. Congestion in Burpham Lane at top end along from the right hand bend, therefore double yellow lines, All through rather a partial would simply move parking congestion further down the road or make Burpham Lane two Cul-de-sacs. Blocked in the middle so no through traffic dodging the Sainsbury Island as at present.
7. I walk my children to Burpham School. The traffic can be too fast along Burpham Lane and it is always a worry when walking with young children when the path is very narrow. I am not sure the digital Speed sign has had much affect? But like others I am not so keen on traffic calming, but would hate there to be an accident. Also I hate commuters using the roads in Weylea as a Rat-run to avoid the London Road. Not sure much can be done about this though.
8. Larger roundabout at junction of Burpham Lane and London Road. Work in conjunction with George Abbot School to reduce pupil parking. Provide plan for drop-off and pick-up of children for Burpham School before the planned expansion of the school.
9. Make Burpham Lane one way
10. Movable LED signs and one way section near St Luke’s
11. No more traffic down Burpham Lane
12. No Parking yellow lines in Burpham Lane restoration of bus route
13. Not allow right hand turn out of Burpham Lane closest to the A3 bridge.
14. PLEASE place double yellow lines along Burpham Lane to stop cars from double parking acros entrances and exits, and also killing the greenery on the paths. Also need an illuminated Speed warning which flashes up to slow the drivers down on Burpham Lane as drivers cut through this road Speed too fast. Maybe put some kind of bollards up along certain spots along Burpham Lane to stop drivers mounting kerb. Alternatively place Speed bumps along whole road. More the same of above but on Bowers Farm drive. Too many people park along this road for Sainsburys. Many huge Lorries turn around at the tiny roundabout on Bowers Farm drive and subsequently wreck the roundabout and its features. Traffic calming also needed on New Inn Lane. Also needs a crossing of some kind as too many people need to cross this road to get to the parade.
15. Reduce Parking in Burpham Lane, Mend Potholes/ resurface roads where needed. Do not allow Aldi Super store to be built on corner of Burpham Lane
16. Speed restrictions/traffic calming measures in Burpham Lane to protect school pedestrian route.
17. Stop Through Traffic on Burpham Lane
18. White lines in Burpham Lane have no legal significance, must be yellow lines!
19. With regard to Burpham Lane, parked cars along the side of Sutherland Memorial Park playing field create a real hazard for motorists approaching the roundabout at the London Road Junction. I would like to see an alternative arrangement for parking within the site of the Green Man (now of uncertain future)
20. With regard to the traffic congestion in Burpham I have no suggestions to make but clearly something needs to be done or looked at or surveyed more closely
21. Yellow lines Burpham Lane

3. Traffic (12)

1. Do not add any more large scale Supermarket in the area as that will increase traffic. Removal of traffic lights at the crossing from Sainsbury’s to Sutherland Memorial Park and use a zebra crossing instead.
2. Encourage out of town Parking with park and ride, remove through traffic with ring road
3. Ensure that any proposed development is not intended to increase traffic into Burpham
4. I am most concerned about all day parking and traffic congestion on the roads in the immediate vicinity of George Abbot School
5. I don’t think there are any serious traffic congestion problems.
6. Let people no where the traffic jams are so they don’t get stuck in them and can find a new route!!!!
7. Mend potholes, not sure of ways but we need to avoid traffic using Weylea Farm as a Rat-run - road humps, traffic calming? Slip road to Guildford as well as Ripley
8. Much improved traffic planning, particularly with the prospect of additional housing being built. Remove bottle necks to improve traffic flow through Burpham when the A3 is diverted through Guildford.
9. One way systems where possible
10. Traffic Calming
11. Traffic is really busy around Burpham especially the slip road off the A3 and down the London Road. If there were more houses/commercial premises this would increase traffic congestion further. We can’t see what can be done about the current traffic levels but certainly reduce further additional traffic in the future.
12. Traffic leaving Guildford heading A3 North to join by Woking Road slip road

4. Pedestrian (11)

1. Any new developments that are likely to attract traffic e.g. Aldi Supermarket planned for the Harvester site should be located away from current traffic hot spots or not permitted.
2. Encourage and facilitate journeys on foot, by bike and by public transport. Accessibility on foot is poor - narrow and overgrown footways and a lack of
dropped kerbs at many junctions. What happened to the proposal, mooted some years ago, to build a station at Merrow?
3. George Abbot School could facilitate their own staff and pupil’s car parking. Encourage car sharing / walking / cycling to school. Buses sticking to the London Road. It’s crazy that in 2013 we are still so car bound. Parents drive 1 mile to drop kids off when they could safely walk.
4. More pedestrian crossings, clearing hedges trees etc at road junctions
5. More safe crossing Areas urgently needed in Burpham especially crossing towards Sainsbury after the at roundabout a Roundabout on New Inn Lane
6. More Zebra Crossings
7. Pedestrian crossing over London Road between New Inn Lane and Winterhill Way.
8. Pedestrian crossing traffic lights at the Sainsbury’s pedestrian entrance seem poorly timed and cause traffic to back up at peak times, perhaps a zebra crossing could be considered?
9. Perhaps construction of Foot Bridges where pedestrian crossings Burpham has 4 crossing
10. Replace toucan ped crossing in Clay Lane with a pelican crossing outside sainsbury’s to allow more flow of traffic towards A3 and stop backing up of traffic along London Road
11. The Amount of roundabouts and pedestrian crossings cause all the congestion

5. A3 (42)

1. A slipway off the A3 going north. A slipway onto the A3 going South. No further large retail developments.
2. Access from Merrow Lane to Sainsbury’s and the A3.
3. Access needs to be Limited when trying to get to M25
4. Access to A3 South,
5. An entrance to the A3 southbound at Burpham
6. At the Burpham junction of the A3 it would help if there is an access going south and an exit going north. This would reduce the traffic having to go through the Guildford roads via Ladymead and all of the traffic light junctions.
7. Better noise shielding of the A3 near Bower’s Lane area. Maintain and if possible improve planting on the A3 approach to the Burpham Merrow slip road. Investigate ways to reduce rush hour congestion by the New Inn Lane, Burpham Lane roundabout
8. Build a southbound slip onto the A3 (at Merrow Lane?) and a northbound slip off it at Burpham, and the same at the Guildford fire station junction. That will stop a lot of traffic going down London Road through Ladymead to the southbound entry at the Dennis roundabout. Additionally, stop adding more people to the area as that results in more traffic. If more houses are to be built, significant improvements to the road network should also be built.
9. Cars coming off going on to the A3 causes congestion at peak times, However access is useful and convenient
10. Could Merrow Lane be promoted more for access to Merrow from A3, rather than London Road Improved crossings at London Road/Clay Lane junction? Difficult to cross the road at peak times due to off coming traffic from A3.
11. Create Access to A3 at the New Inn Lane Railway Bridge. Sainsbury crossing should be moved.
12. Create exit from the A3 in the Woodbridge area to ease traffic travelling to Guildford having to pass through Burpham.
13. Direct access to Merrow from the A3. It is becoming increasingly difficult to cross London Road safely pedestrian lights between Winterhill Way and Orchard Road would address this and act as a calming factor on the often speeding traffic.
14. Discourage on street parking in residential areas, Speed limit of 40 mph on Merrow Lane, Resurface almost all the roads in Burpham, Possible new road linking A3 direct to A246 at Clandon.
15. Fill in surface pot holes, Keep verges and edges of paths tidy, slower lanes marked from A3 exit.
16. Fill in the pot holes. Enforce no parking within 10 yards of junctions. Burnet Avenue into New Inn Lane has cars parked dangerously close to the junction. There should be southbound access and north bound exits to the A3 in Burpham to reduce congestion through Ladymead and past Spectrum. Motorbikes especially rocket along New Inn Lane early in the mornings sometimes. Speed camera may help.
17. Improve A3 First.
18. Improve access to / from A3. Speed control on southbound sliproad from A3 to London Road Pedestrian crossings Parking facilities.
19. Improve access to and exit from the A3 between Ripley and the Cathedral.
20. Provide access to Merrow Lane from A3 so as to route A3 to Merrow traffic away from the Green Man junction.
21. Stop the Rat-run through Weylea Farm by closing Burpham Lane at some point between the Village Hall and the Church to traffic in BOTH directions.
22. Install double yellow lines in Burpham Lane and restore the 36 & 37 bus routes to their original route along Burpham Lane and along Marlyns Drive.
23. Enforce the highway code in respect of inconsiderate parking of motor vehicles.
24. Prevent the parking of motor vehicles on the footpath and the riding or pedal cycles on the footpath.
25. Improve the access / egress junctions to the A3.
26. Improvement of A3 slip road towards hogs back.
27. Make the Burpham interchange to the A3 four way. Improve the timing of traffic lights round Sainsburys to minimise queuing.
28. Make the off slip from the A3, 2 lanes headed towards Guildford create some sort of extra link road for traffic headed towards Merrow add an extra lane for traffic going past Sainsbury’s towards the A3, with perhaps traffic lights at the roundabouts at the end of Clay Lane and New Inn Lane, ideally create a new road for traffic just going to the A3 bypassing the whole area get rid of the daft ford that splits Dairymans walk and Ladygrove Drive to create additional access to the whole estate, but with some traffic calming measures to avoid it becoming a Rat-run.
30. Need a bypass of some sort. Having moved back to Burpham recently (was here 10 years ago) I am amazed at the lack of traffic control through the village.
31. New access on and off the A3 to Stoke Park Junction.
32. Provide slip off A3 southbound at the Stoke traffic lights. Provide slip on A3 southbound at Burpham. Provide slip off A3 northbound at Burpham.
33. Put up noise barriers on both sides of the A3 and Clay Lane up to River Wey, retarmac the A3. Provide cycle lanes, find a way of calming traffic along Clay Lane and preferably using an alternative cut through
34. Re-open the extension to Merrow Lane to the A3 perversely closed by SCC some 20 years ago with near lay bye at A3
35. Research new A3 access to Merrow
36. Restrict the Speed on the A3 Burpham/Merrow Interchange slip road. Restrict the amount of traffic coming off that the slip road. Make the Traffic lights from Clay Lane onto the A3 operational at peak time only and operational for pedestrians at all times. There are often queues of traffic waiting when there is nothing coming in the opposite direction this massively impacts on the quality of air in the environment.
37. Southbound A3 Access. Change timing of Sainsbury Pedestrian crossing to long on Red currently
38. Southbound A3 entry slip, Use Merrow Lane as southbound exit slip,
39. Southbound entry to and northbound exit from A3
40. Stop Guildford Traffic Using London Road Slip Road from A3 Signage
41. The slip road from the A3 South should include a turning direct into Merrow Lane so that traffic going through to Merrow would miss the centre of Burpham.
42. Traffic lights
43. Traffic lights at Kingpost parade
44. Traffic lights outside Sainsbury's are slow causing most of our James and stay red long after people cross.
45. Were money not a problem, I'd have to say widen Merrow Lane + railway bridge, improve access to A3 (which needs widening or diverting west anyway), including a southbound slip road (oops, that means demolishing the school - but hey, a new, bigger school with room to park outside would be nice as well. Not sure where though - maybe Upfolds Green).
46. Ban driving schools from Burpham. At the very least legislation should stop them training new drivers in undertaking 3-point turns on bus routes. So, none of that’s not going to happen. Current finances only run to painting a few more yellow lines and annoying people who live where these need to go such as Burpham Lane and Burnet Avenue.
47. Parking times have to be limited at Kingpost Parade. I can't believe that Aldi - 1, they're coming in, mark my words, nothing will stop them - won't limit use of their car park to an hour or so with the threat of fines for offenders. Sometime, someone’s got to challenge the law regarding Speed limits because London Road and Clay Lane should be 30 not 40 (I suspect police and local authority hide behind legislation that fails to pass the common sense test). Any sane person can see it’s dangerously higher than necessary.
48. Widen the A3 more slip roads on and off the A3
49. Discourage people from just driving through Burpham when they could use A3. Perhaps by altering road layouts and Speed limits to give priority to local traffic and pedestrians.

6. Parking (17)
1. Add parking restrictions to Burpham Lane- especially on the corner by Howard Ridge where cars mean you have to be on the wrong side of the road which is dangerous.
2. Adequate parking for at least two cars on Drive at any new developments. Reduced congestion on London Road
3. Better parking management and enforcement
4. During the lead up to public holidays e.g. Christmas and Easter, vehicles are parked along Bowers Farm Drive instead of going into Sainsbury’s car park. This means that traffic trying to get into the estate can't, and have to join the traffic jam. Double Yellow lines are needed along the length of Bowers Farm Drive to stop this happening in future. If Sainsbury’s staff could put out traffic cones too along Bowers Farm Drive during the lead up to public holidays this would help.
5. Ensure parking at the shops is for customers only, not residents from apartments.
6. Increased parking provision for new developments, Extra station stop on the train line for use by commuters and school children Street Car bays
7. Issue of parking around Burpham Primary school around school-run times?
8. Better parking for Sainsbury (not least to avoid overspill into nearby residential roads!) and Burpham Parade where it is sometimes impossible to park and so use shops.
9. More car parking space per house i.e. 3 per house
10. New housing/shops should include adequate off street parking spaces.
11. Parking is a problem; all new developments should have sufficient parking places for residents and visitors.
12. Provision of car parking for all new developments, domestic, retail, and commercial.
13. Reduce parking along Burpham Lane - Woodruff Avenue and roads off. Ensure any new houses have sufficient parking space for no. of bedrooms. Consider the stretch from A3 slip road to Abbotswood - 4 roundabouts and two sets of pedestrian crossings, all slowing traffic. Perhaps a footbridge for GA school crossing?
14. Reduce parking on roads. More car parks
15. Restrict parking in Burpham Lane and on Pavements and Grass Verges
16. Stop parking near junction of Burnet Avenue & New Inn Lane
17. Stop parking on roads that are used as "park & ride" that block access. clear bottle neck on A3 Wooden bridge/Stag Hill that diverts traffic off at Burpham when A3 backs up. Layout of traffic island at Burpham shops junction to be improved with clear sitelines road markings to slow traffic. Aldi should not be given planning for store on roundabout corner at all costs.

7. Green Man roundabout (7)
1. By not allowing the Aldi store will help increase traffic.
2. Careful consultation and planning for the Green Man site.
3. Do not restrict the outside lane at the roundabout by the BP garage to just turning right
4. Improved junction at Green Man (box junctions as near Law Courts) Keep Aldi out of Burpham!
5. Put markings on Roundabout at MJA so that it does now Jam up Put Speed camera in New Inn Lane
6. Re-arrangement of Clay Lane London Road Roundabout and New Inn Lane New Inn Lane Junction
7. Work to improve traffic at roundabout at New Inn Lane London Road Sufficient of street parking in new developments

8. Green Man Site (4)
   1. All areas by Green Man shops - No Aldi Possible  
   2. Building the proposed Aldi store would have a negative affect on the area. Traffic etc is already bad enough NOW  
   3. Oppose Building of Aldi on Green Man Site  
   4. Oppose the current planning application for a Supermarket on the Green Man site

9. New Inn Lane (10)
   1. A roundabout is needed at the New Inn Lane and Burnet Avenue Junction to relieve morning and evening Traffic Snarl ups, Traffic for Guildford should be directed Up Burnet Avenue  
   2. Control parking at New Inn Lane end of Burnet Avenue. Mend existing roads and maintain roads to a much better standard. Resurface road where Coltsfoot Drive meets Woodruff Ave.  
   3. Improvement to the junction where Winterhill Way meets New Inn Lane. As Burpham School is expanding consideration needs to be given to the traffic system in Burpham Lane as this will become more congested.  
   4. Junction of Burnet Avenue and New Inn Lane needs double yellow lines on both sides of the road. Since the Brambles development there are 7 or 8 cars parked there every day. This hampers traffic turning in and out of Burnet Ave at peak times.  
   5. Light Up road signs especially New Inn Lane  
   6. Parking Surrounding George Abbot School & Traffic Flow need improving plus parking on Junction Burnet Ave New Inn Lane as Often Dangerous  
   7. Replace current roundabout at New Inn Lane/London Road junction with traffic lights to enable people to cross safely i.e. students of Burpham infant school. Install pedestrian crossing along New Inn Lane/Burnet Avenue Safety issues. Double yellow lines along Burpham Lane. Parking enforcement at Kingpost parade shops.  
   8. Resurfacning along New Inn Lane should be prioritised. It is also important and I feel it would also improve the of flow of the road if yellow lines were introduced along Burpham Lane to restrict parking along it. I think removal of the traffic calming islands on this road should also be removed if this is not done as they have caused more issues and problems along the road instead of sorting any on a road that is already restricted and reduced in terms of the capacity it would have originally.  
   9. Sort out all the potholes. Slow traffic down New Inn Lane.

10. General (50)
   1. Better Cycle Provision  
   2. Bigger signs promoting lower Speed usage as in built up area with many pedestrians especially near schools/ Speed bumps near schools  
   3. Cycle lanes have restricted previous 2 lanes to one adding to conjection at junctions.
4. Cycle paths
5. Double yellow lines in the 'Rat-run's'
6. Fix pot holes (2)
7. Enforce existing parking restrictions - cycle path
8. GBC could give firms some incentive to introduce flextime, reducing the morning rush hour.
9. I believe that there is little that can be done at a neighbourhood level since most of the congestion is from through-traffic and is thus an issue which can only be resolved at GBC and County level.
10. I would suggest to stop building any further housing, Supermarket and shop developments to keep the traffic and congestion to a minimum as it is already far too busy on the roads given the schools and young families that live in the Burpham area.
11. Improve the traffic flow to stop the current congestion. More houses will make things worse. It makes it more dangerous for school children walking to school. What about foot bridges instead of pedestrian crossings. Traffic then has to stop less.
12. Less buildings more brings more vehicles
13. Less drivers and more walking/cycling
14. Look at how the flow of traffic through Burpham and pedestrians can be separated, as this may be a solution to build up of traffic at peak times.
15. make more roads
16. More Roads (6)
17. Fixed traffic lights
18. New Road needed to Bypass Burpham
19. No further large businesses within the village location bringing in large amounts of extra traffic on a regular basis.
20. No more development! Roundabouts rather than traffic lights.
21. No more large shops - I have seen long road side barriers / very tall - spoil the landscapes in Canada. Noise and issue with wind turbines (2)
22. Not over building in back gardens putting pressure on roads infrastructure
23. Prevent Burpham from being used a 'Rat-run', cut through (2)
24. Prevent infilling with Homes which would increase access to existing roads
25. Realistic traffic management undertaken in partnership and consultation with GBC SCC
26. Reduction of new developments which will add more traffic
27. Repair the road surfaces. (10)
28. Restrict No New Builds, better cycling lane schemes
29. Seriously reconsider approvals granted for large housing developments.
30. Something needs to be done, but not sure how, No more building here would help a bit.
31. Stop all the house building planning applications. If there are fewer houses there will be less traffic. We don't need an Aldi Supermarket which will bring loads of outside traffic into the area. We don't need anymore expensive housing. The Boxgrove estate hasn't even sold all their houses and there is no parking for any visitors anyway.
32. Synchronise road works so if traffic control on one route there aren't controls on diversion routes
33. Take every possible step to ensure that no future development would involve an increase in the volume of traffic in Burpham.
34. The roads and Pavements around Burpham are not the best, there are many pot holes and the Pavements are difficult to navigate with a push chair. Traffic can be an issue at rush hour especially around school. Keep encouraging parents to do a collective school run i.e. dropping a neighbour etc. can help with easing the traffic.
35. We are limited on space so widening is not an option
36. Traffic Lights (3)

11. Speed (20)
   1. 20 mph Speed limit throughout the borough to reduce noise, rat-run traffic and promote a safer family environment.
   2. 20mph Speed limits on all non-trunk roads (2)
   3. 30 MPH Speed Limits
   4. close roads bit by bit to fix
   5. Make the Speed limits more reasonable. make more car parks
   6. More routes for people walking, running to take.
   7. No planning should be permitted until the overall infrastructure is in place to deal with any potential increase in traffic.
   8. Peoples general behaviour when driving Speed turning other than at roundabouts, pedestrian crossing on London Road on outer limits towards Guildford
   9. Promote cycling
10. Reopen Merrow Rail station to relieve access to George Abbot School and in and out of Guildford (2).
11. Fix the potholes properly. Patching them up doesn't last and wastes money having to redo it time and time again.
12. Restrict the possible Speed limit achieved on the London Road between the two roundabouts between Sainsbury and Great Oaks Park
13. Speed bumps are definitely required in Doverfield Road - cars come around the corner extremely fast which is very dangerous when we are driving out or reversing out of our driveway, especially with 3 children in the care
14. Speed Bumps in Weylea Farm
15. Speed Bumps specific road access - residents only
16. Speed cameras (2) and lower Speed limits on London Road. People travel at dangerous Speeds despite there being school children, elderly people, and people with mobility problems around.
17. Speed Cameras to deter excessive Speed around the village
18. Speed management
19. A 20 MPH Speed limit throughout the ward.

12. Bus /Rail (7)
   1. A Railway halt at George Abbot School
   2. Confine bus a routes to the main roads. There is no justification for running buses 1/2 a mile in a loop around Weylea Avenue and Sutherland drive. Nowhere on Weylea Farm is more than 10 minutes walking from London Road. Clearly the buses are subsidised so reduce the route length, the diesel used, the pollution, and the journey times.
3. If congestion is to ease, public transport must be a viable option. Sadly bus services are unreliable, infrequent at evenings and weekends, and far too expensive.

4. Keep Buses off residential roads, use smaller buses especially on Way lea Farm

5. Promote Cycling / Public transport

6. Promote more local facilities in and around the Burpham area to reduce reliance on the car, better public transport facilities (a new station at Merrow) to reduce the need to drive into Guildford and improved access to the A3. (2)

7. Railway halt in Burpham Better / more frequent buses into Guildford and a service that runs to Woking

8. Not allow buses to cut through the estate near or go down/ Burpham Lane.

A6: Which of the following ways of producing local renewable energy, should the Plan Encourage?

<table>
<thead>
<tr>
<th>Method</th>
<th>Votes</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Domestic wind turbines powering a Single home</td>
<td>44</td>
<td>12%</td>
</tr>
<tr>
<td>Commercial wind turbines powering many homes</td>
<td>56</td>
<td>15%</td>
</tr>
<tr>
<td>Using green belt / flood plain for fuel production e.g. wood, biomass)</td>
<td>118</td>
<td>31%</td>
</tr>
<tr>
<td>Photovoltaic solar 'farm' to generate electricity along side the A3, doubling up as a sound barrier</td>
<td>234</td>
<td>62%</td>
</tr>
<tr>
<td>Hydro Electric power from the Wey and its side streams</td>
<td>189</td>
<td>50%</td>
</tr>
</tbody>
</table>

A6 Commentary

1. Wind

1. Average wind Speeds for the area would suggest non-viable.

2. As for 1.

3. Maybe for a community centre CHP, but what quantity would be required and would the management/operation be cost effective?

4. The orientation and spacing required for efficient operation would minimise their efficiency as a sound barrier, plus there is the matter of distributing the power generated or connecting to the National Grid, either of which would cost.

5. Depends upon flow-rate and cost of distribution.

6. Although I've ticked all the boxes, any wind turbines would need to be sited carefully. Would not advocate hundreds of separate turbines all over the village. If 5 is feasible, then I think it should be seriously considered.

7. Domestic wind turbines _Low average wind Speeds thus will not work effectively...

8. I am not against a large wind turbine. It depends how large and where it might be placed.

9. I doubt the introduction of wind turbines would be cost effective

10. Not Wind turbines
11. Wind turbines are completely inappropriate for the ward.
12. Wind turbines not really suitable in this flat fairly low lying area.
13. Need to improve quality of solar panels - eg roof tiles that are solar panels.
    Reduce the shininess of existing roof solar panels which cause offence when on
    bungalows especially

2. Solar

1. A photovoltaic farm would be interesting but positioning it along the A3 wouldn’t
   be appropriate as this is flood plain. Individual wind turbines would be
   interesting although not sure if suitable designs yet, especially if not going to affect
   character of Burpham overall. Hydro power would be interesting but do not see
   how would be sufficient to produce enough power for the area designated for the
   plan.
2. Affordable solar panels
3. All new houses built should have solar roofing tiles
4. Domestic photo voltaic units on roof and garden space.
5. Domestic Photovoltaic schemes
6. Domestic Solar Per Building
7. Don't think the area is really suitable for looking at renewable energy apart from
   solar panels and ground or air heat pumps
8. Encouraging use of solar panels on buildings
9. Free solar panels for roofs for houses
10. I don't know enough about these schemes to be able to comment but the
    photovoltaic solar farm sounds interesting
11. I like the sound of Photovoltaic solar farm if it acts as a sound barrier but don’t
    know how it works.
12. Photovoltaic panels fitted to roof structures
13. Solar panels on roofs
15. Visible photo cells on residential properties can look very out of character. The
    upper roof of Sainsbury’s could house several which would not look intrusive.

3. Heat Pumps

1. Ground sauce heat pumps for all public buildings schools old people homes etc. to
   expensive for single houses
2. 'Hot rocks' ground source heat production for communities of houses.
3. Investigate potential benefits of ground source heat pumps at Sutherland
   Memorial Park. Investigating other aspects like the solar farm. Domestic wind
   turbines detract from the character and quality of the area.
4. Sink holes for hot water.

4. Hydro

1. Hydro electric generation from the River Wey is an excellent suggestion - but only
   if feasible without environmental intrusion.

5. Sustainability

1. A sustainable community is one that adopts an intelligent approach to living it
   involves adapting and conserving in a changing world.
2. No net energy imports
3. Not Sure any possible

6. General comment
1. Any or all of these, it just comes down to money and being prepared to put up with the eyesores attendant to most of these solutions.
2. Balanced input and output in terms of energy, people, traffic, food, shopping, and pleasure, entertainment, medical nursing services.
3. Can produce its own goods and services and encourage a friendly town at all times
4. Community that can care for itself- shops, Doctors, Schools
5. I am all for renewable energy but such small schemes would be very expensive and produce only a limited return.... a sound national nuclear programme is the only viable long term solution ... there are problems with waste and decommissioning....
6. I don't know enough about the impacts of the above to comment, but I do think sustainable energy is something we have to consider for the long term. We don't have much sun but we sure have a lot of wind. More info needed.
7. Incinerator for burnable waste.
8. Local Authority mass Purchase forward partnership with Social households
9. Micro nuclear power stations are looking very interesting. Totally sealed and buried, they can power a wide area for years with no carbon waste. Possibly a bit over the top for Burpham though.
10. One that has a future and therefore needs to allocate sufficient resources and Development for the young
11. one which if possible creates and uses its own energy
12. one which uses resources in a way which will not negatively affect the environment or the ability of future residents to meet theirs needs and enjoy their home her
13. This is not a local issue and should be addressed by e.g. central government grants to improve house insulation and most importantly a sustainable electricity generation policy
14. To provide the best environment for living working and pleasure
15. use recycled materials to build new houses

A7: Can you help us by telling us what a Sustainable Community means to you?

A7 Commentary
1. Excellent quality of buildings
2. High energy efficiency of all buildings
3. more working from home
4. A balanced mix of age groups with adequate facilities for each.
5. A better quality of life for all the community, Participation and back up from citizens in the community looking at resources to be available to future generations
6. A better way of life
7. A combination of local jobs, good schooling, and a controlled development in keeping with the area.
7. A community that:

1. In which the population does not outstrip the existing resources available, i.e. Schools, health centres, and traffic movement.
2. Can generate sufficient power for its own energy needs
3. Draws in customers because of good area, good shops, and locally sourced goods. Yet maintains its own identity not with town.
4. A community that has:
5. Enough economic and social assets to not have to rely on outside support.
6. Enough outdoor space for families to be able to have a good standard of life. A community where children will be able to afford housing in the area where they grew up, even on a normal wage.
7. Little effect on its local environment
8. Is able to put back some of the things it takes: i.e. Energy from solar panels on houses recycling that does get renewed not exported Reduction on street lighting and signage hours.
9. Is able to sustain itself
10. Looks at short and long term requirements puts respective actions plans in place to ensure maintenance of local area Including local infrastructure, schooling, Employment Services and Local Environment
11. Minimises its carbon footprint through power reduction, recycling, alternative fuels.
12. Puts back what it takes from the local area
13. Still exists in years to come with amenities that people use i.e, shops, schools and green space. More community activities for young children

8. A community where:

1. It is affordable Housing and full mix of work and leisure facilities so that families can live grow and remain within it
2. People get involved in terms of time and or money, done for the greater good (providing enhancing services rather than providing lots of resources for things where only few benefit.
3. People want to live now and in the future
4. The short term use of resources is balanced against the future availability of resources such that the community continues to be an attractive place to live.
5. There is sufficient employment, suitable housing, available shopping, eating and leisure facilities, and Safety for all ages and peoples.

9. A community which:

1. Creates as much power as it uses. A community which grows much of its own vegetables and fruit (with surplus sold at a community shop plus local farm for milk and cereal with local baker making bread.
2. Has a clear future based on its own area or in conjunction with other neighbouring areas within reasonable travel distance for eg Wort
3. Has the environment in mind with every projects that is undertaken where every individual do their little bits (i.e. Reusing plastic bags, home composting, proper use of the recycling scheme, careful use of motor vehicles, i.e. If journey can be made on foot - the car is left behind). A community that embrace sustainable economic projects as opposed to purely financial projects.
4. Is not wasteful and uses its resources wisely
5. A community whose population and consequently its demand is not excessive in relation to its resources and cultural facilities
6. A greener future and environment for our children to grow up in.
7. A growing community with a wide cross section of age groups. Sustainable includes housing, energy, infrastructure, and services.
8. A Harmonious Balance among homes, Commercial, Religious and other social Buildings - Pubs Restaurant clubs & medical and utility buildings & the UN-built areas so i that the tasks of maintaining the area are affordable v energy demands are minimized
9. A living community that has as little impact on the nature around it as possible
10. A lot, it is important to me.

10. A place:

11. That is green, spacious, not densely built, that people feel is not town center but near the country plus benefit from both and where people feel happy to put down roots.
12. Where people don't just live but work too, get educated, have health and shopping at hand, can relax, and exercise. The test is, could I survive and thrive here without travelling out of the area?
13. Where people have the resources and environment they need to live, the environment is enhanced and protected, and local resources are not overstretched.

11. A sustainable community is one that:

1. Adopts an intelligent approach to living. It involves adapting and conserving in a changing world
2. Has enough services and facilities that can be easily accessed by all of their members. It should also have a good mix of houses and residents, along with a high level of community spirit and interaction that can come through elements like shared facilities including open space and elements such as schools, as well as employment often through shops and other businesses as well. However risks from flooding and other results of changes to the climate should also be reduced as far as possible.
3. Has sufficient school places for the number of Houses. The Infrastructure is there to cope with Doctors Dentists and safe road ways more importantly that there is a social gathering place - this is severely lacking currently.
4. A sustainable community means giving back to the community/environment.
5. A truly sustainable community does not need services or products from outside. That is very unlikely to be a reality so it should look to minimise the reliance on outside services or products.
6. A variety of available property to allow you and old to remain within the community.
7. Access to employment, good education and recreation facilities, provision for disabled, vulnerable and elderly, and balanced demographics. We can also make a contribution towards a national Sustainable Economy by having good recycling facilities, energy efficient houses etc.
8. Affordable Housing ie Public ownership
9. Agreeing with each other Keeping the village or Town, safe, free from overcrowding and traffic Chaos Warm Friendly and welcoming community with access to Neighbourhood watch
10. All Ideas in Item 6 need exploring a Sustainable community implies sustainable use of energy resources Community Are we a community to Burpham a significant focus of social interactions Identity in Commuter land - I’m not to sure I think Church Membership helps more promotion of local events bringing people together.
11. Amenity, Services and balanced community schools, leisure, shops
12. An area that is pleasant to live in with local shops and meeting hall and church a park or green where people can meet together for leisure activities
13. An ECO friendly mindset should be adopted on all matters
14. An environment where there is stability in population who are happy with the amenities and facilities that is commensurate with that environment. This can be shown by the respect they have for that environment. At the moment it is good in Burpham.
15. Apart from the obvious environmental issues a community can only be sustainable if it provides for a cross section of the population including work and Homes for Younger generations
16. As much power food and water as possible
17. At local level it means very little as Guildford could not sustain itself as it depends on interactions with surrounding areas and the wider community.
18. Avoidance of overcrowding caused by close-packed building sites; strict maintenance of areas of natural beauty and wild-life habitats; careful consideration by developers of the requirements of any in-coming residents re: schools, pharmacies, local shops (not necessarily Supermarket) hardware store etc
19. Being able to help provide energy to offset and carbon foot print
20. Careful use of resources less waste, community spirit
21. Charges for homes not re-cycling
22. Close by local amenities accessible by foot, Good public transport, Able to locally source/produce required resources, e.g. food, power
23. Community that supports everyone in its care old and young, especially the most vulnerable in Society, As Future planning should put in lay terms benefits to all before short term fixes, Burpham should be outward looking modern to encourage innovation celebrate diversity and supports every one who live here
24. Conserving energy at the same rate as it is being replaced (2)
25. Conserving the local environment for future Generations
26. Creating a community with a view to the future and securing the prosperity and feel for future generations
27. Difficult to do when there is no definition of "community" - is a sub-set of a set a "community" such that a street is a community, or, is Guildford the community and is such a distinction arbitrary in terms of the point at which it becomes sustainable? Given that the Localism Bill still dictates from the centre as to what will be done and all inferior plans to the National one have to conform to the layer above them it appears to be a political mirage which suggests that the neighbourhood plan can be meaningful and owned by the community when, in reality, the community will have little influence over the outcome and therefore little say in its own sustainability in my opinion.
28. Don’t know enough to say!
29. Drawing on the least amount of energy from commercial sources for example the national grid or British gas
31. Energy prices are going up, but the fuel provided is not more efficient, cleaner, and renewable. I have always felt there has to be a better way. I would prefer to use as much energy as I can that is cleaner, more economical, and not so damaging/disruptive to our environment. Especially as the more technology there is, the more fuel is needed to power it.
32. Energy we use should be from energy we recycle.
33. Enough small businesses, enterprises, and outlets to maintain the inhabitants within their community.
34. Environmentally friendly considerate development concern for quality of life now and in the future.
35. Facilities to encourage 'social' community, places to meet. Encourage green and considerate transport options. Encourage green energy production.
36. Fun to live there things to do nice people.
37. getting together more leasing
38. Good local economy, Good transport for locals, Good design and build, local inclusion in community decisions
39. Have No More Building
40. Having a zero carbon footprint.
41. Helping the future Conserving the Environment
42. I do not know. (6) It means about as much as "Affordable Housing"??
43. I don't think Burpham can be completely sustainable in the near future, but we can improve sustainability by minimising journeys using fossil fuels, minimising waste, and maximising recycling and composting.
44. Improving what we have
45. It is politician spin to make it sound like it is a good idea to build extra homes and roads/infrastructure to take the pressure off London and move people out to our community.
46. It is the flavour of the moment ... a true sustainable community is one that is socially cohesive and inclusive and has little to do with energy which should be the subject of a regional or national strategy to achieve appropriate economies of scale.
47. It is where people are not greedy and they don’t use more than they need in a community
48. It means that there is a Community and it is sustainable so it stays the same...?
49. Its pretty good at the moment, I would not want to live anywhere else’s.
   Everything in Walking distance, Peace and quite (Where I live anyway)
50. It’s simple less wastage, less landfill and more recycling.
51. Keep Community of Burpham as a village not a town with controlled parking fee to move . Not infilling of Back Gardens forming over crowding and congestion.
52. Keep Community of Burpham as a village not a town with controlled parking fee to move . Not infilling of Back Gardens forming over crowding and congestion.
53. Keeping Burpham as much a village as Possible
54. Keeping the area within the current resource usage. Not overloading, Power Grids, Drainage, and Sewage. Slyfield treatment works already smells pretty bad at times.
55. Keeping the environment we living in as clean/productive/healthy as possible
56. Laudable but of doubtful Practicality
57. Least visible effect on the Community
58. Leaving it for Future generations
59. Less independent on outside support and transport, Less need for transport to basic shopping and employment recreational leisure facilities close by
60. Less pollution
61. Living whereby there is as little impact on our environment as possible.
62. Local service delivered locally with renewable resources. Design provides for peoples needs, now and in the future.
63. Local services for local people
64. Long term residents working in the local area
65. Looking after the local places of Beauty
66. Maintain Village Life
67. Maintaining a community environment that is able to provide general ameneties to local residents to prevent them having to access resources in the town centre/elsewhere and therefore have to travel.
68. Maintaining Natural Resources while meeting the needs of the community
69. Making sure that the community is as self sufficient as possible, economic with natural resources and maintain a high profile on re-cycling and replacement of Lost vegetation
70. Making use of what we have or ordinarily disregard or discard without negative impact on the green spaces, the community, & wildlife. I'm sure it will take some extra effort on the human part but we really could try this route.
71. Managing & enhancing our natural and build environment for future generations.
72. Means you can survive through your own means within the community
73. More people working from home therefore less traffic. More home grown veggies - improve and increase garden plots. Shops for locals so they don't have to drive. Low cost energy. Good transport - get people off the roads and stop the dependency on Sainsburys
74. More trees and wild life areas.
75. No Idea (2) politicians speak!
76. No inappropriate or over development, only a reasonable amount of Traffic should bypass the village, Police should take a stronger line regarding inconsiderate or illegal parking, too near corner..
77. No More overcrowding of houses
78. No unnecessarily wastage of energy
79. Not a clue
80. Not a lot!
81. Not consuming more than we need to and not generating more waste that we can process.
82. Not sure I understand what this term is referring to! This seems to be about creating a built environment which encourages people community to be built
83. Nothing Meaningless - High Percentage of re-cycled waste is land filled in China
84. Nurturing and developing Community services so that they thrive and give back to the community
85. on that has balance of small shops and places for relaxation playing eating and socializing and not been crowded out, homes overlooked and bothered by noise from other houses and gardens
86. One that:
87. Aims to be as energy self sufficient as possible whilst not destroying/damaging its surroundings and nature.
88. Can provide for itself to which everyone contributes
89. Does not derive its energy supply form a finite source. Also one where members of all ages contribute towards creating a safe environment where everyone feels at home and to which we all feel that we belong. One where neighbours know each other.
90. Doesn't become too big that it outstretches its local resources
91. Encourages neighbour support and respect for the environment.
92. Enhances the local Environment
93. Has some self reliance using locally sourced materials eg timber one where the local community is interested in local developments
94. Is given access to cheaper methods of Fuel Greater Scope for Re-cycling
95. Produces energy without harming the environment reducing our dependance on National resources
96. Promotes development without depleting resources or making a detrimental effect to the environment,
97. Re-cycles as much as possible and minimizes is carbon footprint
98. Supplies the necessities, basic shopping, education, sports facilities and facilities for community activities
99. Takes account of what the residents want and where they can live safely together in harmony.
100. Uses it’s own resources to sustain itself - energy, food, transport, socially
101. There in years to come.
102. One where the community uses local resources to provide solutions to local issues, taking advantage of local features e.g. The Wey.
103. One which:
104. flourishes under natural conditions without artificial intervention
105. Is managed according to the unmarred placing of urban and countryside and greenbelt
106. Is working within the confines of the environment to meet the overall needs of the community whilst being sensitive to surroundings.
107. Preserves the Natural environment
108. Produces everything it needs its self
109. Provides sufficient local resources to minimise the need for residents to travel outside the area i.e variety of shops, schools, youth clubs/facilities, playgrounds, doctor/dentist, meeting places, churches
110. The needs of the community are recognized and debated by all age groups, young people of school age groups should have their ideas taken seriously as it is there future good topic for Primary school homework!
111. One with a balance of ages within the community and enough material resources (housing at affordable price, schools, medical services, care services) and leisure facilities for the number of people living within the community.

112. people that care

113. Preserving Natural Resources for future generations
114. Preserving the local environment for future generations
115. Production of green energy and minimal waste, with maximum levels of recycling.

116. Provides its own energy
117. Providing safe and pleasant environment for people of all ages
118. Provision of cheaper accommodation for younger people . Provision too for the elderly
119. Re-cycling growing our own food produce Creating renewable energy eg Solar panels on Houses
120. Reducing costs so all can afford to live in Borough
121. Reducing energy Waste, Preserving for future generations, whilst reducing energy consumption
122. Replanting trees cut down for timber, Just a fashionable political buzzword over used by politicians trying to make themselves look good.
123. Respecting quality of Live of residents instead of making £;s and developments a priority Preserve village atmosphere with traffic calming & careful developments only

124. Responsible use and application of all resources renewal of resources for the next generation eg re-forestry strategy
125. Retaining natural Green areas
126. Re-using resources
127. Safety
128. Sensible development to improve local community without overloading it
129. Services and locations paying their full economic costs.
130. Shops Garage Access to playing fields
131. Should be a community in harmony without stress of continued development, increased traffic. It should be about supporting local schools, jobs, elderly, welfare etc.

132. Sufficient schools Health service Local shops Frequent bus service Village hall Recreation centre
133. Sustainable:
134. Able to keep (something) going over a period of time - a buzz word for geographers and politicians. By its nature a community is fluid and constantly changing as it responds to external events and situations. Sustainability is more in the line of planting trees to replace the ones you've just cut down.

135. Energy means something to me, not a sustainable community, we need to bring Burpham up to date, not refuse all planning applications that come to the table.

136. Housing - energy efficient well insulated houses with water saving devices in use. Space for storing recyclables. Other ideas - encourage reuse rather than disposal of items, especially child related items e.g nearly new sales where people can 'buy' a stall and sell their own things.

137. Society, providing facilities for all types of residents. Sustainable produce, can we support local shops, groceries, businesses. Sustainable energy.
138. That we all work together to achieve and uphold various aims to improve our quality of life by using facilities available from nature etc
139. The infrastructure of Burpham delivers for the community ie quality of roads, traffic, schools, doctors surgeries
140. The needs of the Community are met somewhat by the residents of the community or by the resources of the community
141. This is just one of the many BUZZ words that mean all things to all people and should be dropped plus "affordable homes"
142. to keep it as small as possible no more Supermarket - one’s enough leave the small village shops and keep all the local walks and improving them as much as possible
143. Use of natural resources that can be replenished for net zero overall impact.
144. Using as much renewable energy as possible while maintaining the looks of the area
145. Volume of residential and commercial buildings not in excess of utilities
146. We live within our means and we have a great understanding and respect for our surroundings. Education is key!
147. We need to re think how we can support our populations on limited resources of space and energy. We need to think differently and also people need to be aware that aesthetically it may have an impact but that is the price we pay for using up so much energy. Creative and realistic.
148. We need to see continuous improvement where heritage and environment are valued and protected, while new initiatives are encouraged and foster and atmosphere of positive compromise
149. where a reasonable portion 50% plus of power is produced within its own boundaries or adjacent
150. where amenities are protected
151. where the community all supports each other and help each other to reduce the amount of criminal acts
152. Working towards self sufficiency.

**A7: please add any comments you have on creating a sustainable community.**

**A7: Additional Commentary**

1. A local club? Fairs? something communal so people get together more? umm street parties’...?
2. A sustainable community needs a balance of people across all sections from young to old that is stable in numbers. A high elderly population and no youth is not sustainable neither is the opposite.
3. Adequate access to local shops, medical services, enough school places, proper water supply management, local available restaurant / community meeting place, Existence of well supported community groups/ neighbourhood watch, local provision of services for older and disabled people
4. adequate recreational facilities eg playing fields and clubs
5. again bringing back another restaurant or carvery keeping Aldi out or the local little shops will never manage due to competition
6. An increase in population will cause sustainability to be less likely as there will be greater pressure on local services such as schools (there is already a problem), waste/sewage, roads, etc
7. Awareness should be reinforced and communication be shared on how every little steps we make can make a difference.
8. Better education Higher on the agenda we are all responsible to make this work
9. Build incinerator at Slyfield save moving waste at cost
10. Burpham is far too small a community to consider for this sort of thing; need to contemplate much larger area eh SE England
11. By not overcrowding it with houses by not letting standards slip, by keeping green areas by keeping good schools keeping local shops, having a local pub/restaurant, Community Notice Board in central place(e.g. Kingpost parade) to promote local events, community news etc
12. Community website - free local advertising and info local events
13. Create a local identity by encouraging social responsibility with rules that are good for the community such as no bonfires and no grass cutting on Sundays between 12.30 and 15.30hrs. Arrange social events on the local small greens in the summer to bring people together. Encourage everyone to identify, support, and befriend all old people living on their own within the village. Create a Care for Burpham group for transport to hospitals and into tow for people with mobility problems and so on.
15. Developments must ensure they plan for the future and provide sufficient parking, storage to minimise the impact on neighbouring properties.
16. Don’t start from here?
17. Encouraging computing at home, Recycling, Growing Vegetables in Gardens
18. Enhance the existing facilities but do not try to add to many buildings in the small area of Burpham
19. Ensuring that there is no further development, garden grabbing, houses being turned into flats etc. Ensuring that the infrastructure is not at breaking point.
20. Enticing more residents to support the village events (Gardening Club, Bowls Club, Church etc.) Stop using their cars so much and walk to the local shops to meet other people.
21. first change peoples mindset to pull together given the opportunity many would help
22. Generally Burpham as a whole has seemed to grow this way, through things being developed comprehensively together and being staged so that elements such as employment and shops are there for residents who move in as well as residents also being there for newer residents to interact with and share facilities with.
23. Get the Supermarket built, Pressure on Sainsbury on price will bring down prices therefore my life will be more sustainable.
24. Good communications between all residents, Encouraging Participation in Communicate meetings its all about good communications between residents and coming to mutual agreeable conclusions.
25. Grants for solar heating panels to produce power for the local community.
26. Have small houses that are affordable for the young people to buy and not ones that are £500,000 to a million each.
27. Housing needs to be affordable by reflecting the available income of working in the local area. Eg reasonable two bedroom houses rather than 5 bedroom mansions that require London salaries.
28. I don’t want wildlife harmed or land taken off them.
29. In Burpham Sainsbury's is the biggest block to a sustainable community. Alternatives are needed to make it easier to buy local products. Farmers markets are OK but not convenient when once as month or even once a week.
30. Include a friendly officer who is able to help out in times of anti social behaviour and out of hours loud parties being invited to events that can help change the community.
31. Increasing community group schemes.
32. It won’t work. There isn’t the room in Burpham. It is already full. The council can’t even repair the existing pot holed roads, never mind building more. We haven’t got enough schools as it is and it is already on a slippery slope to multi-culturism and social housing as people are moved here from London.
33. Keep as much green space as possible in the Ward. There are lots of Brown Field sites that ought to be used first.
34. Keep control within the area Do not let GBC override BE strong! (2)
35. Local Business
36. Local employment
37. Looking at what they do in other countries in Europe where recycling is more of a priority.
38. lots of scope for public private partnerships and sponsored events and campaigns
39. make more areas for young people to make new friends while enjoying themselves out of school
40. Members commitment and Participation, within Financial Budgets
41. Modern British Lifestyle in Surrey is not sustainable
42. None (5), No more housing on green belt
43. Not sure it fits into this box, but I would like to see our 'local shop' Sainsbury's fit into the community more. They have a responsibility since they almost have a monopoly in the area. Would like to see them engage more in local issues and provide in-store space for locals to sell home grown produce. Would be a corporate issue I know but someone needs to get them focused on interacting with the communities they SERVE! That might be my job when I get back!
44. Partnerships with organisations like Woodland Trust to plan more trees.
45. Please define what "sustainable” means. It is usually used as a meaningless politically correct phrase to justify council expenditure forever.
46. Promotions of recycling and perhaps local swap/bring and buy sales to encourage recycling of household products (not just clothes and toys, but even furniture or garden items).
47. Reduce traffic congestion and density of housing
48. Review the parking at Kingpost parade so that there are more spaces for shoppers. There is no need to add a second Supermarket in Burpham- this would not facilitate a sustainable parade of local shops opposite. Kingpost parade of local shops
49. I suppose the only answer is to make the community as attractive as possible to live/work in.
51. Sort out roads first! Already too busy.
52. Specify energy conservation guidelines for any new houses built eg solar panels
53. Stop garden grabbing
54. Stopping outside developers making a quick profit from infill housing and leaving Burpham with a legacy of congested infrastructure and ruined street scenes. Making Burpham more pedestrian friendly. At present it is safer to drive across parts of Burpham than to walk the short distances to schools and shops - especially with small children.
55. Successfully persuading every member of the community to live as sustainably as possible is the challenge. People probably don't stop and think about some of their actions. I could go on at length, but as a couple of examples: Buying Peruvian asparagus from Sainsbury's is not sustainable. Driving your kids to school is not sustainable.
56. Sustainable does not mean stagnant. This area is a dormitory region for Guildford and the University and Research Park so there needs to be a throughput of people and hence a wide range of housing for young and old and facilities. (2)
57. Thought should be given before granting any further new housing development to the type of tenants there are currently insufficient school places both Primary and Secondary. The roads are not built to allow the increasing levels of traffic
58. Too politically correct for me.
59. Use hydroelectric power stations along the Wey navigation
60. Use schools and the church as community centres to encourage cross generational engagement. Co-operative shop, Shared power source
61. We need to see continuous improvement where heritage and environment are valued and protected while new initiatives are encouraged and fostered in an atmosphere of positive compromise
62. Without knowing what lies ahead in terms of further developments (e.g. The Green Man site) it is difficult to comment. One would need greater co-operation from local council/borough council and local community discussing together the real needs and concerns of the residents of Burpham
63. and could also be used as a meeting point/office for local police officers/staff
B: Jobs, Business and the Local Economy

We know that Burpham provides employment for only a small section of the residents. Knowing how far people travel to work helps us understand our community and by encouraging more businesses in the area we can provide a wider range of employment opportunities for residents.

B1: What types of employment should the Plan encourage?

- Tourism, 73 19%
- Leisure and crafts, 197 52%
- Shops- retail, 180 48%
- Transport, 58 15%
- Storage and distribution, 31 8%
- Food and drink production, 57 15%
- Community services, 173 46%
- Offices /Social Enterprises, 120 32%
- Pubs, restaurants and cafés, 274 72%
- Financial & professionals services, 103 27%
- Light industrial and manufacturing, 72 19%

B2: To what extent do you agree or disagree that the Neighbourhood Plan allocates more land and have specific policies to encourage employment?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Total of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>26</td>
<td>123</td>
<td>141</td>
<td>0</td>
<td>16</td>
<td>306</td>
</tr>
<tr>
<td>7%</td>
<td>33%</td>
<td>37%</td>
<td>0%</td>
<td>4%</td>
<td>81%</td>
</tr>
</tbody>
</table>

B3: where should employment land be located?

- In or around Burpham ward, 136
- Elsewhere in Guildford, 247

B4: To what extent do you agree or disagree that existing employment sites be protected from changes of use?

<table>
<thead>
<tr>
<th>Strongly Agree</th>
<th>Agree</th>
<th>Neutral</th>
<th>Disagree</th>
<th>Strongly Disagree</th>
<th>Total of comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>124</td>
<td>144</td>
<td>0</td>
<td>7</td>
<td>275</td>
</tr>
</tbody>
</table>
B5: To what extent do you agree or disagree that the Neighbourhood Plan include policies which encourage working from home, for example by giving easy permission for extensions for home offices & better communications?

<table>
<thead>
<tr>
<th>Strongly agree</th>
<th>agree</th>
<th>neutral</th>
<th>disagree</th>
<th>strongly disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>63</td>
<td>161</td>
<td>86</td>
<td>0</td>
<td>5</td>
</tr>
</tbody>
</table>

B6: 'How likely is it that someone in your family will be seeking local employment, in the next 5 years?'

<table>
<thead>
<tr>
<th>Very likely</th>
<th>fairly likely</th>
<th>not very likely</th>
<th>not at all likely</th>
<th>don’t know</th>
</tr>
</thead>
<tbody>
<tr>
<td>61</td>
<td>73</td>
<td>70</td>
<td>135</td>
<td>13</td>
</tr>
</tbody>
</table>

B7: what would encourage new businesses to locate in Burpham Ward?

More purpose-built premises 150 40%

**B7 Commentary**

1. Improved transport links- faster bus service into town centre/park and rides.
2. A difficult one
3. A more central community point, we need a pub, cafe etc
4. Access to A3.(2) S southbound
5. Adequate parking, good public transport
6. Affordable housing
7. Again, where is the space to develop new business opportunities without blighting or over developing the existing environment. We can only adopt a flexible and pragmatic approach as and when opportunities present themselves, take, once again, the Green Man site as an indicator of how little our community can influence 'big business' etc
8. availability of staff financial attraction
9. Better Access (2)to the A3
10. Transport links and parking.
11. Roads (2) / transport system
12. Burpham is already over congested; do not want any new businesses.
13. Burpham is already saturated in terms of people and traffic. While I would encourage new small businesses to be set up in Burpham, one must consider the impact this would have.
14. Businesses are driven by cost and availability of suitably qualified people. There is only retail in Burpham and the office rental costs in Guildford are very high. There is light industrial south of the railway line in Merrow with empty spaces. (2)
15. Car parking which fits in with the appearance. i.e. Not a multi storey block of awfulness.
16. Change the Green Man size into something useful
17. Cheaper bus services, an educated work force living locally, South bound access to A3, Railway station nearby George Abbot or Merrow Street
18. Cheaper rates.
19. Commerce and business in Guildford or Business Park areas.
20. Currently available space - no new builds eg office or Supermarket
21. Don’t know (4)
22. Easy access (2) via road and bus services. Also good eateries and excellent shops.
23. Easy access/transport to Woking and Guildford
24. Office Premises
25. Financial incentives (2)
26. Green Man site (if not housing which I’m not opposed to) could mirror the Kingpost site in some way with small affordable units available and some limit to size and number allowed. i.e. Someone couldn’t knock 3 units in to one to become Supermarket etc.
27. Green Man site used for a residential elderly nursing home.
28. Have a focus on youth employment and local community cafe that is not for profit any profit going on community events or charities.
29. I do not favour this idea
30. I don’t really want new industrial or commercial building to be built in an attempt to create more employment.
31. I don’t see that Burpham has the space for new premises to create these jobs.
32. I don’t want to encourage more industry or Business in Burpham
33. I think that there is enough local business premises that still remain unused to warrant any more being built at this immediate time.
34. If selective is tastefully designed to merge in
35. Improve traffic flows and parking enterprises prepared to fill niche markets. (2)
36. Improved transport accessibility and labour supply availability. (2)
37. Improvements to the road systems to current Industrial areas and parking facilities for all employees on any future planned developments.
38. Independent shop facilities cafe centre bookstore independent pub
39. Insufficient Land residential area
40. Leisure / Garden Centre
41. Less congestion, more parking, cheaper rent.
42. Low cost facilities /Lower business rates (2)
43. Good transport links, Good Parking Facilities.
44. More and better roads, but where can they go, Burpham is full, they should have been part of Weylea and Weybrook (Both Farms)
45. More businesses would come to Burpham and Guildford if "residents associations" didn't keep sticking their oar in and claiming they speak for everyone in the area whilst refusing all new ideas. The idea of Aldi not coming to Burpham because of a silly protest by the BCA is pathetic, another Supermarket is needed in this area plus Aldi will provide jobs! Stop making a mountain out of a mole hill, I bet those within the BCA will use the Aldi once it is built, I will be fully supporting the application.
46. More land businesses that you can run from your house?
47. More land isn’t required for employment - but making it easier to work from home or be freelance is good. Childcare/nursery/childminding facilities help too.
48. More purpose built offices for SME’s
49. More relaxed approach from GBC re the Green Belt where there are already businesses operating allowing more change of use, small extensions.
50. No Room for more building
51. None, no Lidl
52. Not sure
53. Nothing (2)
54. OK as it is
55. Parking Facilities (3)
56. Premise are obvious but being a place where people want (and can afford) to live, not just work.
57. Probably with adequate off street parking, where would new Business be built without upsetting the residential aspect of the area
58. Pub restaurant on Green Man Site
59. Railway station
60. Reasonable rental charges and low council taxes.
61. Reducing rent and rates for the 1st/2nd year.
62. Refer to Borough or County Planning staff; that’s what they are there for - to make such proposals in the context of the wider area.
63. Re-use under used un-occupied buildings
64. Re-using allocated space we already have
65. Safer footpaths.
66. Small offices Small retail units Market place - indoor or otherwise Small industrial units for craft and other trades
67. Small Units
68. Small workshops.
69. South Bound Access A3
70. Support local businesses rather than chain stores.
71. The area should remain primarily residential, with the exception of some quality cafe/restaurant/deli type shops.
72. The financial conditions need to be favourable e.g. Rents not too high. A southbound entry and northbound exit from the A3 may also be beneficial.
73. There is too much density already
74. There's the site of the old Harvester...
75. Train station
76. Transport (2) links Price Local amenities
77. Transport to be part supplied by employers, like at Surrey Research Park
78. Unable answer unless you know what the business plan is.
79. We don’t want more business in Burpham it is a residential area not a business area.
80. We have under used premises at Merrow and Jacobs well as they have been like this it is unlikely businesses want to move to the area.
81. With parking facilities
82. Would depend on the kind of Business
1. A centre for more social contact in Burpham itself
2. A cleaner environment around shops.
3. All this is much too important to be considered at the very local level.
4. An extension to Sainsbury would improve job opportunities
5. An Increase in Pub restaurant retail would be beneficial but will only add to congestion problems
6. Apart from existing businesses I do not think there is scope or any suitable land for new businesses. Think the built up area of Burpham has already been pushed to the limit
7. Bring back local specialists shops ie Butchers on the Parade
8. Burpham is a:
9. Dormitory Town
10. Largely residential area and should remain as such
11. Mainly residential area, and should remain so, without any increase in employment.
12. Residential area. I have a daughter who is 15 and would like a job, but with the transport links so good into town this is where she is likely to get a job. I am not concerned with creating jobs in the Burpham area.
13. Burpham is:
14. Essentially a residential area and only needs the appropriate infrastructure
15. Predominately a residential area and should remain so.
16. To near to central Guildford to require any form of Purpose built premises for employment - it is a residential area
17. Businesses for the convenience of residents should be within walking distance of the residential areas. Short commutes into Guildford that can be done on foot or by bicycle should be encouraged as they allow people more family time than long commutes, helping them to spend more time in the community.
18. Employers be encouraged to re-locate to Burpham
19. Employment to support the community such as services not engineering.
20. Focus on light engineering / manufacturing and crafts
21. How do we resolve the dreadful abandoned sit on the roundabout corner of London Road Burpham Lane needs turning into something productive and less of an eyesore
22. I am concerned that the relaxation of planning permission to have extensions is a retrograde step.
23. I believe that Aldi should go ahead in the spot where the Green Man used to be
24. I do not see Burpham as a centre of employment. I think it should remain largely as a residential area.
25. I think the full extent of home workers and home businesses needs to be surveyed
26. Is there really any space left in Burpham to encourage anything but very small business?
27. I’ve never felt in the 6 or so years I’ve lived in Burpham that the community has a heart; in fact it doesn’t feel like a community. The Starbucks in Sainsbury is dark and easily gets crowded. The Harvester closed not lot before I moved to the area. Perhaps a cafe/family pub would help!
28. Just where do you think there is space to build more shops/businesses? The public transport is already unreliable, expensive, and infrequent. This will only lead to more cars and a lack of parking for customers eg Kingpost Parade. The spaces there are filled up with the cars of shop workers and local residents, customers can't park there.

29. Keep existing employment but little room for new employment
30. Keep existing employment but no room for any more
31. Local businesses should be encouraged to employ people who live locally and can walk to work. I have found it very difficult to work within my community.
32. low Key building Ok as in Alongside the Railway Line
33. Make sure Guildford High Street and North Street are sustainable as they are close enough to be used by Burpham Residents
34. More Jobs for younger people and part time employment for older people
35. Most of the employment in Burpham is to support a "dormitory" economy such as Sainsbury's, George Abbot and Burpham schools, shops etc. It is likely that employment would, for local people, be outside Burpham.
36. Need to encourage the use of local services. These must be competitive.
37. None (3) - have only lived in Burpham post retirement
38. Not get any Larger
39. Provide services that people want, they will use and pat if needed by the majority
40. Replacing the old pub with a new business would be a boost the community
41. Retired (2)
42. Small Enterprise units are needed integrated services nearby. Not industrial - more technology / art design multimedia
43. Small shops, serving local and specialist needs, should be encouraged at the expense of larger retailers. Small workshop space particularly for creative industries should also be encouraged.
44. Sustaining existing employment opportunities and attracting new business to existing employment lan is important. Allocating more land for employment in Burpham ward is not realistic.
45. The reality of jobs is that most will be in Guildford or in London. The issue for Burpham is the relative difficulty of accessing transport into London. A new railway station at Merrow would be excellent as it would not only reduce traffic into Guildford for the mainline trains to London, but also would encourage rail travel into Guildford instead of driving.
46. The Shopping parade is good (apart from the parking) not many jobs there, the new Supermarket will double the amount of jobs in the area.
47. The speculative building of business premises should be avoided as empty commercial premises can be a blot on the landscape. However businesses with the intention of becoming a long term part of the community should be encouraged.
48. There are insufficient jobs locally Economy, Houses Building more office retail areas would ruin the very nature we are trying to protect
49. There is no real need for additional jobs in Burpham
50. there should be more kfc's and bike shops
51. there should be more police in Guildford so it feels safer
52. This Area is surrounded by Towns (small and large) including London easily reachable for employment by public transport - where is the problem I know I have done this!
53. We NEED a replacement facility for the old Green Man... a pub and family friendly restaurant.
54. We NEED more jobs in the local area.
55. We would have more local employment in SME's, the largest providers of jobs to boost the economy, if the local banks were - not more but - user friendly!!!!!!
56. While people can be encouraged to start their own local businesses, Burpham is too small for it to be a priority especially as it is part of a larger town in Guildford.
57. Whilst working from home has benefits it must not be at uncontrolled and inappropriate development.

B9: How many miles do you travel to work (on average if this changes regularly)?

Average of 14.389 Miles per person (216 respondents)

B10: Which town do you work in or most often work in?

- Guildford 46
- Bracknell 1
- Brighton 1
- Reigate and London 1
- Burpham 25
- Bramley 1
- Frimley 1
- Retired 1
- London 14
- Burton upon Trent 1
- From Putney 1
- Send 1
- Godalming 8
- Camberley 1
- From Redhill 1
- Shalford 1
- Woking 6
- Chertsey 1
- Gatwick airport 1
- Sheerwater 1
- Home 5
- City Of London 1
- Heathrow 1
- Slough 1
- Cobham 4
- Clandon 1
- Holmbury St Mary 1
- Slyfield Guildford 1
- Leatherhead 4
- Cranleigh 1
- Horsley 1
- Staines 1
- Retired 3
- Crowthorne 1
- Kingston upon Thames 1
- Surbiton 1
- Ripley 3
- Egham 1
- Knaphill Woking 1
- Teddington 1
- Basingstoke 2
- Epsom 1
- Lower Early Reading 1
- University Campus 1
- Dorking 2
- Everywhere 1
- Merrow Business Park 1
- West Clandon 1
- Farnborough 2
- Farnham 1
- Old Woking 1
- Wimbledon 1
- Rainham Essex 2
- Farnham Chertsey 1
- Peasmarsh 1
- Reading 2
- Fleet Hampshire 1
- Portsmouth 1
- To Burpham 2
- Freelance Home London
- Reigate 1
**B11: How do you get there?**

<table>
<thead>
<tr>
<th>Method</th>
<th>Responses</th>
<th>Total of Survey</th>
<th>Total of responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>On foot</td>
<td>32</td>
<td>8%</td>
<td>14.7%</td>
</tr>
<tr>
<td>By Car</td>
<td>131</td>
<td>34%</td>
<td>60.36%</td>
</tr>
<tr>
<td>By bike</td>
<td>15</td>
<td>4%</td>
<td>6.98%</td>
</tr>
<tr>
<td>Public transport</td>
<td>30</td>
<td>8%</td>
<td>14.7%</td>
</tr>
<tr>
<td>By Motorcycle</td>
<td>9</td>
<td>2%</td>
<td>4.14%</td>
</tr>
<tr>
<td>No Response</td>
<td>161</td>
<td>56%</td>
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</table>
C: Future Improvements

Burpham Ward has a range of services and facilities that support the well-being of the local community. These include health, recreation and leisure facilities, footpaths, allotments, parks and public transport.

This section of the survey asks you to identify those services where you think the Neighbourhood Plan should promote improvements either directly, or through our local councils and agencies.

C1: Which of the following do you think the Neighbourhood Plan should aim to improve?

<table>
<thead>
<tr>
<th>Service</th>
<th>Count</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Facilities for young people</td>
<td>222</td>
<td>58%</td>
</tr>
<tr>
<td>Road Safety measures</td>
<td>206</td>
<td>54%</td>
</tr>
<tr>
<td>Public transport</td>
<td>174</td>
<td>46%</td>
</tr>
<tr>
<td>Vehicle parking facilities</td>
<td>175</td>
<td>46%</td>
</tr>
<tr>
<td>Access for disabled people</td>
<td>163</td>
<td>43%</td>
</tr>
<tr>
<td>Public footpaths</td>
<td>160</td>
<td>42%</td>
</tr>
<tr>
<td>Leisure and recreational facilities</td>
<td>135</td>
<td>36%</td>
</tr>
<tr>
<td>Broadband service</td>
<td>111</td>
<td>29%</td>
</tr>
<tr>
<td>Allotments</td>
<td>104</td>
<td>28%</td>
</tr>
<tr>
<td>Public toilet facilities</td>
<td>102</td>
<td>27%</td>
</tr>
<tr>
<td>Public library</td>
<td>74</td>
<td>20%</td>
</tr>
</tbody>
</table>

C2: To what extent do you agree or disagree that there should, is sound proof fencing installed along the length of the A3 (both sides) as it passes Burpham?

<table>
<thead>
<tr>
<th>Agreement Level</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly agree</td>
<td>145</td>
</tr>
<tr>
<td>Agree</td>
<td>117</td>
</tr>
<tr>
<td>Neutral</td>
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</tr>
<tr>
<td>Disagree</td>
<td>0</td>
</tr>
<tr>
<td>Strongly disagree</td>
<td>8</td>
</tr>
</tbody>
</table>

If you agree, to what extent do you agree or disagree that this sound proof fencing incorporates Solar Panels to generate electricity and improve sound reflection qualities away from ground level?

<table>
<thead>
<tr>
<th>Agreement Level</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Strongly agree</td>
<td></td>
</tr>
<tr>
<td>Agree</td>
<td></td>
</tr>
<tr>
<td>Neutral</td>
<td></td>
</tr>
<tr>
<td>Disagree</td>
<td></td>
</tr>
<tr>
<td>Strongly disagree</td>
<td></td>
</tr>
</tbody>
</table>
C3: If improved public transport is needed tell us how it should be improved.

More convenient services to Central Guildford
More convenient services to Woking
More convenient services to London
Cheaper fares
Greater reliability of services
Other please give details

Co3_Commentry

1. Railway
   1. A new rail station at Merrow (7) would provide a link into Guildford town centre, benefiting the local area. (2)
   2. Easier/quicker access to nearest train services
   3. Increased capacity on train services to London
   4. We need a rail station at the old council depot at Merrow with parking for commuters and park and ride bus
   5. Provision of a Merrow railway station on the site of the current Highways depot
   6. Rail Halt at George Abbot or SCC depot Merrow Street
   7. Railway Station
   8. Train station at Merrow Bridge

2. Bus
   1. A reliable and efficient service at affordable prices. Current bus services often look empty by the time they reach Burpham. That’s inefficient. Reaching links to other places such as Woking and London can already be done satisfactorily from Guildford. Many of your suggestions in this section are desirable but largely unaffordable. I’d like them but do I want them enough to pay higher taxes either nationally or locally? No
   2. Better Bus services to Local Hospitals
   3. Bus Service in Burpham Lane (6) What has happened to our bus service down Burpham Lane and through Burpham
   4. Keep route 36/37 along London Road.
   5. Provide a bus that goes to Guildford mainline station, not just the bus station (3)
   6. Direct transport to Hospital - we have lost this
   7. Good Cross town services
   8. Greater reliability of services.
   9. Happier Bus Drivers, Polite Bus Drivers
   10. It would be great to have a train station nearby, but since that’s not an option, it would be nice if buses could run on time (when they show up). Also, direct buses to places like Jacob’s Well and Woking.
11. Let’s encourage people to work in Guildford not London, free buses into Guildford?
12. more competition from other operators, there is really only 1 option at present being Arriva, with just one service from Abellio the fare prices are far too high for the distance into Guildford and back
13. More convenient services to central Guildford and London and cheaper fares
14. More direct bus Routes i.e. Jacobs Well
15. New Bus station in Guildford.
17. Provide better access to buses for Weylea estate and Burpham Lane.
18. Provide a bus that links to both shops and station in Woking.
19. Relocation of Bus Stops not one in Merrow Lane where a number of older people live would be good to have a "local" bus stop nearby.
20. use of smaller buses and cheaper fares
21. We should seek to ensure that the 'across Guildford' routes are maintained to service the University, Hospital, and Science/Business Park. . (5)
22. Most of my journeys are not on a public transport routes and if they were would take much longer to take. I do sometimes use park and ride
23. More committed bus to the Royal Surrey
24. Fares
25. My daughter works in Guildford however I drive her to work as a return fare is £4.50.
26. Increase frequency and reliability of current bus service to Guildford and reduce the iniquitous fare. £4 return for 2 miles is outrageous and barely affordable. Hardly encouraging for people to use as an alternative to their car.
27. Cheaper fares, especially in relation to the buses considering this has always been higher than would seem to need especially for shorter more direct routes, particularly if compare to an equivalent on other modes of public transport. rather than more convenient services to Woking they should be more direct bus services.
28. It is incredible that it is cheaper to drive to the Merrow Park and Ride than get a bus from Burpham to central Guildford. For a family, this means driving into town is the obvious choice. Cheaper, quicker and more convenient
29. Much cheaper taxis in and out of Guildford
30. We agree with more convenient services to Guildford, London and cheaper fares

3. Parking

1. At Kingpost Parade: by introducing a 30 minute free wait and a payment made for more than 30 minutes
2. Parking at Burpham Parade needs looking into to prevent 'all day parking'.

4. General comments

3. Believed sufficient
4. Content with public transport
5. Don't allow Burpham to become isolated from Guildford Town Center
6. Generally OK
7. No complaints
8. Thought on timing the bus route to coincide with trains at peak commuter time. In the evening you can wait 30 to 40 minutes for a bus
9. The bus service to Woking from Burpham has deteriorated over the last eighteen months or so, with the number of buses being considerably decreased. Also it would help, both financially and time wise, if we could go to London on public transport without the need of first going down to Guildford to take the train.

10. Easier access for disabled
11. No opinion as I don’t use public transport
12. No need fine as it is.
13. Happy with current service
14. More economical / reliable service to local airports
15. Nationalise public transport
16. regular tender schemes to motivate providers to give good services
17. Use existing & planned facilities at schools at evenings and week ends for additional activities

5. Cycle

18. Better cycle lanes - e.g. Raised curbs to protect cyclists.

C4: If vehicle parking facilitie needs improving tell us how and where this could be best achieved.

C4 Commentary

1. Schools
   1. Around Burpham School to deal with the school run congestion where parents persistently park around the limited spaces close to the school.
   2. George Abbot school - all day parking in Woodruff Avenue, Charlock way, Burnet Avenue and Coltsfoot Drive, School parking should be on School premises not on our roads
   3. George Abbot School cater for their own staff and pupils, on site not in the surrounding residential area. The current situation is unsafe.
   4. Parking facilities are fine except around school area.
   5. All day parking near George Abbot School causes problems (2)- school should provide its own parking spaces - not use our roads

2. Kingpost Parade
   1. Three hour parking for Kingpost Parade
   2. More space for shops near Kings Parade, it is better but awkward to get into and find space at certain times. Perhaps the old Green Man site can help here
   3. Need more parking near King’s Parade as this is the centre of the community.
   4. Parking at Burpham shops has been improved but often it is full up and I just drive on to Boxgrove
   5. Small fee at the Burpham shops to stop people parking there all day and night. It’s very congested all the time. Maybe first 30 minutes are free which would allow most people the time to do what they need to do if they are genuine visitors to the shops.
6. Stop Long term parking at Kingpost parade (2) - too many cars still park there all day staff for shops should park else where
7. Stop Parking In Burpham Lane Near West Court
8. Restricted time parking around the local shops Yellow lines along the former bus route
9. Burpham Parade remove cars parked all day
10. Burpham Shops
11. By stopping long term parking in Kingpost Parade as a whole. Too may vehicles park there long term which stops other shoppers and results in bottlenecks when local shoppers need just to pop in to the shops for a few minutes. Come up with a scheme to stop this.
12. Limit parking times in Kingpost parade, MJA to limit parking in side roads
13. Limit the parking on sides of Road by traffic calming measures introduce double yellow lines and make car park bigger
14. Limiting parking outside the Parade of shops to 2-3 hours to prevent long term Parking
15. king Post Parade - discourage long term stay parking from Residents - its short stay shoppers for local shops
16. Increase parking in kingpost parade or introduce 30min limit. reduce parking on corner of Burpham Lane opposite howard ridge.
17. Make shop owners. Workers use public transport to allow customers to find a space at kingpost parade. Crazy I drive to Boxgrove to use the post office because I cannot park locally.
18. Local Shops 1 Hour limit may help
19. London Road shops. 1, they have recently renovated it but parking there is still very difficult.
20. Longer Hours
21. Make shop owners. Workers use public transport to allow customers to find a space at kingpost parade. Crazy I drive to Boxgrove to use the post office because I cannot park locally.
22. Kingpost Parade limited hours to reduce long term residential parking. George Abbot to use some of their ground for additional staff/pupil parking to take pressure off Woodruff Avenue.
23. Kingpost Parade. I have lost count of the amount of times I have tried to use a shop there but have not been able to park and due to the badly thought out one way system I end up having to drive away from the shops towards Guildford and inevitably take my business elsewhere
24. Restricted waiting time on Kingpost parade
25. Enforce a set amount of time to users of kingpost parade. Parking warden needed at kingpost due to inconsiderate drivers using all parts of road as a parking space! Mja should not use Burpham Lane as a car park for staff!
26. Burpham parade always busy, Guildford car park prices v expensive, esp the 30 min parking on side of road if you just want to nip in

3. Green Man Site (2)
   1. It could be a condition of the development of the Green Man Site(3)
   2. Additional parking created on Green Man Site (9)
3. Maybe GBC along with the County Council should talk to Aldi about the Green Man car parking site becoming a temporary Pay and Display car park to help in terms of serving Kingpost Parade, especially as they are expecting that this would be a benefit they will expect in terms of their customers if their development were to occur.

4. Encourage use of the memorial field’s car park. Persuade Aldi to just let us use the old Green Man site as a car park. It would bring them some revenue while the application is discussed!

5. Green Man Car park would provide for local shops, Sutherland Memorial Park and visitors wanting buses to Guildford, Enforce no parking Areas

6. Car Parking on land where Harvester Was

7. Near right angled bend in Burpham Lane use a slice of little used park there for a line of echelon parking, Use Green Man site for village parking

8. Perhaps we should have a multi storey on the old Green Man?

9. Restore Green Man site to its original use as a pub, then open is extensive car park for public use

10. Don't think there is anywhere without spoiling the environment turn Green Man site into parking only!

11. If Aldi build their planned they will need off road parking for all homes/ This needs to be sufficient parking for number of cars

12. There's already significant overspill from the new flats opposite the Burpham shops. How about converting the Green Man site into a nicely landscaped & well maintained car park for the local shops.

13. Use of 'Green Man' land

14. use of Green Man site for parking not for retail

15. Use the Green Man site for a Supermarket and Parking

16. use the Green Man site to provide extra parking for the parade as well as users of Sutherland Memorial Park. Sainsburys need more parking facilities... They should expand their car park maybe around the back of Sainsbury’s rather than people parking on Weybrook Park estate.

17. create Parking facilities on Green Man Site

18. Cars should not be able to park so close to junctions as this is very dangerous. The Green Man site could be used as a car park until planning permission is granted for a new pub / restaurant!

4. Policing

1. More Policing at the Green Man

2. There needs to be much better policing of parking to prevent parking in cycle lanes, on grass, Pavements etc

3. It’s hard to say where room could be found for more, but better utilisation of what already exists could be achieved, starting with enforcement of limits on waiting times

4. There needs to be much better policing of parking to prevent parking in cycle lanes, on grass, Pavements etc

5. New development

1. Increase Parking spaces in future developments homes and commercial

2. Insisting on Parking spaces for new domestic and commercial buildings
3. MUST have more than 2 spaces per 4 bedroom house and include visitor spaces. Investigate New Inn Lane for additional parking in a small part of the large green verge.
4. New Developments min of two parking places is ridiculous every body has at least two cars
5. New Houses built with adequate parking bays (2 cars per unit minimum) Effective use of existing parking
6. New Houses built with adequate parking bays 2 cars per unit minimum, effective use of existing Parking
7. Not allowing housing development with inadequate parking
8. Off street parking in new developments needs to avoid overspill on neighbouring roads
9. Only allow new house building where it can be proved that all necessary parking is provided on the site itself
10. More parking spaces to be specified for new houses and flats.
11. Realistic parking on New Developments
12. Stop building houses/flats without enough parking.
13. On Site for New Buildings
14. By Making sure that the mistakes of Weybrook are not made again, one house two parking places, not the greed of developers to cram in as many as they can
15. Large garages; more parking spaces.
16. All new developments should incorporate adequate off street parking, 2x bays per house (not 1). Commercial and retail should also have to do the same to avoid on road parking.

6. Roads general
   1. One way system around Woodruff Avenue
   2. Open the area where the Green Man was - closed now for years..
   3. Parking's pretty good for us and people visiting us, so no complaints there. I'm sure other areas aren't as easy to park in, though. Especially if visiting.
   4. There is no obvious site in Burpham for a designated Car Park
   5. Reduce on road parking on Burpham Lane and encourage use of car parks

7. Park and ride
   1. Park and ride enhancement
   2. Park and ride on A3 North of Burpham
   3. Park and ride scheme in Burpham to reduce traffic problems

8. General comments
   1. People need to be encouraged to walk or use public transport. Sadly public transport is more expensive than car ownership and less convenient - the cost must come down.
   2. Stop Cars Particularly at beginning of Burpham Lane blocking road' Allocate some of Green Man Car Park for local shop customers
   3. Stop Parking in Burpham Lane, More small extra parking area on green area beside New Inn Lane
   4. Strict control of Shops parking, NPR on fines over 'x' hours why is parking full Monday to sat and empty on Sunday
5. Sutherland Memorial Park has excellent facilities that need to be kept up to date and funded
6. The Harvester site has the potential to provide additional parking for the parade and Burpham Lane. The junction / roundabout would need to be improved though.
7. There is space at village end of Sutherland Memorial Park to provide enough space for a number of cars to be parked.
8. There seems to be a lot of parking on roads which causes issues.
9. There should be no parking Burpham Lane - very annoying
10. They do but not sure how
11. They Don't more cycle lanes
12. Underground - at Sutherland Memorial Park?
13. Vehicle should not be allowed to park so close to Junctions, New Inn Lane with Burnet Avenue
14. Yellow lines on Corner of Burpham Lane
15. No Issue with parking in general
16. Everything in Burpham is pretty much walking distance - no need for additional parking facilities,
17. Also Sainsbury but even more Burpham Parade which I often don't both shopping at because it can be impossible or difficult to park - I would love to use the chip shop, more for one thing!
18. All new developments should have parking for at least 2 cars, planning should ensure that all objections in respect parking are enforced. George Abbot School should increase its facility for housing cars from both students and staff instead of them parking outside properties for the day, thus saving local roads for residents.
19. Avoid parking near junctions, maintain 2 lane traffic flow traffic calming signs
20. Better management and enforcement; introduce charges where supply exceeds demand
22. Burpham Lane should be made a no parking zone.
23. Burpham Lane traffic - parking ridiculous Howard ridge being encroached upon by Offices
24. Car parking should not restrict Bus Services
25. Chessington Tyres Blocking Footpath, Guildford Signs blocking Footpaths
26. Could be cheaper
27. Councillor already told me he had instigated plans and a Warden
28. Desperately need improving but am at a loss to Know where
29. Discourage firms needing extra parking eg KJA Garage
30. Don't drive
31. Don't Know
32. Double yellow lines to stop people parking on Corners
33. Ensure housing developments incorporate sufficient off-street parking. Retain free short-stay parking at the parade of shops in Burpham.
34. Ensure that new developments provide realistic parking facilities to avoid overspill into public areas - e.g The Cedars
35. Ensuring that spaces that are allocated for certain people are kept that
36. Establish/promote a park and ride facility at Burnt common in the triangle of land between the old A3 and the new A3 (Ewbank auction facility)
37. Extending the current Park and Ride sites already in place to the East and West of Guildford.
38. Free parking with a specified time limit
39. Generally they are already too expensive across the whole area; the service needs to match cost to service access
40. God knows
41. Guildford town and at my house.
42. I sincerely wish I knew! Burpham Lane is a nightmare at both ends. Parking facilities following the building of extensions to the Burpham Primary School have yet to be made known.
43. I would like to see an end to public parking on Burpham Lane
44. Improvement required, Site of Green Man as Car Park but time limited modest parking fee
45. In the interest of sustainability perhaps we should be encouraging lower use of parking facilities
46. Limit parking on Burnet Avenue
47. Making full use of car parks that already exist - many are not filled but cars park in surrounding residential roads - perhaps sports clubs etc should be asked if their members use the car parks provided
48. Merrow Park and ride Open Later
49. Money
50. More in Sutherland Memorial Park village end
51. More parking for those using spectrum leisure centre (2)
52. More Parking in Weybrook Park
53. No Need to improve
54. Of course they are needed but where to you put it ...the MJA situation has been going on for years and it is only going to be exacerbated if Aldi are succesful in there application. Whatever goes on that site should provide adequate parking for their business and be prepared to take some others ... those working at MJA and in the shopping Parade for example as they tend to be 'all day' parkers and limit space for short term shoppers, visitors etc.
55. On part of the 'Green Man' site (!), Encourage house owners who do not use their drives for cars to rent them out to people who need a parking place - could this help with the George Abbot situation?
56. Parking Facilities in Burpham need Improving - a car park should improve and hopefully remove the street parking that causes congestion
57. Small parking lots close to dense housing areas
58. Provide more spaces for workers at MJA so that they don't park in residential roads nearby, maybe part of Sutherland playing field nearest London Road could be used for parking.
C5: If you think that better leisure and recreational facilities (for example green spaces, sports and play areas etc) are needed, please tell us how and where this could be achieved.

C5: Commentary

1. Sutherland Memorial Park
   1. Would be nice to have a pond/nature area within Sutherland Memorial Park
   2. A good idea but where is the space, we are fortunate to have the facilities in the Sutherland Memorial Park but it already supports Football Cricket Bowls and Tennis
   3. Additional indoor facilities at Sutherland Memorial Park some kind of pub / restaurant back at the Green Man to create more options or some more varied shops on there as it's just an eyesore at present
   4. Better use of Sutherland Memorial Park
   5. Cafe Opened in Sutherland Recreational Area
   6. Gym Sutherland Memorial Park
   7. Is Sutherland field not adequate?
   8. Is Sutherland Memorial Park used as much as it could be
   9. Improvements to Sutherland Memorial Park. Too much space is dedicated to football pitches which seem unused except by dog walkers and a few football games at the weekend. Possibly develop it more, a coffee shop perhaps, exercise classes, walking groups for different people in society eg the elderly, babies in prams etc. Expand/integrate the Village Hall, increase the size of the building in the park and offer more things to do for young people. Make the park a focal point for leisure in the area.
   10. Make hiring a tennis court cheaper to encourage use
   11. More development of Sutherland Memorial Park and a few more spaces for Parking
   12. More facilities for young people at Sutherland Memorial Park Building
   13. We are blessed with wonderful facilities on the Sutherland Memorial Park and these should be maintained and improved as and when the opportunity arises.
   14. We have sufficient space at Sutherland Memorial Park.
   15. The cost of leisure services on Sutherland Memorial Park is quite high. I think they would be used more if the prices came down, particularly the tennis courts.
   16. Sutherland Memorial Park is:
   17. A fantastic facility - no more requirement
   18. Great but would be nice to have a space there for indoor exercise / play when weather not so good
   19. Great for toddlers and young children however more could be provided for teenagers, eg. Volleyball court or something more all-weather orientated.
   20. Is a great resource and ideal for Burpham
   21. Swimming pool, Mini Golf, Fountains, Sutherland Memorial Park
   22. Sutherland memorial park, bigger children abuse them
   23. Sutherland Memorial Park - the playground equipment is very outdated.
      Playgrounds with wooden play equipment are much more attractive and natural - like at Alice Holt - rather than everything being brightly coloured steel
24. Wider range of Sporting / Recreational activities to be made available at Sutherland Memorial Park plus better marketing of these activities
25. Within Sutherland Memorial Park
26. Plant more trees in Sutherland Memorial Park.
27. The east corner of Sutherland Memorial Park near village hall is underused vague putting area disused, skate bard facility maybe
28. The Memorial Park is wonderful, it should be protected. There is a requirement for some kind of meeting place/coffee shop for all ages. Space needs to be found for this to keep the heart of the village alive.
29. less new homes

2. Village Hall (5)
   1. A social venue in the village hall that all ages can easily access, best sited at the Green Man or at an improved village Hall
   2. A sound venue in the village that all ages can easily access, best sited at Green Man or improved village hall
   3. An Improved hall for leisure and Recreational facilities possible near St Lukes Church
   4. Enlarge village hall on lines of Merrow village hall
   5. Leisure center (Youth Clubs) on Green Man site to supplement Village/church halls and provide centrally managed facilities
   6. The parks are great - Sutherland and Waterside. We'd all like a super pub/restaurant - a place where local people go to enjoy themselves and meet other locals. But it's not viable, although it might be if the local population increased substantially. I don't think you can expect one without the other and in my opinion status quo is just preferable.
   7. Sutherland Village Hall - good leisure facilities exist already, Burpham Villiage hall -rebuild or Refurbish plus more parking
   8. Use of village hall More use of pavilion in the park Extend the size of the pavilion
   9. Additional recreation
   10. Adjacent the major roads and on Greenfield sites
   11. Adventure Trail

3. Outdoor
   1. An outdoor gym would be cool, at the end of Stoke Park, or even at Sutherland Memorial Park. Obesity is rampant and all people should have access to fun physical activity.
   2. Corner plot by Pimms Row could become a garden area with seating as it cannot be built on..
   3. Encourage tennis, football all activities in the park - it adds such value. Nature awareness. Nearer access points to the River / little streams / overflows for walks.
   4. Gosden Hill, off Merrow Land and better use of the Woodland off Merrow Lane with enhanced wildlife protection.
   5. It has to be Riverside, Clay Lane comes to mind but no houses
   6. Looking at Merrow Woods off New Inn Lane (old London Road)
   7. Make use of land recreationally / wildlife walks / cycle tracks at Burpham court farm
   8. Cycling
9. Better cycling facilities
10. Expand or renew the playground area in Sutherland Memorial Park. Installation of running or cycling track around perimeter of Sutherland Memorial Park.
11. Burpham is Already well served with these
12. Burpham Court Farm
13. Burpham Court Farm should be utilised as a community farm producing dairy products and possibly fruit. It should also be a means for the public to engage with farming and agriculture. It could incorporate education, crafts, restaurant etc

4. Schools

1. Possible use of school premises for evening social activities e.g. film club in a school hall.-Create a small managed nature area in the wooded triangle between New Inn Lane and Merrow Lane-Explore creating better access to the green channel along the Wey Navigation
2. George Abbot needs to open its facilities to more and easier. It harps on about being a community site and yet more and more of its facilities have a commercial aim. The Cricket centre is a no go area unless you are part of SCC yet could easily be available for other indoor sports. The shop attached to the centre is now open all hours and sells school clothes, cutting out the shop on Kingpost. The new Astroturf, when it comes, is already being touted around to the clubs making use of Sutherland Memorial Park's facilities so they are not community minded at all; just money minded. Sutherland Memorial Park needs better fitness facilities and active areas. Its not just for footballers and cricketers.
3. Investment in Schools Not Private
4. Lets hang on to existing. School play areas should be used out of school hours.
5. Use of School playing fields and faculties

5. Green Man site

1. Restaurant / Pub on Green Man site
2. Could be transformed and built into a youth club/hall for locals. Use as a base to start clubs for the young and the elderly. It's in a central location and easy to get to. Open up little cafeteria/ pop up shop on Sutherland Memorial Park for picnickers and people who visit the park regularly. Put regular activities on at the park for the kids, link activities with the local schools and businesses. Create a sheltered area for people to sit in the park under some cover, nothing fancy. Open up the tennis courts for the kids to play on.
3. Some green Space to be created on Green Man Site
4. Swimming pool
5. The Aldi site could be used to create a recreational facility that links in with Sutherland Memorial Park
6. The Green Man Site
7. The Green Man site would be ideal

6. General Comments

1. Better use of Existing spaces
2. Enough already
3. Fairly good already maybe more for teenagers not sure what
4. Encouragement of the full use of the facilities that we have, need support to create youth groups, could we have a Scout group etc?
5. Green space is good.
6. Green Spaces
7. I am not sure that there is a shortage of facilities for young people but if there is then ask them what they want or need.
8. I await your suggestions. Nevertheless, what GBC has achieved with the new boardwalks at Riverside Nature Reserve is excellent, as is the work done to try and rejuvenate the willows along the tow path.
9. Got enough already
10. I don’t I just can’t submit survey without typing something in here
11. I feel that there are ample facilities in Burpham for recreation. This should be seen relation the other local faculties outside Burpham.
12. Improve what we have to offer for more teenagers
13. Just continue with the up keep of current facilities
14. Just make sure the park is kept well maintained.
15. Leisure in town needs improving
16. Make better use of Green Spaces (Not Parks) by encouraging residents to hold communal events on their special greens
17. Merrow open spaces (2)
18. Money & Taxes
19. More activities for 14-17 age groups in school Holidays -up to you.
20. More adventure playgrounds and mountain biking places
21. More clubs for all ages.
22. More community activities (boot sales, coffee mornings, fates, etc) ,Sports clubs
23. More equipment for disabled children
24. More greens in Estates / between estates
25. More Kids Parks
26. More recreational facilities for teenagers to stop them destroying Sutherland memorial park, A proper youth club or evening entertainment for teenagers would benefit
27. More sports clubs for adults.
28. New Village Hall with bar.
29. No
30. None
31. Not Needed (3) Good facilities already
32. Not Sport - Social groups for older age group
33. Of a good standard already
34. Perhaps a more challenging playground area for older children, say 7-14?
35. Pitch and putt additional sport activities with reason
36. Protect existing green spaces, sports and play areas and ensure they are properly maintained.
37. Pub
38. Reduce rates for Burpham tennis courts, all paid for in Council tax surely
39. Sand pit / paddling pool
40. Satisfactory, but a community centre would benefit everyone
41. Small swimming pool on Green Man site, with a youth/social club above it.
42. Soft play Area created where the harvester used to be
43. Support Local Clubs
44. Think facilities are already good but should be considered in future plans
45. Through new high quality development with capacity to deliver new facilities or to contribute financially to improvement to existing facilities.
46. Through new high quality development with capacity to deliver new facilities or to contribute financially to improvements to existing facilities.
47. Use all areas to their full advantage and prevent dogs from fouling these areas
48. Use land adjacent to the Spectrum / park and ride or land next to Merrow Lane
49. We think that sports and leisure facilities are fine as they are.
50. When building new houses the inclusion of a play area is very good like the one in Devoil close on Weybrook Park estate
51. Would be nice for a leisure centre in Burpham. More play areas for Toddlers marked on the green for cricket and football

C6: If facilities for young people need improving say how and where this could be achieved.

C6: Commentary

1. Again good facilities at the park but encourage constructive use of time with organised activities for the young like the Park Rangers Scheme run by GBC / SCC (not sure which)Forming a link with Guildford Children’s Centre for their work in the villages
2. again using all existing areas to full usage - arrange activites after school times and at week ends for all ages occupation v boredom employ people to organise sports
3. Already exists
4. Best to ask them
5. Better plans for improved infrastructure sp where increase in Housing increase in school places, Pre school etc in provisions in area
6. BMX track on land between Weylea farm & A3
7. Burpham Court Farm (2)
8. Make open to help from volunteers. Make it a community project selling produce (including vegetables maybe) to the local community via a farm shop. The youth could get involved
9. Burpham village hall Use for a cafe style youth group where people could drop in with their friends maybe open on 2 days a week in the evenings
10. Cafe"/meeting place Local place as a "
11. Cafe’s Clubs Recreational
12. Churches could do more here - clubs Helping the elderly etc
13. Churches In Partnership with local more youth centres could be achieved

7. Club (5)
14. Area specified for young people to meet and relax.
15. Scout group within Burpham Holiday clubs
16. Cafe in the area where they could meet up.
17. There is no central plan for a cohesive meeting place where all ages can meet
   Facilities for Local i.e. Photography, Gardening or anything that the community agrees is an improvement
18. Use existing buildings to implement: sports/youth/activity/social.
19. Community centre. Perhaps renovate the
20. Consider negotiating with the schools over use of their facilities after school hours.
21. Demolish and re-build council core buildings opposite Glendale Drive making better use of plot size
22. Don’t know just think this should be considered in your plans
23. Drop in Social activities - Internet cafe
24. George Abbot or Sutherland Memorial Park either in association with
25. Green Man (3)
26. On the site! Community Centre/ Social club - some hopes!
27. site Use the
28. site? Burpham Village Hall - although parking would need to be improved
29. Green Man use site to build community hall for all uses
30. Halls We have not being utilized for the teenage youth.
31. I think facilities for small children (up to 10) are great and well maintained however teenagers need somewhere as well, made a small skate park or youth club on the Memorial Park area
32. Inappropriate question the real problem is who would run them.
33. Indoor community venue for various clubs
34. Indoor sports facilities or better access to spectrum or surrey sports park
35. Links to Spectrum - Public transport Swimming Pool, Crazy Golf
36. Maintenance of footpaths and prevention of Pavement parking dangerous to pushchairs and the visual impaired.
37. Meeting place some kind of required with facilities like table tennis available. Trained youth workers school premises. Would also be needed. Possibly use
38. Money and Taxes
39. More indoor socially acceptable child friendly play and leave areas - another building on Sutherland Memorial Park
40. N/a
41. No comment
42. No More (2)
43. Needed
44. other than spectrum, not much for young people to do and spectrum is expensive
45. place for young people to meet i.e. youth club
46. playgrounds more adventure and mountain biking places
47. Pub Snooker club
48. Public transport Better
49. Riverside, Clay Lane It has to be comes to mind but no houses

8. School (5)

50. More use of facilities after hours
51. Use and leisure facilities to provide clubs and places for them to meet and socialise.
52. Use Grounds and Halls more, for indoor outdoor activities Church and village halls Sutherland Memorial Park could have more activities
53. Use Grounds and Halls more, for indoor outdoor activities Church and village halls Sutherland Memorial Park could have more activities
54. Use of out of Hours
9. Skate board (5)

1. Facility maybe but noise be a problem to adjacent residents
2. I think we should have a (2)
3. at Sutherland Memorial Park
4. in Sutherland Memorial Park Youth clubs from the Pavilion or the village hall More sports clubs
5. Small Enterprise units for Technology / Art Design / Media on Site of Green Man
6. social clubs More meeting places so they don’t congregate in public areas in the evening
7. Somewhere local for them to socialise in a safe and managed environment. Events; films, speakers of interest, gaming, what kids are interested in. Local businesses could hire for Saturday jobs...get them putting something in to their home.
8. Spectrum Center Use the.
9. sports hall or Community centre More needs to be provide for young people in Winter months - possibly a
10. Sutherland Memorial Park (16)
11. Build a wall in with goalposts marked and/or targets so footballs can be aimed at it rather than against the cricket pavilion end-wall as is presently the case.
12. More recreational facilities for teenagers to stop them destroying A proper youth club or evening entertainment for teenagers would benefit
13. Increase or adapt the existing building next to the bowling green and provide activities for young people.
14. Increased use of Hall eg Cafe. Greater use of Green Space in
15. Use of Local schools.
16. Better Hall in
17. Better marked on the green and a Lido would be fun, More Playground are needed not enough to go round only one playground
18. Better use of
19. Better use of current facilities,. But will require volunteer force which is probably the obstacle.
20. for use by Burpham residents not Guildford Borough
21. Halls in could be opened for them to encourage them to meet with volunteers, scanning food /ale table tennis and various games tv etc.
22. More development of and a few more spaces for Parking
23. Redevelop some of for young people’s facilities and create news sports pitches off Merrow Lane
24. More organised use of the leisure facilities in not just for football and cricket. Youth club
25. Part of, or improve safe transport into Guildford for socialising.
26. Tennis court Make hiring a cheaper to encourage use
27. The sports centre and the shops like hmv and game
28. There many opportunities in Guildford and therefore Burpham should not be considered in isolation to this.
29. They’re reasonable
30. Think facilities are already good but should be considered in future plans
31. Village hall possible snooker and table tennis in
32. Volunteers what is needed are to run youth clubs etc
33. Woodruff Avenue More bins on for all the rubbish from the school as well as bins for cigarette ends.
34. You could try to get them to pick up their litter they drop everywhere and clear up the glass they smash regularly.

10. Youth (20)

1. centre at George Abbot School
2. Youth Centre (2) at Sutherland Memorial Park
3. Young persons sport group meeting in Sutherland Memorial Park?
4. Club (5)
5. A well run with Darts Snooker Board games Refreshments Table tennis etc in Purpose built hall on Green Man site
6. At village hall (4)
7. Better and promote it in the area
8. Better provision in purpose built facility away from residential buildings, Sutherland Playing (6) Field?
9. buildings (3)
10. Could be started in Sutherland Memorial Park with snooker and table tennis but it would need an extension to the current facilities.
11. council funded
12. Currently there is next to nothing for young people in this area. So a sports hall, anything would be a start.
13. e.g. at Sutherland Memorial Park
14. Need for another well run (one at church already)
15. needed may be at the village hall on the church in New Inn Lane
16. or similar in Sutherland Memorial Park or at a church (2)
17. with drop-in recreational activities such as coffee, music, music events, social sports events, gaming facilities
18. with facilities for teenagers
19. with young leaders
20. Local Classes , Community centre
21. A covered area in Sutherland Memorial Park where teenagers could meet
22. Regular after school club. Could use the centre in Sutherland Memorial Park.
23. /coffee shop. Anything to get them out of the house and away from their computers.
24. I am not aware of there being any etc - but this may just be because my own children have grown up!
25. Leisure centre (2) on Green Man site to supplement Village/church halls and provide centrally managed facilities
26. Sports
27. Sports clubs - more involvement in the local council etc to "have their say"
28. Services for local use Get
29. I don’t know anything about locals I’m afraid, so I can’t comment on this.

C7: If facilities for young families need improving, please tell us what you would like to see in Burpham.
C7 Comment

1. A nice soft play area for little kids
2. Adequate at present.
3. Adventure playgrounds and mountain biking places and KFC
4. Use of area behind Allotments linked to nature area.
5. Additional area in the park for toddlers only. The older kids always overrun the smaller park. How about holding drop in coffee mornings at Burpham village hall for families with toddlers... Will save mums from driving out to other villages to meet up.
8. Bigger play area in the Memorial Park.
9. Bringing up two children in Burpham (now in 20'S) we had Sutherland Memorial Park, Village Hall for parties, The Spectrum and the wet lands for Walking. What more do you want?
10. Re-opening of Burpham Farm
11. Café (7)
12. Coffee facilities and shelter (from rain/cold/sun) by the playground
13. Coffee A decent shop as a place to socialise. Lower Speed limits. Cycle lanes and repairs to footpaths to make them more child scooter friendly.
14. Community centre with coffee shop attached at one end as a youth club run by a committee of local trustees with a paid management and deputy assisted by local volunteers constructed in the park.
15. Culture.
16. In Sutherland Memorial Park for Youth
17. Pub with small area for children A place for people to congregate in an informal atmosphere to meet friends.
18. Childcare affordable schemes to support low income working parents like CHIPs funded by Travel smart this year. The Forum needs to chat to Travel smart to see what funding it would qualify for.
19. So many children use the park especially at school pick up so area could be updated and increased with more variety.
20. Day nurseries / crèche needed to avoid travel to facilities in Central Guildford.
22. Due to fire damage at the church there is no toddler group in Burpham at present. A good quality pub/ family restaurant.
23. Green Man Maybe the site of that could be a restaurant, there is nowhere families can go for lunch/dinner without having to drive.
24. Groups for new mums to meet. Soft play for local kids at village hall encourages a network for all new parents in area.

11. Housing (2)

1. Affordable homes that is large enough for a family.
2. Affordable homes, More Affordable childcare facilities, Nurseries
3. Estates have small homes on them for first time buyers or to rent, growing families move out of these homes regularly most schools are in Merrow.
4. Help with buying affordable homes.
5. I think for young families more important than Nimbyism I would favour further infill Building,
7. I have no knowledge of what’s available now
8. Increased Nursery facilities and safer road crossing places.
9. A proper set of infrastructure facilities such as doctors and Dentists
10. Mother and Toddler Group. Drop in Coffee Craft Morning Afternoon Community
Health Centre.
11. Need a family restaurant, like the old Harvester!
12. Need more play grounds more swings and Merry go rounds also swimming pools
out door / in door Nursery’s.
13. Negative (6)
14. No comment.
15. No idea.
16. None (2).
17. Not Needed.
18. Don't Know.
19. Not qualified to answer this.
20. Nursery and child care services.

12. Pavement (3)

1. Wider (grass verges cut back and foliage) to accommodate pushchairs along side cyclists
2. Need to be kept in good order for mothers with pushchairs. The surfaces are very poor in some roads after being repeatedly dug up. Bushes, weeds etc. That grows and obstructs footpaths e.g section of London Road between A3 exit and Sainsbury’s roundabout; need to be cut back regularly. Serious action needs to be taken against anti-social car owners that park on and obstruct Pavements.
3. The paths in Weylea are not buggy friendly to get from Doverfield Road across Burpham Lane to get to the park. Or from Burpham Lane by the church to the park. Add a pedestrian crossing at both of these points.
4. Perhaps something at Sutherland Memorial Park.
5. Play Good areas away from traffic with free comfortable space play away from houses, where perhaps noise would annoy residents.
7. Provide somewhere for people to meet, relax and socialise - more cafes, pubs, restaurants and social clubs.
8. Pub / restaurant (8)
9. Probably a restaurant/ Pub with Garden to eat out either inside or out depending on weather and as above maybe sports inside in the winter.
10. Local Family & Café that is open to and suitable for families. Toddler friendly drop-ins or coffee facilities at a reasonable price
11. with a wheely warehouse
12. Some kind of family friendly brassiere/ bistro walking to the Horse and Groom is too far. The Anchor and Horseshoes is not really family friendly.
13. More variety of - children friendly or with play area
14. Safe areas to cycle e.g. Cycle path around the perimeter of Sutherland Memorial Park. Skateboarding ramps would also be a good idea.

15. School (2)

16. More places for local children Clinics and drop in centres

17. Social Club

13. Sutherland (3)

1. Maybe a covered area in the park for the really small children to have a playground.
2. Stop people hanging around the play parks at night.
3. I think play ground is suitable and meets our needs a Swimming pool.
4. Return of Toddler group at church ( waiting for work in church to be completed)
5. Toilet (2)
6. Better facilities at Sutherland Memorial Park.
7. Open Sutherland Memorial Park after 4 PM.
8. New Village Hall (2)
9. New more modern Family Centre
10. Youth centre (2) at George Abbot School

**C8: How often do you visit Riverside Nature Reserve?**

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<th>Monthly</th>
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<td>116</td>
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**C9: To what extent do you agree or disagree that there should be a pedestrian bridge between Burpham village directly into the Riverside nature reserve from land behind Sutherland Drive?**

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<th>Strongly Agree</th>
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<td>Strongly Disagree</td>
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<td>29%</td>
<td>35%</td>
<td>9%</td>
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<td>Where is it?</td>
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**C10: What would you like to see happen on the ‘Green Man Site’ noting its derelict Brown field status?**

<p>| | | | | | |</p>
<table>
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<td>A super Market</td>
<td>54</td>
<td>14%</td>
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<td>A Restaurant Public house or Café</td>
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</table>
Another form of a community Meeting place please specify __

**C10: Commentary**

1. A Family pub would be more than welcomed. There are currently no places (public house) where families can go to and enjoy some time together. We meet annually with our neighbours and their children and when the weather is bad, we have nowhere to go.
2. Activity centre for Pilates Yoga Tai Chi other classes
3. Additional shops craft area to reflect demographic of area.
4. Aldi would draw in miscreants from the affordable housing areas, Bellfield’s, Park Barn, Gosden Hill, Bushy Hill Drive estates.
5. Another Supermarket - ridiculous.
6. Any well designed facility would be better than that we have suffered for the past 7 years
7. Anything but a Supermarket.
8. As above; mirror Kingpost or flats.
9. Bring back The GREEN MAN.
10. Burpham needs a pub/restaurant not another Supermarket. I used to frequent the Green Man and miss a local pub immensely.
11. A pub with attached micro brewery producing Burpham’s own beer.

1. Child centred play area

12. Child Friendly Restaurant / cafe / public house. (2)

2. Community centre (20)

1. Another hall to accommodate local community functions. Multi purpose for clubs, coffee mornings, talks, and meetings about the community etc. Plus more parking so Burpham Lane and Kingsport parade are not overrun.
2. Great site for community meeting if right organisation could run it.
3. With coffee shop drinks and snatch meals + plus youth centre for school age children run by the community.
4. With meeting place for young people snooker Darts table tennis,
5. Community centre and parking for park and shops
6. Centre providing a cafe, a meeting place for families especially for babies and small children now that some other local facilities are not running. Could have Playgroups etc.
7. Centre that would include a youth club or similar,
8. Centre with parking. Car boots, Fetes, Fund raisers, social, & activity space for kids - for all ages, film festivals, cakes and bakes - SO many things you could do. Local business could hire for events. Something LOCAL, on the doorstep. Not everyone can get about, young and old.
9. Facility for young people
10. Hall within a public house / cafe / shops complex with some housing and parking.
11. A larger village / church hall ?
12. A newer / bigger hall than the one in Burpham Lane could be considered The pub should not have been allowed to be knocked down before a plan was in place to use the land properly.
13. Meeting place.
14. With licensed bar and cafe / restaurant fitness facilities, soft play, entertainment licence, music licence, links to Guildford Children's Centre, Guildford Spectrum, wifi, business meeting space / hot desk area,
15. With restaurant, bar and/or café
16. Facility for varied groups, incorporating a cafe/restaurant.
17. hall with parking for Kingpost Parade
18. Venue open to all ages (2)
19. Coffee shop/ meeting place as part of a housing development
20. Health community centre
21. Could be used for Homes
22. Difficult, but, apart from the Church, Burpham lacks a 'heart', a meeting place convivial and comfortable for all the community to feel welcome, the original Green Man was a bit of a 'road house' and the Harvester was okay as they maintained a separate bar area .... Perhaps it is wishful thinking as money is so tight and there would not be a business case .. don't know.
23. Either a small Supermarket which is approved by the community or a restaurant/gastro pub/eatery of some description - but do something with the site. It is an eyesore!
24. Even a block of flats would better than a derelict site
25. family friendly
26. For younger people
27. Given that the land is owned by a Supermarket company it seems best to seek the best option around that land use. Sainsbury's is one of the best amenities in Burpham, but competition would be useful.
28. Cannot be!
29. But a pub with community style cafe with facilities for young people would be nice
30. Green Man site
31. (2) I do think we should have a dedicated community centre in this area. The nearest one for me in Guildford is Park Barn which is quite a drive away. In view of this and the cost of petrol, I go to 'Moorcroft' in Westfield, run by Woking borough council. The facilities are excellent and ideal for anyone, especially retired persons and persons with any disability. I spend 4 days a week participating in various activities. We have many retired people around here and many that have had strokes and no local facilities for them.
32. I don't mind what it becomes. I was quite excited by the prospect of an Aldi there.
33. No Supermarket definitely
34. I have already objected to the planning for a Supermarket as we have Sainsbury's only 100 yards away, however it would be nice given Burpham is such a family orientated area to have a nice family pub or cafe as there isn't anything like that in the area.
35. I have no objection to the current plans for a Supermarket, as a pub failed to thrive on the existing site probably not of benefit to try & build a new one or restaurant.
36. however a family friendly pub would be nice as the Green Man is greatly missed as the Anchor and Horseshoes is a bit of a 'drinkers' pub rather somewhere to take the family also a Supermarket like Aldi or Lidl would be nice to.
37. I think I would like to see a community of small shops offering alternative to Sainsbury. Butcher, café, restaurant, organic grocer - keep our locals local and bring other locals to us! Make the site fun and easy to visit - parking, more unusual cool boutique shops. No high street brands -
38. Re-Build Green Man.
39. Ideally pub/cafe but Supermarket could work well. Just to see the site used for something viable would be great.
40. It was outrageous that the GM was pulled down. There has been a pub on this site for centuries. The Harvester was a great social and community asset. A similar establishment should be encouraged to take over the site and build a "value" restaurant, not another over priced Horse and Groom. Aldi should be prevented from building on the site. Affordable housing would be a better option than an Aldi Supermarket.
41. Open A new Green Man Pub & Restaurant.
42. Re-build the old Harvester.
43. The Green Man Site should be restored as a public house as it was for several hundred years.
44. I think that a public house or maybe Harvester as it was, it allowed a good amount of mixing of the community, especially with the green and safe outside seating and play area, although feel a public house would meet these requirements well now, if as described.
45. I liked it in its original format. Now that it's been knocked down, it's too late.
46. It'll become a Supermarket or might just become all residential. But there are no others options.
47. Large Village Hall for Recreational purposes; eg Badminton, Gardening Club, Youth club, artisans sales stalls, charity work, Farmers Market Stalls
48. Leisure centre (Youth Clubs) on Green Man site to supplement Village/church halls and provide centrally managed facilities
49. Library with Coffee Shop.

3. Burpham Village Hall (2)
   1. New Village hall and car parking. (2)
   2. Village Hall or possibly a site for a larger Village Hall, providing leisure facilities, and activities for young and old. The existing Village Hall could then be used as a meeting place/cafe with views of the playing fields.
   3. Medical centre Day centre for elderly people.
   4. More parking –
   5. Mother and Toddler Group. Drop in Coffee Craft Morning Afternoon Community Health Centre
   6. Music club
   7. No way a Supermarket.
   8. Not more parking, this will be abused.
   9. A Medical Centre.
   10. A recreational facility.
   11. Perhaps a commercial eatery with a large community meeting place above or a commercial gym with a meeting room above.
   12. Possibly any building sympathetic to the area and Local Benefit.
13. Preferably a pub but as that is not possible we’re happy for Aldi to open a shop there.
15. Single Storey.
16. Small shops plus housing above.
17. Social Club (2)
18. Not sure a restaurant or cafe would be viable. A Social Club run by members (as per Merrow Club) might have more success but there would need to be a lot of members and they would need to pay a subscription - possibly more viable if it incorporated a gym.
19. Suitable day time meeting point and suitable for young families.
20. Some form of general community place that could encompass facilities for all ages - including some kind of cafe/restaurant. A room (s) that could be hired for meetings that don't need a large hall.
21. Some kind of community space, cafe, kids centre, gym.....
22. Tech Hub/ Enterprise Units, Food Hall Footbridge to Kingpost Parade
23. The capital cost of a new building will be too much for a new Pub/Rest. Etc. low rise rented flats are the only workable option for this site, to minimise traffic on this corner.
24. This site has been derelict for 6-7 years, refusal to implement Aldi plan will the site remain derelict for 6-7 years more?
26. When reading in a dentist waiting room about Burpham village book on Surrey it stated that the centre of Burpham was the Green Man dated right back in time we must not let this tradition go.
27. Would like to see Aldi Shop
28. Youth club (7)
29. Facility
30. Youth Facility
31. Social club co-operative coffee shop/arts centre

Something else please specify

1. A mini grocery store. A restaurant.
2. Additional parking will be abused, how will it be maintained
3. Housing - if we are forced to accept extra housing only.
4. Burpham Lacks a pleasant Coffee Shop
5. Councillor hinted to me that he would vote for Aldi, so we have no choices prior to this questionnaire (late April 2013)
6. Flats for Green Man site.
7. Friday Night you can’t park here.
8. Green Man Car Park Village car park (2)

1. Housing
   1. Housing only if forced to accept extra houses
   2. Living accommodation
   3. Residential housing /Low Rise Flats
   4. Housing or elderly residential home
5. If there has to be more housing. Couldn’t it be flats that are affordable instead of developer’s garden grabbing and building expensive housing which there is no need for?
6. Housing.
7. I don’t object to more shops.
8. If a private crèche/nursery pre school could raise the building cost this could work but it is on the road and pollution may rule it out.
9. If additional parking facilities were provided on part of the Green Man site, Parking should be prohibited on Burpham Lane.
10. If Restaurant not allowed what?.
11. May be part of residential & affordable Housing
12. Meeting Hall for Elderly
13. More clubs; walking, bridge for mature people
14. More reliable and affordable bus services urgently needed
15. More Shops More Business’s More newly built houses
16. Note it's only "derelict brown field" because Aldi knocked down the functioning pub/restaurant and left the site to decay.
17. Small parade of shops (feel free to pop flats on top !) to give more choice
18. Park and ride
19. Possible extension for Burpham Primary School or flats.
20. Public toilets
21. Rather than sound proof fencing just re-surface the road with whispering tarmac and plant more trees.
22. Small shops, workshops and some small housing units.
23. Swimming pool.
24. The site is big enough to incorporate coffee shop/bar/restaurant/shops with more parking. If necessary flats above. All of which adds to Kingpost Parade and spreads the traffic between the sites.
25. (2) The site should be used for housing rather than building on green belt land. The community did not support the Green Man when it was a pub, so it is naïve to think that the community would support a new pub there - and even if it did it would put the Anchor & Horseshoes in jeopardy. Whatever happens to the site it should not be a pub.
26. This was a public amenity, and should remain so.
27. Used to provide parking as a temporary solution as explained under question C4
28. Whatever the end result, more parking is needed - but not for drivers to leave their cars while they move on elsewhere!
29. Would incorporate well with park if used properly for families

C11: The space below is for you to make any other comments on improving community services.

1. Another Supermarket is absolutely not needed. A family friendly pub/restaurant on the former Green Man site is a must.
2. Another Supermarket is needed for the people of Burpham as Sainsbury’s is always overcrowded, most people would like to save money.
3. As always these ideas need to be seen in a larger context.
4. As someone involved in the past in council planning, I cannot see how you can tell the private owner of the land what to do. It will eventually be determined by what an owner can make from developing the site.
5. Bowers copse, to become a public orchard.
7. Bus services are expensive, and yet I would use them if it wasn’t cheaper for me to drive in.
8. Create a footpath/trail through the ancient woodland to encourage people to walk / cycle there.
9. Do not allow Aldi in Burpham (2), how about the Land next to Brewers if they want to come to Guildford.
10. Get rid of the BCA.
11. I have been unable to read quite a lot of the form and some of the information I have no ability to comment on as it plays no part in my life or what I know also quite a lot of the form I have not been able to read.
12. I think that we should try and preserve the "look and feel" of Burpham this means no more large scale development.
13. If this was to become a park and ride or Supermarket this would only increase congestion at an already busy Roundabout.
14. If there are any public places available for meeting with the rest of the community, then it would be good ideas to let people who are fairly new to Burpham know.
15. Improve their awareness.
16. Keep up the good work, Don’t get dis-spirited by apparent apathy, but equally don’t build hopes that big changes will happen unless oil or gold are found to exist in Burpham. What I mean is that nice-to-haves are expensive and when push comes to shove people generally feel that they can’t pay more into the corporate purse.
17. Maybe some more exercise opportunities that are community run such as Zumba and maybe some newer classes that provide some increased low intensity exercise for older people in the village hall, maybe, and increased range with some other dance ones as well. Possibly also new mums groups being able to use community buildings such as Sutherland drive for meeting in a safe and comfortable place.
18. More activities on offer at the Sutherland Memorial Hall for everyone.
19. More retirement complexes in Burpham
20. New Village Hall
21. None
22. Rather than sound proof fencing just re-surface the road with whispering tarmac and plant more trees.
23. Some minimal public library facilities could be included in any community provision, especially since the removal of the mobile library.
24. The Burpham News should publish a list of the species of Wild life seen in the Ward so that residents can add to it and learn from it.
25. The bus service should be resumed around Burpham Lane/Marlyns Drive.
26. The Destruction of the valued Green Man (a Public asset) was a disgrace it needs to be replaced by a similar Public amenity
27. The Loss of the Green Man has removed a social amenity, A replacement should be encouraged not Supermarket or Flats.
28. There is a fantastic path from Burpham Lane leading to the Spectrum which would provide a safe route for families to cycle/walk to Spectrum instead of driving. However this path is often overgrown and in places is so boggy that it is impassable.

29. They need to be tailored to meet rising birth rate and increasing population of Burpham.

**D: Traffic and Transport**

**D1: Which of the following aspects of road traffic in Burpham Ward give you concern?**

- Excessive traffic volume /Speed: 265
- Excessive traffic noise: 139
- Traffic danger to pedestrians: 142
- Rat-runs (please identify route): 124
- Residential Parking: 103
- Public Parking: 122

**D1: Word Count**

- Burpham Lane (50)
- George Abbot (9)
- Great Oaks (4)
- Rat-run (35)
- Marlyns Drive (7)
- Glendale Drive
- New Inn Lane (28)
- Clay Lane (7)
- Burnet Avenue (4)
- London Road (20)
- Weylea Farm (16)
- Woodruff Avenue (3)
- Rat-run s (12)
- The Pavement (5)
- Traffic lights (3)
- Merrow Lane (12)
- Slip road (5)
- Speed along (3)
- Doverfield Road (11)
- Weylea Avenue (4)
- Pedestrian crossing (6)
- Coltsfoot Drive (10)
- Weybrook Park (4)
- Parking (3)

**D 1: Commentary**

1. Burpham Lane (50)
   1. Avoiding traffic lights plus roundabout by Sainsbury-
   2. And Merrow Lane
3. Lane is a Rat-run (3). Can be easily fixed by careful on-street parking of cars in a staggered fashion down the road to provide simple traffic calming and make the road slower and less attractive to cut through.
4. Is used as a Rat-run and is also a public and residential car park at the best of times.
5. Parking by MJA cars.
7. Doverfield Road Rat-run
8. Weylea Farm
9. Lack of Local buses in Burpham Lane

2. Rat-run (47)
1. Burpham Lane, Junction of New Inn Lane London Road, London Road
2. Coltsfoot Drive
3. Doverfield / Marlynss Drive Burpham Lane
4. Weylea Farm Estate down Burpham Lane to Clay Lane onto the A3
5. New Inn Lane
6. Burpham Lane, Marlynss Drive, Doverfield Road
7. Doverfield road - Problems in Burpham Lane (Church end)
8. Coltsfoot Drive to George Abbot School.
9. from London Road down Burpham Lane, exiting onto Clay Lane to avoid a roundabout and two sets of pedestrian crossing lights
10. Rat-run from Weylea farm to A3 .. cars Speed along here .. children are not safe on the Pavements which in some places are very narrow and/or have overgrown hedges on
11. Rat-run in Sutherland Drive/Marlynss Drive/Burpham Lane. Use of The Cedars as a turning point by traffic mostly coming from the parade of shops on London Road.
12. London Road / Merrow Lane
13. Merrow Lane
14. Through Dairymans Walk Rat-run through Burpham Lane
15. Through Weylea Farm could be stopped by closing off a part of Burpham Lane between the Village Hall and the Church
16. Weylea Estate to Burpham Lane. Conditions of some residential Pavements ie standard of surfacing
17. Weylea/Dover field Marlynss, Burpham Lane
18. Coltsfoot Drive
19. A3 slip road at the Burpham/Merrow interchange, and the main through route through Weybrook Park when there is heavy traffic on the London Road
20. Weylea Farm, London Road/Merrow Lane, Great Oaks Park.
21. Burpham Lane, People should use their Garages
22. From London Road roundabout by George Abbot School, through Weylea Farm to Burpham Lane, then out onto Clay Lane
23. through Burnet Avenue/Coltsfoot Drive. Great Goodwin drive.
24. through Doverfield Road/Marlynss Drive and Burpham Lane
25. Cars Speeding through Weybrook Park when they come off the A3
26. from roundabout in London Road through Weylea Farm estate and into Burpham Lane and on to Clay Lane & A3
27. Through Weybrook Park - A3 traffic cutting through to Sainsbury's roundabout - at higher speeds - as well as some of the school traffic. Public parking only really seems to be a problem with Kingpost Parade.
28. When London Road or the A3 is busy, London Road
30. Glendale Drive, Winterhill Way
31. I am concerned about future Rat-run s that will occur if proposed housing developments get approved. For example the ones proposed near us at Raynham Close.
32. Burpham to Guildford.
33. Coltsfoot Drive used
34. Old London Road
35. Traffic exits up the slip road and enters Weybrook Park estate to escape the build up of traffic.

3. Marlyns Drive (28)
   1. And Burpham Lane
   2. an accident waiting to happen!
   3. London Road, New Inn Lane & London Road end near Sainsbury's
   4. New Inn Lane can be difficult to cross at the best of times. I believe SCC has plans to construct a zebra crossing, but I don't know exactly where or when.
   5. New Inn Lane Near Dental Practice, Coltsfoot Drive, Parking Burpham Lane
   6. New Inn Lane should be safer if a pedestrian crossing was put in Place, accidents outside dentist
   7. New Inn Lane, Small children being allowed to run across driveways along busy roads, when are they going to realize that vehicles emerge from there?
   8. New Inn Lane. Access to A3

4. London Road (20)
   1. People doing u turns in the entrance to the Cedars, it's dangerous and damages what is a non- council maintained road.
   2. If A3 closed / Congested
   3. George Abbot School to BP Garage
   4. London Road, corner Burpham Lane roundabout, shocking traffic.

5. Merrow Lane (12)
   1. Merrow Lane needs lower Speed limit. Too many learner drivers always blocking Winterhill way, often from distant driving schools, problem everyday.
   2. Merrow Lane (3)cars/motor bikes Speed down there all the time.
   3. Do not encourage route of Merrow Lane to Merrow and Beyond. Little peace and tranquillity in this once Surrey Lane - A noisy Rat-run Now.
   4. London Road - Rat Run Merrow Lane (2)

6. Doverfield road (11)
   1. Our route is Doverfield Road
   2. Could benefit from Speed Bumps

7. Coltsfoot Drive (10)
1. Is a Rat-run & Burnet Avenue Junction New Inn Lane need improving stop parking at this junction
2. As Rat-run to cut off roundabout at London Road with New Inn Lane.

8. George Abbot (9)
   1. Around George Abbot
   2. Inconsiderate and unsafe driving during the school run and inadequate cycle awareness.
   3. George Abbot surrounding roads (2)
   4. School children, trainee teachers and visitors to the school park in Coltsfoot Drive. Because the road is narrow they park half on the Pavement and I have complained about this. Sometimes I cannot wheel my shopping trolley on the Pavement as there is not room. Mothers with push chairs have to step into the road as does a disabled man using a walker.
   5. School children, trainee teachers, and visitors to the school park in Coltsfoot Drive. Because the road is narrow they park half on the Pavement and I have complained about this. Sometimes I cannot wheel my shopping trolley on the Pavement as there is not room. Mothers with push chairs have to step into the road as does a disabled man using a walker.
   6. School run to George Abbot school - London Road and areas around the school. I avoid leaving at the same time due to amount of traffic. The holidays are bliss because of the reduction in cars.
   7. Roads by George Abbot School, Double parking during term time

9. Marlyns drive (7)
10. Clay Lane (7)
   1. Clay Lane, London Road, New Inn Lane

11. Weylea farm (16)
   1. High Speed in Rush hours. Weylea Avenue - Doverfield Road, Marlyns Drive Burpham Lane. Remove chicane bollards which cause traffic blockages and put all vehicles on one side of the road creative potholes.
   2. Weylea Avenue, Marlyns Drive and Burpham Lane has become a Rat-run. This could best be addressed by closing off the Doverfield Road/Weylea Avenue junction.

12. The Pavement (5)
13. Slip road (5)
   1. A3 exit on slip road to London Road then Merrow Lane towards A25 or Epsom road.
   2. Absence of an on-slip to the A3 at Burpham.

14. Weylea Avenue (4)
   1. Weylea Farm to and from the A3
   2. Weylea Farm. Parking along Burpham Lane
   3. Weylea to Clay Lane
   4. Weylea Avenue, Burpham Lane, Dover field road
   5. Weylea Farm - Rat-run to A3. Dangerous to children Need proper traffic lights on school crossing and double yellows, with police/community officer presence.
6. Weylea farm area
7. Weylea Farm was never to be a through road to Marlyns Drive at planning stage. This has become a bad Rat-run some of the worst offenders are people on school runs!!!
8. Through Weylea Farm estate past village hall to the A3 towards London in rush hour
9. Through Weylea Farm past primary school.
10. Through Weylea Ave, Doverfield Rd, Marlyns drive, Burpham Lane. Parking of workers in Guildford leaving their cars parked during the day eg. Burpham Lane near Green Man roundabout.

15. Weybrook Park (4)
16. Great Oaks (4)
   1. Great Oaks Park to New Inn Lane (2)
   2. Great Oaks Park, Gosden Hill Road for George Abbot School

17. Glendale Drive (5)
   1. But there are more!

18. Burnet Avenue (4)
19. Woodruff Avenue (3)
   1. Parking on paths in Woodruff Avenue - preventing cyclists riding near kerbs and Speeding in Woodruff Ave, Dangerous to All - sleeping policemen needed?

20. Traffic lights (3)
   1. Badly Phased traffic lights on A3 Bridge and in Burpham

21. Speed along (3)
   1. Burnet Avenue. There is little regard to the Speed limits in Burpham. Particularly New Inn Lane and London Road.
   2. Dairyman’s Walk, slip road off the A3 is a death trap
   3. Excessive traffic Speed along Merrow Lane, Excess traffic particularly in rush hour or if there are problems on the A3.
   4. I think Q1 is two questions; not sure we can have congestion and excess Speed. The Speed along Woodruff Avenue is a concern, especially from those apparently going to or leaving the Cricket centre. Speed around Weylea is a concern but I have to say in my experience the worst culprits there are the buses and residents.
   5. Excessive traffic volume (Speed not a major concern)
   6. New Inn Lane is a Rat-run. A Speed camera would slow down the traffic
   7. So called traffic calming measures are a waste of money, islands blocking half of the road and Speed ramps. Buses going round the Weylea Farm Estate at excessive Speeds.

22. Pedestrian crossing (6)
   1. Especially crossing lower end of New End Lane by garage
   2. Double Parking. Pedestrian crossings at Burpham for children and Elderly
   3. I’ve covered my thoughts above. Our current situation where the village is dominated by a staggered crossing of two busy routes is the legacy of a cost cutting and political fudge that resulted in only a ‘partial movements’ junction onto the A3
rather than a full 'all movements' junction further north that would have kept most of the traffic out of Burpham and what there was would have been travelling on the route of London Road without the crossing traffic.

4. No safe crossings as I already mentioned above.

5. From/to New Inn Lane and Clay Lane. This must be corrected if /when Gosden Hill is developed.

6. Very dangerous for my daughter crossing London Road to get to Burpham School, Probably even more Dangerous in September when she will need to get across New Inn Lane near Dentist to George Abbot, Need Pedestrian /Zebra Crossing

7. Zebra Crossing, New Inn Lane London Road slip road area - Rat-run Winter hill Drive / Glendale Drive used to avoid New Inn Lane Congestion

23. Parking (3)

1. Parking at parade of shops in Burpham is often full

2. Parking in Woodruff Avenue and Burnet Avenue, associated with George Abbot School, can be a problem, with footways partially or wholly obstructed.

3. New Inn Lane, Fill in Pot holes in side roads. Ease corners Burnet Avenue New Inn Lane. Cars Park too close to Junction of New Inn Lane, Causing problems in Burnet Avenue especially during George Abbot Peak times

4. Parking Down Burpham Lane. Remove Islands, Zebra Crossing Instead.

24. General

5. Before tackling and traffic road concerns the quality of road surfaces should be improved

6. Dangerous Pedestrian Crossing at BP roundabout.

7. Cyclists who do not use cycle lanes and insist on using the roads causing anxiety for motorists.

8. Drivers ignoring the no right turn into Kingpost parade shops. Drivers ignoring cycle lanes


10. Lack of buses.

11. Improved access to the A3.

12. Pollution (2) and damaged roads

13. People understandably leave the A3 @ Burpham to go to Guildford town centre but there is then a bottle neck through Burpham this is as bad in the evening with cars queuing to join the A3.

14. People parking on grass verges rather than the road.

15. Safer cycle routes for cyclists. I used to cycle on the Pavement going towards Bellfield’s because I was afraid of using the huge Baker Tilly roundabout.

16. The fact you have to go through Burpham to get on the A3 Southbound is the worst factor.

17. The traffic can be busy in rush hour, but the biggest problem is central Guildford and the lack of integrated transport around the whole town.

18. There are several Rat-runs used but they are only used as access/congestion through Burpham to the A3 amplifies problems.

19. This is beginning to sound like a wish-list for spending other people's money.

20. Time limited parking at Kingpost Parade / Burpham Shops - No Parking in Burpham Lane.
21. Too many cars pass through Burpham Causing Congestion, Too many on the roadside parked vehicles
22. Too many cars in Burpham Lane, too little parking in Kingpost Parade it is much better now that the bus does not go down Doverfield Road.
23. Too many cars parked along Burnet Avenue at the junction of New Inn Lane making it laborious to get in and out at peak times. Double yellow lines are needed.
24. Traffic at rush hours
25. Traffic danger to Cyclists
26. Traffic on the A3 southbound exit slip road that doesn’t slow down or give way at the roundabout at the end of the slip road.
27. Traffic Speeds in New Inn Lane can sometimes be excessive but the real problem for local residents is traffic volumes particularly at peak traffic times. Most of the traffic is that going to and from the A3 Trunk Road.
28. Traffic turning left from Kingpost Parade does not go up to roundabout but does u-turn in Cedars
29. Woodruff Avenue
30. Possibility A new road down, New Inn Lane from Merrow
31. Roundabout New Inn Lane (petrol station)

D2: In which areas of Burpham do the traffic problems you specified above need the most urgent attention?

1. London Road (92)
   1. To Guildford.
   2. Up to Sainsbury and passing through past George Abbot.
   3. Burpham Lane (2) / Clay Lane
   4. And New Inn Lane (3) leading to A3 and again from A3 exit back towards Guildford.
   5. And Weybrook Drive leading onto Dairymans Walk.
   6. Between AA roundabout and Clay Lane especially the amount of traffic in the evening rush hour which exits the A3 at Burpham and then turns right onto Clay Lane.
   7. Between Ladymead & Clay Lane between 8 - 9pm & 4 - 630PM
   8. Between New Inn Lane and Woodruff Avenue
   9. By the Kingpost Parade and coming off the A3 southbound to the roundabout near the back of Sainsbury.
11. for Speed and Mark it better as some still think it is a one way road.
12. From A3 (9) leading up to Guildford is v busy in the mornings
13. From Roundabout by George Abbot School to Clay Lane - especially by the roundabout nearest to the shops where the Green Man used to be.
14. From the shops to Roundabout - both ways
15. Near A3 slip road especially
16. New Inn Lane (9)
17. off A3 and Burpham Lane towards A3
18. Speed, Especially at Night blocking pathway outside Chessington Tyres and Guildford Signs and Sight lines from Highclere
19. traffic volumes at peak times
20. New Inn Lane (4)
21. It has a 30mph Speed limit, yet I regularly see vehicles driving in excess. There is also a lack of pedestrian crossings there which is disgraceful considering the amount of elderly on Weylea Farm and school children from George Abbot. I have been knocked off my bike along there near Highclere as the road narrows and people go too fast. It is a dangerous road to cycle on the Council don’t care one bit. Limit should be dropped to 20mph, Speed awareness/enforcement and more pedestrian crossings.
22. Raynham close onto New Inn Lane.
23. There is no courtesy on the roundabout.
24. Woodruff Avenue
25. Clay Lane/New Inn Lane

2. Burpham Lane (70)
   1. Make it two cul-de-sacs by Blocking above Marlysns Drive to prevent Speeding and Rat-run
   2. When this is used regularly you know what to expect, cars use this as a short cut to the A3
   3. Wey Lea Farm estate
   4. and areas around George Abbot School
   5. at Roundabout especially at peak times
   6. Congestion A3 Noise
   7. Dover field Road
   8. especially with the school doubling in size in the next 4 years
   9. excess parking by Non Residents
   10. if Aldi win their appeal
   11. lost Bus service, London Road, through New Inn Lane and Clay Lane roundabouts 1600 to 1800 Hrs
   12. Marlys Estate
   13. On road parking, volume of traffic and high Speed
   14. Parking , Green Man Roundabout Congestion London Road
   15. Parking by MJA cars
   16. Barnet Avenue, Congestion in London Road betwee 3 and 6 pm, it is dangerous.
   17. New Inn Lane (3) and Bowers Farm Drive.

3. New Inn (59)
   1. Traffic not observing 30mph - traffic to fast up A3 Slip road danger to pedestrians.
   2. & London Road end near Sainsbury’s
   3. New Inn Lane and London Road ( 2 )
   4. New Inn Lane into Burpham at Guildford excessive Speed along Merrow Lane alongside Gosden Hill farm
   5. New Inn Lane leading to London Road and outside the parade if shops leading to the A3
   6. London Road(4) Clay Lane (2)
   7. Cross over Junction
8. to Woodruff Avenue area - due to congestion from school runs & Speed of traffic in New Inn Lane being a danger to pupils who walk to school.
9. Burnet Avenue, Woodruff Avenue, Coltsfoot Drive
10. Green Man up to Sainsbury's

4. Clay Lane (2)
   1. and A3
   2. and London Road
   3. Sainsbury pedestrian crossing. Reduce light change time to avoid crossing before light has changed. Possibly install a zebra crossing at London Rd, Clay Lane as A3 traffic is reluctant to give way to pedestrians to cross.

4. Around Sainsbury and Westbrook park
5. Around Sainsbury's from the A3 and New Inn Lane
6. Green Man (23)

5. The roundabout (14)
   1. by MJA and Motor bikes accelerating to 70MPH in New Inn Lane
   2. at Green Man Site (2)
   3. between Sainsbury's and the BP garage.
   4. by New Inn Lane and Burpham Lane and the effect on this of school times and traffic from the A3 from London
   5. From Sainsbury's Roundabout to George Abbot School area during term time.

6. Rat-run (15)
   1. Burpham Lane Parking Coltsfoot Woodruff Burnet Avenue (George Abbot 6th Form?)
   2. Doverfield road - Problems in Burpham Lane (Church end)
   3. From A3 slip road through London Road, Merrow Lane towards Merrow and beyond (and also in the opposite direction).
   4. From A3 slip road to London Road and Merrow Lane to go in the direction of Merrow / A25. Epsom Road
   5. in Weybrook Park

7. Woodruff Avenue (9)
   1. Woodruff Avenue (3)
   2. at School times

8. Doverfield Road (9)
   1. Doverfield Road - to make the temporary diversion of the bus route (away from Doverfield Road) permanent and to add Speed bumps with flashing warning signs and even Speed cameras on Doverfield Road. As many cars way exceed the Speed limit coming around the corner by our house its very dangerous when coming out of driveway. Much safer now there are no buses - feel a lot safer with my children on bikes and baby on buggy as the buses also used to go TOO fast.

9. Merrow Lane (8)
10. Green Man roundabout (8)
    1. George Abbot close, New Inn Lane
    2. Roundabouts, all missing pedestrian crossings
3. By the Green Man Roundabout and past Chessington tyres to Roundabout
4. Around the BP garage and MJA garage and London Road as it gets very congested during term times due to the number of schools in the area.

11. Weylea Farm
   1. London Road Woodruff Avenue
   2. Weylea Roundabout needs Traffic lights
   3. Weylea Avenue, Burpham Lane, Doverfield Road (3)
   4. Weylea farm Rat-run & London Road between MJA & George Abbot, which is very narrow / dangerous on one side bearing in mind the speed of some vehicles along this road.

12. Burpham Lane (8)
   1. Car Parking in Burpham Lane - if part of Green Man site was made available as car parking, cars would not park there and then buses could get through.

13. Burnet Avenue
   1. Burnet Avenue New Inn Lane (2)
   2. Parking on Woodruff Ave During School Hours often bottle neck due to inconsiderate parking that prevents emergency vehicles access

14. George Abbot school (17)
   1. Around George Abbot School
   2. Roads giving access to George Abbot School (2)
   3. School
   4. School Areas - George Abbot and Burpham Primary School
   5. School Parking and increased traffic in Busy Times

15. Primary school (5)
   1. Burnet Av, Burpham Primary School, New Inn Lane
   2. along New Inn Lane and by Burpham primary school
   3. I walk my children to Burpham primary as I want them to grow up not reliant on a car etc and I find crossing London Road incredibly dangerous. I think people parking in Burpham Lane creates a scenario where cars go faster rather than slower in a bid not to have to keep 'giving way' this means people speeding. I also find people speed on New Inn Lane, as I think possibly some think its a 50mph as it is later on down that road.
   4. Around Burpham school.

16. Kingpost Parade
   1. Kingpost Parade & Burpham Lane Area
   2. Kingpost Parade London Road Shops

17. Pedestrian crossing (5)
   1. Dangerous Pedestrian Crossing at BP roundabout

A3 Slip (11)
   1. 30 MPH New Inn Lane - Speed control + open up the option of traffic to use Merrow Lane more at the A3 end. (2)
2. A3(2) limit most
3. Main road off A3 Slip, London Road, By the primary school
4. Roads to 20mph
5. A3 access to go south to Guildford at Burpham making the current slip road two-way (with a central barrier) and creating a slip road on to the A3 by improving the turn at the bottom.
6. A3 borders
7. A3 Bridge
8. A3 Noise(3) , Sainsbury Danger and volume
9. A3 slip road into London Road (3), Burpham Lane, New Inn Lane, London Road past Kingpost Parade.
10. Car Leaving the A3 and driving too fast
11. Near the BP station at Bottom of New Inn Lane, Access to A3
12. Noise from the A3 impacts the whole of Burpham. A3 noise reduction is the single most thing that could be done to improve residents' lives. (2)
13. A3 South Bound access
14. A3 Traffic joining and leaving

18. General Comments

1. Access to and from A3 due to A3 Traffic lights as mentioned above.
2. Along the side of playing fields in Burpham Lane, especially at the roundabout at junction of Burpham Lane & London Road
3. On several occasions I have seen cars mount the curb in using this route as a Rat-run - trying to avoid parked cars - unacceptable on a school pedestrian route.
4. Roundabout at shops and misuse of NO RIGHT TURN into shops.
5. As towards Hogs Back.
6. At the roundabout at the bottom of New Inn Lane, Burpham Lane on the London Road.
7. At the shops and the A3
8. Bowers Farm Drive – Burpham.
9. Cars for re-sale in Burpham and anywhere else should not be allowed.
10. Coming off the A3 at Burpham.
11. Entire London Road, residential areas around George Abbot School.
12. From Woodruff Avenue along to the M25 Slip Road
13. Glendale Drive and Winterhill Way
14. I worry about the 40mph Speed limit along the stretch of road leading to the A3 especially as this stretch runs along side a park and road leading to a primary school. I would like to see traffic Speed reduced to 30mph in every road in Burpham.
15. If the Green Man Site becomes a Supermarket, problems may arise.
16. Improved access to the A3.
17. Just look at the roads and you will see which areas have the problem already as they are all falling apart from overuse.
18. Lights near to Sainsbury.
19. Main road through Burpham. Parking a problem around both schools and surrounding area Rat-run through Weylea
20. Main Road to Sainsbury's and A3 including Clay Lane
21. Main routes get very congested as people try and make their way onto/off the A3.
22. Maintain current bus route diversion off Doverfield Road. Speed Bumps on Doverfield Road to reduce rat Run use.
23. Make Weylea Avenue and Burpham Lane access only from the London Road
24. Merrow Lane Clay Lane Roundabout London Road
25. Mostly around Kingpost/London Road Parades, although also for serving other nearby services, such as the doctors surgery to the north of the parades, as well as around the few employment areas.
26. On roads feed into schools and it’s these junctions that become highly congested at peak morning and afternoon times.
27. Near St Luke’s
28. None, the shopping area has been improved
29. Old A3 and Burpham Lane, The School run Gridlocks Burpham.
30. On Street parking.
31. Only the morning rush hour traffic is a problem, with the exit of the A3 coming in to Burpham all of the above are unavoidable
32. Orchard Road, New Inn Lane and all around the Sainsbury area
33. Parking in Burpham Lane, Congestion at Green Man Roundabout since introduction of single lanes.
34. Parking in Burpham Lane, Rat-run s though Weylea Farm Estate.
35. Pedestrian crossing needed at Bottom of New Inn Lane. Congestion on London Road toward A3.
36. Phasing of lights outside Sainsbury causes many problems.
37. Reduce Speed in Merrow Lane
38. Reduce volume
39. Road off / to the A3 (2)
40. Road opposite Burpham Village Hall (Marlyns Drive)
41. Roundabout Lights and stop Burpham Lane being used as Rat-run
42. Rush hours along the London Road into and out of Guildford (2 )
43. Sainsbury’s junctions.
44. Short cuts through Weylea Farm
45. Slip road off the A3 is a death trap
46. Sound proofing the A3 would make a great difference. Winterhill Way is little more than a Rat-run for many people from the A3 to Merrow. Opening Merrow Lane to the A3 slip would solve this problem.
47. Southbound slip road from A3 and along London Road to the Weylea Farm roundabout. Burpham Lane.
48. Speed and Volume
49. Speed antisocial driving/parking
50. Speed of cars on Burpham Lane. The worst part being between Marlyns Drive and the church. The path is too narrow, when the road is busy in the mornings the path is also busy with small children. Cars I think use this as a Rat-run so care little for our younger Burpham residents who can be wobbly when cars pass them very quickly. It worries me greatly that a terrible accident is waiting to happen.
51. Speed restriction on A3 slip road/London Road.
52. Speeding in Woodruff Ave danger to residents and children.
53. The area around the roundabout by the former Green Man site.
54. The Cedars needs a bollard in its exit onto London Road to deter motorists from using it as a turning point.
55. The 'peak hour' crossing traffic to / from New Inn Lane, London Road and Clay Lane .... no short term fix but in the longer term...
56. The roundabout at the Green Man pedestrian crossings by Sainsbury's and Burpham Lane.
57. The roundabout by the BP garage.(2)
58. The traffic on New Inn Lane moving onto the roundabout on the old A3 and from there around the Sutherland Park by Sainsbury's is an area which needs consideration.
59. Through Weylea Farm estate past village hall to the A3 towards London in Rush Hour.
60. Too Much Traffic pouring onto London Road from the A3 into Stoke Park.
61. Traffic can be a bit of a problem around morning and evening rush hours at the slipway into Burpham from the A3.
62. Traffic from Merrow into New Inn Lane.
63. Traffic lights at Sainsbury roundabout create a build up of traffic on London Rd, particularly at rush hour.
64. Traffic on and leaving the A3.
65. Traffic Speed - London Road between New Inn Lane Roundabout and George Abbot / Weylea Farm Roundabout danger to pedestrians crossing outside Sainsbury and on New Inn Lane.
66. Traffic volume and dangerous parking along Burpham Lane. No Exit from Burpham Lane to Clay Lane, access only the other way.
67. Traffic.
68. Trying to cross New Inn Lane & from the bus stop opposite Garage in London Road.
69. very dangerous for my daughter crossing London Road to get to Burpham School, Probably even more Dangerous in September when she will need to get across New Inn Lane near Dentist to George Abbot. Need Pedestrian /Zebra Crossing.
70. Volume:
71. London Road congestion in A3 Jacobs Well direction particularly. Speed and danger to pedestrians - Merrow Lane, London Road follow on from A3 slip exit at first roundabout.
72. Traffic coming off of the A3. Parking on residential roads in a manner which makes it impossible for larger vehicles (refuse, Fire engines_ to get through.
73. Traffic in Clay Lane.
74. We have a rather daft pedestrian crossing right next to the roundabout between the A3 slip and the BP garage. This frequently causes backlog onto the roundabout and further back. The roundabout the other side of the BP garage is also a bottleneck, not helped by being unsighted by the car dealership and the frankly bizarre exit from BP straight into the roundabout.
75. Where the A3 traffic exits into Burpham. As stated before - too fast - creating danger for other road users and pedestrians. Blocking the roundabout during busy times. There still seems to be a problem with people entering the A3 slip road (in the wrong direction) from the roundabout on the London Road.
76. Winterhill Way, London Road, Clay Lane.
**D3: If you consider that traffic in Burpham is a problem, what would you suggest the Plan should do to improve the situation?**

**D3 Commentary**

1. **A3**

1. Bypass directly to Merrow and Jacobs Well with new bridge and slip routes off A3. Continue Merrow Street over A3 to Send.
2. A Southbound entry to the A3 would reduce traffic going towards Guildford.
3. A3 access to go south to Guildford at Burpham making the current slip road two-way (with a central barrier) and creating a slip road on to the A3 by improving the turn at the bottom.
4. Change of the slip road from A3 South so that traffic can go straight up Merrow Lane and miss Burpham centre.
5. A3 exit - possible new road before Burpham turn-off cutting through to Clandon. No space to widen roads elsewhere.
7. More Entrances on and off the A3 throughout Guildford to stop congestion at Burpham.
8. A3 sound barriers, low-noise road surface, etc. (2)
9. A3 South Bound access.
10. Feeder road between Merrow and A3.
11. Create an egress from the A3 South of Woodbridge.
12. Create an outlet onto the A3 southbound at Burpham.
13. South Bound A3 Entry from Burpham.
14. Support improved access to the A3 - improvements to Clay Lane and London Road.
15. Entry to A3 south bound (2) and exit off of A3 north bound (2).
16. Resurface the A3 with low noise surface.
17. Traffic leaving Guildford heading A3 North to join by Woking Road slip road.
18. Push for access to the A3 southbound and exit at Burpham for north bound traffic. The M25 junction could be easily improved to reduce queuing as the single lane exit should be made double lane.
21. Put Hash Marks on Roundabout so Traffic from New Inn Lane can turn right to A3. We need access to and from the A3 South to avoid by pass past Spectrum Ladymead etc.
22. Re-arrange slip road off A3.

2. **Development**

1. Discourage any development which would increase vehicle traffic into Burpham. (2)
2. Stop the proposed Aldi development.
3. Stop building so many new houses on such small spaces with hardly any parking spaces.
4. Control new building developments and only build what is really needed or necessary. Stop all the garden grabbing!
5. Don't build Aldi and new housing.
6. Don't build any flats or Supermarket. Stop Chambers Lorries driving at night at Speed.
7. Don't Build New Homes.
8. Stop building Supermarket that will encourage further traffic to enter the area.

3. Public Transport
   1. Increase Provision of Park and Ride
   2. Train station at George Abbot would help tremendously
   3. Increased Public Transport direct to Guildford Train Station
   4. Encourage parents to use Car share scheme to ferry children to school/ Introduce local school buses at peak times.

4. Burpham Lane
   1. Make Burpham Lane a cul-de-sac. The remaining problem is traffic on to the A3 and there is no way to improve this without people not working in towns outside Guildford or the City of London.
   2. Stop Commuters using Burpham Lane for catching Buses.
   3. Make Burpham Lane a Non-Through Road, Parking on school site for George Abbot 6th Form.

5. George Abbot
   1. Make George Abbot school provide its own parking - not cause congestion on nearby residential roads.
   2. Sort out congestion around George Abbot to improve flow off A3 slip. A southbound A3 exit for Merrow a very good idea, but not via Merrow Lane! We already suffer enough noise from A3! We need a Burpham exit on A3 northbound to ease congestion on London Road.
   3. School Buses for George Abbot School run by the county.
   4. School run to George Abbot is an issue- perhaps a train halt near the school.
   5. Schools - the biggest problem by far with rush hour traffic and parents driving their children to school. By introducing school buses or encouraging children to walk or cycle to school would eliminate most of the problems. Banning or minimising the ability to park (or abandon) cars around schools is necessary to achieve this. Any doubt as to where the problem is can be seen during school holidays. The traffic is fine!
   6. George Abbot School must provide its own on site parking - not cause congestion by excess parking on nearby residential roads.

6. Speed Limits
   1. Reduce Speed limit to 20 MPH put in Speed bars make it family friendly
   2. Review Speed levels around Burpham to make safer, Parking at Kingpost parade still blocked by Shop staff and residents - deters shopping there
   3. reduce Speed with chicanes / humps to 20mph
   4. Low Speed Limit
   5. More Speed ramps and Speed slowing road signs

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6. Limit should be dropped to 20mph, Speed awareness/enforcement and more pedestrian crossings. Traffic management needs to be reviewed near Kingpost Parade
7. Introduce 20MPH Speed Limits on Key Residential roads used by Children and Pensioners (2)
8. Slow down the drivers by using Speed bumps and other traffic calming techniques like a flashing Speed limit sign. Place bollards in places where users frequently park on the Pavement. Have a traffic warden around. Definitely need a new crossing down New Inn Lane. Wider Pavements would be nice too, often obscured by homeowner’s shrubbery. Enforce homeowners to make sure their garden doesn’t impinge onto public pathways.
9. Install signage - reduce Speed to 30 MPH from A3 South
10. 20MPH limit enforced on all residential roads (3) 30 MPH on Clay Lane
11. Better pedestrian crossings particularly near both schools and on key school routes Better/more off-street parking
12. 30 MPH along London Road to make it safer as it is - Two way traffic notices, some think it one way.

7. Pedestrian Crossing
1. Pedestrian crossing on New Inn Lane adjacent London Road Junction
2. Pedestrian crossings (London Rd between New Inn Lane and Winterhill Way, New Inn Lane), block off Burpham Lane near sharp bend so it cannot be used as a cut through.
3. A controlled crossing on New Inn Lane.
4. Pedestrian Lights outside Sainsbury need rephasing,
5. Get the council to install traffic lights at the junction off the A3.
6. Crossing -controlled lights slow up traffic (are they regulated correctly?) especially at peak times (3)
7. Foot bridges or subways instead of traffic lights to keep the traffic flowing (3). There should be 2 lanes coming from the A3 along London Road. One lane for cars turning right and the roundabout and another for cars continuing along London Road. The cycle lanes along this stretch are not utilised and the road is wide enough for 2 lanes and there are Pavements for pedestrians and cyclists. Not allow any further development.
8. Removal/re-sequencing of pedestrian traffic lights outside Sainsbury. Southbound access to Burpham.
9. Remove traffic lights just before Sainsbury's - 2 sets not needed
10. I would have a road hump on New Inn Lane. The pedestrian light last too long on Clay Lane next to entrance to Sainsbury’s (2)- I use them most mornings and they are much longer than average and stop the flow of traffic massively. If going to let people park on Burpham Lane - make it a one way system?
11. More Zebra Crossings More Speed Cameras Wider Pavements on London Road and New Inn Lane
12. Zebra Crossing or Speed Bumps
13. Install Traffic lights to Aid Pedestrians

8. Parking
14. Ensure all businesses have sufficient parking for their employees, mainly the dental practice, BP garage, car wash facility and nursery school who all park in Burpham Lane and could so easily park on Sutherland Memorial Park and walk to their employment. Also MJA and the police who obstruct the junction in Burnet Avenue, who could also park in the park. George Abbot staff, training staff and students also block the surrounding streets and could so easily be accommodated within the school grounds.

15. Restricted Parking on one side of Woodruff Avenue School Hours Double Yellow Burnet Avenue, New Inn Lane.

16. Remove parking spaces in Burpham Lane

17. Restrict Parking to Local residents only i.e. Yellow lines and parking permits

18. Introduce No Parking in Burpham Lane.

19. If additional parking facilities were provided on part of the Green Man site, Parking should be prohibited on Burpham Lane.

20. The sports clubs (Football & Cricket) and Keep Fit should have their members park in the Sutherland Memorial Park Car Park and not in Burpham Lane and the surrounding residential road - its only because they don’t want to walk ! Burpham Dentist not enough parking, so they park in Burpham Lane (Staff also), The Cloisters park in Burpham Parade and Burpham Lane as they don’t have enough parking - Any future developments should not be allowed unless they have enough parking.

21. Enforce Speed limits, Clamp illegal parkers, and fine people who turn right when it clearly states not to.

9. Road improvements

1. Consider lights at the 2nd roundabout off the A3 so that traffic coming off A3 can’t clog up, what is trying to come out of Guildford. Being able to join the A3 Southbound and get off the A3 Northbound at Burpham should also be considered, as this would reduce need for traffic to go down London Road through Burpham for these journeys.

2. Build a link road from A25 down to A3 with new on/off junction.

3. Get rid of Roundabouts and introduce traffic lights

4. The junction of Burnet Avenue and New Inn Lane is bad, it needs widening for turning in and out. The car parking on Burnet Avenue should be stopped near New Inn Lane. The junction of Glendale Drive and New Inn Lane has very poor visibility; if the footpath was widened cars coming out of Glendale could see further left and right.

5. The roundabout between BP and the shops should be replaced with a crossroads and traffic lights. The poor sight line caused by the car dealership can be dangerous and the traffic flow needs to be managed better to ease queuing. The BP garage exit needs re-thinking.

6. This is a difficult one to easily resolve, and would I believe require some sort of bypass, if matters continue to get worse. The proximity of the A3 is the problem.

7. There should be access and exit at the Burpham junction of the A3 for both south and north bound traffic.

8. Improve traffic calming measures and prevent Rat-runs.

9. Improve traffic flow in London Road, Improve access to A3, Control Roadside parking to minimise disruption
10. Improved access to the A3
11. Improved Slip Road
12. Improve A3 and Guildford one way system
13. Improve access to / from A3 - divert more traffic away from Burpham village that is just passing through. Speed control on southbound slip road from A3 to London Road, Pedestrian crossings, parking facilities.
14. Improve access to the A.3 and Sainsbury via Merrow Lane
15. Improve the Green Man roundabout with a box junction or peak hours lights. Improve the phasing of the pedestrian lights so the crossing time is shorter. They remain red long after anyone crossing has done so safely and this leads to a build-up of traffic

10. Rat-runs

1. Remove ability to use the Rat-run AND add additional exits onto / from the A3 along Guildford (current system is silly, if I want to go South on the A3 I have to travel the length of Guildford to get onto it.

11. Traffic Calming (7)

1. Is inefficient for Rat-runs. Making Burpham Lane a cul-de-sac by the church would help stop that particular Rat-run.
2. To ensure the Speed Limit is Observed
3. Traffic lights at school crossing
4. Speed restrictions (7) to discourage use of Rat-run
5. Zebra Crossing
6. For A3 slip road Sainsbury Roundabout Pedestrian lights
7. Speed restrictions around Burpham primary school and George Abbot

12. One Way Systems

8. Introduce one way system through Woodruff Avenue at peak times

13. Traffic Lanes

1. London Road between roundabout at Woodruff avenue and New Inn Lane to Allow two Lanes of Traffic plus less congestion for Car from A3 & Local Traffic.
2. The right hand lane of the slip road off the A3 should incorporate an arrow to show right hand turn into Weybrook Estate only. This would warn drivers that London Road is a single carriageway. Also, entry into the estate should be disallowed to through going transport. Possibly closing the Ford to through going traffic.

14. Yellow lines

1. Yellow lines (2)
2. down Burpham Lane (2) 20 MPH
3. outside West Court
4. Limit on Road Parking times residents have empty Drives - vehicles parked on Road outside their properties and beyond cause congestion.
5. Yellow hatches on the London Road roundabouts, Speed reductions (or better control) on A3 slip road, clearer indications on A3 slip road to give way at the roundabout. Not sure what else can be done to stop traffic entering the A3 the wrong way.
15. General Comments

1. Make less traffic
2. Make slip Road easier
3. Match traffic to road facilities - they are already overused
4. I would ask the owners of the land with the terrible hedge opposite the village hall to cut it back away from the path so the path is at the very least as wide as it should be. I would also think about some temporary signs to warn drivers and ask the community officers to stand on the corner and even stop people who are going too fast. Maybe lower the Speed limit during the morning school rush half hour??
5. But not if it delays production of the plan by Jan 2014.
7. Pelican crossing at Sainsbury to give shorter stop time to traffic headed for the A3.
8. Access only to Weylea Avenue and Burpham Lane.
9. Address parking causing by George Abbot school in Woodruff Avenue also Burpham primary school parking.
10. Merrow slip road would certainly help southbound
11. More Free Bus Passes for students (I went to George Abbot from Onslow Village Two Buses Too many Cars dropping off.)
12. More frequent buses to Guildford and Woking
13. New Inn Lane, London Road fresh look at the traffic flow on the above roads
14. New Road needed to Bypass Burpham
15. No Aldi Store.
16. No entry from end of Merrow Lane (at the railway bridge) thus making Merrow Lane a one way road alleviating this Rat-run into a single run.
17. No More Building or Shops added.
18. No More Supermarkets.
19. No Parking In Burpham Lane (4)
20. No right turn at the exit of Burham Lane closest to A3 bridge. The lights at the crossing there to kick in quicker to allow the traffic to exit Burpham Lane and to not allow people to park along the stretch of Burpham Lane closest to the church.
22. Not build any further housing developments or Supermarket as this will just increase the traffic in the problem areas.
23. Offer no Diversion off A3 to Guildford
24. On and off access to the A3 at the town junction, Burpham and Send
25. Partnership with private schools - as considerable difference to volume of traffic when private schools closed.
26. Possible traffic lights at Junction of London Road, New Inn Lane, Burpham Lane to regulate flow in Rush Hour, Lower height of Roundabout to achieve more visibility from Burpham Lane.
27. Possibly take a bit of the Sutherland Memorial Park to add a traffic lane to aid access from Guildford to the A3 and Jacobs Well.
28. Provide a tunnel under Guildford, also possibly railway station in Merrow
29. Provide better access / exits onto A3 throughout Guildford and discourage through traffic from coming through Burpham.
30. Provide free school buses, so parents don’t make four journeys a day
31. A new link from a roundabout on Park Lane through to a new full junction on the A3 would help to improve things. Such a link would reduce traffic in New Inn Lane, and serve to alleviate traffic problems in London Road as currently there is no connection to the A3 to and from regions South of Guildford except that at Woodbridge Hill (Dennis’).  
32. Add parking restrictions in that section  
33. Allow an on junction to the A3 at Burpham to go south bound. This would reduce the traffic having to travel through Burpham and down past the Spectrum.  
34. Allow Parking on Green Man Site  
35. Allowing an access to A3 going south bound and easing traffic around London Road.  
36. Allows for more than two parking places per house.  
37. Alternative route to A3  
38. Another bridge or underpass under railway  
39. Listen to what people actually say, unlike most of the planners in Guildford who seem to ignore everyone’s comments.  
40. As stated provide an alternative by pass to Merrow, its already there  
41. Ban local school traffic. Make your children walk.  
42. Better:  
43. Access and exits in Guildford - that is where most traffic goes.  
44. Pedestrian Crossings and Cycle paths where Possible  
45. Public transport and cycle lanes.  
46. road markings and on-road cycle lanes (off road lanes congested with children and families at school run times, therefore not safe to cycle on)  
47. Signage from A3 to Guildford  
48. Signage to ensure drivers know that after the slip road from the A3, the road is two way. Do not restrict the right hand lane by the BP garage to right hand turn only.  
49. Bigger signage stating entering village , stating what can happen if too fast,  
50. Bowers Farm Drive  
51. Burpham Lane - make it two cul-de-sacs by Blocking above Marlyns Drive to prevent Speeding and Rat-run , plus take a slice of little used park near right hand bend for residents only parking.  
52. Burpham Lane close gaps in Hedges that remade, force sports traffic to use car park and proper entrances.  
53. Burpham Lane needs to be blocked off at the north end.  
54. Bypass.  
55. Change the lane priority at the roundabout by the BP garage  
56. Children taken to school via special buses to each local school  
57. Close off Burpham Lane Primary School  
58. Access to and from the A3 north and south.  
59. Consider this problem before increasing business and building housing.  
60. Crossing traffic lights are red too frequently.  
61. Cut off the road by the Green Man - Dead End - no Entry non-Resident  
62. Cutting back hedges etc to Improve road Safety.  
63. Cycle paths that don't take you on and then off and then on etc Pavements  
64. Cyclist need to be charged road tax to fund all the extra routes they demand. Stop expecting the motorist to pay for being restricted more and more.  
65. Don’t Know
66. Either Dead End Burpham Lane at Clay Lane Junction or make it one way from Clay Lane into Burpham Lane
67. Encourage car shares, walking to locations which are walk able. Taking the 'should be more affordable' buses.
68. Encourage people to cycle
69. Enforcement
70. Ensure police keep an eye on enforcements.
71. Find routes that take "through traffic" out of the village
72. Green Man Roundabout
73. Have schools start earlier so that any traffic from school drop off does not coincide with the work-run.
74. I await any suggestions for improvement with bated breath.
75. I don't know what the answer is sadly
76. I really do not have any suggestions, Professional need to be consulted
77. Restrict on street parking
78. Roundabout New Inn Lane, Burnet Avenue
79. Traffic lights to control the Junction of New Inn Lane, Burpham Lane, London Road, controlled pedestrian crossing in New Inn Lane near Junction with London Road.
80. Try and reduce parking in daft places - secede from the county? (passport to Pimlico!)
81. Village sign near slip road and slower Speed Clearer marking and 2-1 lane
82. Weylea Roundabout needs traffic lights
83. Where separate cycle lanes are provided (on the Pavement in places) cyclists who ignore them and cycle on the road should be prosecuted.
84. Widen to 2 lanes on the approach from Central Guildford to the "Green Man" roundabout.
85. Slow down signs do help & make one aware of Speed, moving them around helps too, & more police cars, this has worked along the Epsom road, more fines...
86. Something to help at peak rush hour times, but not sure what.
87. Speak with the Highways agency.
88. The plan should try to divert the through traffic

**D4: How could the Neighbourhood Plan encourage more walking or cycling?**

1. A foot bridge over the river Wey and the motorway connecting to Merrow Lane at the end of London Road thus enabling Walkers and cyclists to travel to Newlands corner on public foot paths and small roads right round Guildford park and river
2. Allow cycling on Pavements
3. Apart from ensuring adequate crossing facilities are provided, this will involve a change of culture and attitude, not a neighbourhood plan.
4. Clean up the paths and widen some of them. Slow the traffic down along the major routes into Guildford so they are safer. Renew the cycle routes and extend it all around Burpham.
5. Bell should be fitted to bikes to sound approach.
6. Better awareness for Pedestrians and Cyclists from Road Users it is too dangerous cars get too close.
7. Better crossings for pedestrians

1. Better cycle lanes (16)
   
8. Maybe with clear routes
9. Try to encourage cyclists to use the Pavement along Clay Lane and not the road.
10. Especially away from roads.
11. More separated from traffic.
12. Use of the Wey Navigation Towpath as a route?
13. and footpaths
14. By Ensuring cycle lanes are distinctive from Road and Pavement and continuous and not intermittent
15. By making it safer on the roads/less traffic/better cycle paths
16. By improving cycle lanes. Although there is a cycle lane into Guildford it is very narrow and on the road which is unsafe for unaccompanied children and families with young children. A decent cycle track from Burpham Lane running behind Weyleia Farm and Abbotswood down to the Spectrum would be safer.
17. Bigger and better cycling routes cycle path through nature reserve to Guildford
18. Crossings as above, complete off road cycle paths which lead to useful places not just short sections supplemented by on road cycle lanes. If a driver is careless enough to endanger cyclists a white line is no protection.
19. On London Road on Pavement rather than on Road - much safer
20. Good signing introduced through local estates with route sharing (Pedestrians/cycling. A second pedestrian tunnel under the railway line off New Inn Lane would make it safer,
21. The Speed and proximity of passing buses is a concern
22. Cycling proficiency training for young people, advertising and maintaining the cycle routes better.
23. Cyclists should be encouraged to use the cycle paths available by increased signing and more frequent on/off points (for shared path routes). Cyclists often ignore the routes, including those specifically designed to protect them at roundabouts, to the detriment of traffic flow.

2. Better parking (2)

25. To make roads clearer Better Speed control and crossings to make walking safer and more pleasant.

3. Better paths

26. Pavements Continuous on both sides
27. More designated cycle routes
28. Better Routes
29. Better walking Pavements without cyclists scaring you - educate cyclist to right way in cycle lanes

4. General Comments

30. Better signage - wider Pavements cctv in Underpass - like at the Boiler Room underpass York Road
31. Better weather!
32. Burpham Primary School could help by encouraging mothers & children who do not live far from the school, to walk to school instead of driving.
33. By Ensuring cycle lanes are distinctive from roads and Pavements and continuous not intermittent.
34. Campaign in Schools.
35. Considered Adequate.
36. Create a 'walk/cycle to work' 'walk/cycle to school scheme' which encourages people to do more on foot. To do so, roads should be made as safe as can be.
37. Dedicated cycling lanes (2), more parking, and community bike scheme.
38. Dedicated routes enhanced On Pavements
39. Difficult to envisage and scope.
40. Don't know (4)
41. Double Yellow Lines
42. Encourage car shares. Fewer cars on the road are much safer for cyclists. Being able to use cycle lanes – Woodruff Avenue has them but they are full of parked cars in the week.
43. Foot path and cycle lane maintenance.
44. For a start, the cycle lanes could be designed by cyclists rather than someone who appears to want to kill them! The Guildford bound London Road/Woodruff Avenue junction, is particularly dangerous -and they spent money to deliberately make it the way it is!
45. Greater accessibility (see above). Cycle facilities need to be joined up. They need to start somewhere and finish somewhere, and be properly signed and marketed.
46. I don't think you can, it is a personal choice
47. I walk, but it seems an impossible task to get people out of their cars and walking especially the school students. Maybe there should be some restrictions on parking in the local roads at school finishing times, as it is impossible to get to our homes at this time, and people do not seem to know how to drive or park safely.
48. Implement Pedestrian crossing on New Inn Lane.
49. Improve:
50. Cycle paths so that they are more protected from the main roads.
51. Cycling Lanes.
52. Pavements (2) by regular cutting of trees and hedges that force pedestrians to walk on the edge of the Pavement nearest the traffic.
53. Standard of Pavements otherwise this is a lifestyle issue.
54. Footpaths, Safer Cycling, but difficult as roads too Narrow.
55. Pedestrian route to Guildford - good paths through wetland reserve.
56. The surface of the paths including some of the main links at the corners of the designated area of the plan which are clear and recognised routes through Burpham village.
57. Increase facilities for securing bikes at Shops Etc.
58. Introducing interesting Walks with someone to lead them.
59. It cannot, roads are too busy always. /It can't really.
60. It needs to be made safer. There is a lack of cycle paths or no cycle paths where they are actually needed. Dangerous lack of pedestrian crossings which don’t take in to account the needs of children, the elderly, or disabled.
61. Just make it less dangerous. I live in Raynham Close and it is a horrible experience walking with two children under five down New Inn Lane - hence need
for Speed bumps. I also think a zebra crossing is needed next to BP garage to
cross London Road as although everyone is slowing down for roundabout no one
lets you across the road.
62. Keep the small shops as they are easily accessible.
63. Less traffic (4) would encourage walking along the main road Proper, safe cycle
routes (rather than just a bit of the existing road)
64. Slower traffic, separate kerbed cycle ways
65. Level Pavements.
66. Look after existing open spaces/river side areas.
67. Lorries and cars parking on Pavements etc is a big problem especially for those
with prams and pushchairs etc.
68. Make is safe to do so. For example it would be nice to be able to cycle to Stoke
Park with young family, sadly it is too dangerous with the London Road being so
busy and narrow.
69. Make it an offence to park on cycle lanes.
70. Make sure SCC fill in pot holes quickly certainly for cyclist.
71. Making continuous cycle lanes throughout the area with priority to cyclists and
adding a zebra crossings on the London Road either side of the London Road / 
Clay Lane roundabout and at the big Clay Lane roundabout on Clay Lane
Sainsbury’s side and the road leading to Sainsbury’s....traffic always bunches up
there any way but people rarely stop for pedestrians. Also improving reaction
time of pedestrian lights at the Clay Lane crossing on the Sainsbury’s side. They
are very slow and when I am waiting with my kids, they see adults crossing on red
because they don't want to wait.
72. Making cycle route safer.
73. Making it safer for pedestrians, because if slower traffic then more people will use
these crossings.
74. Many of the routes aren’t well known. I found some by accident when I looked on
the BCA web site - so clearer indication of where footpaths lead (similar to the
signage on the footpaths behind the Spectrum near the river/A3).
75. More:
76. Awareness
77. Cycle paths (6) - and keep them usable i.e. ensure vegetation cut back regularly.
78. Ensure Pavements are kept in good condition, many need resurfacing.
79. Pedestrian crossings
80. Walking paths. (4)
81. Designated cycle routes
82. Double yellow lines
83. Reducing traffic.
84. Maps showing Routes
85. Routes - safer and tidier
86. Shared Surfaces
87. signposts with directions and distances (3)
88. Space in the cycle paths plus more Pavements
89. Places to secure bikes to.
90. New Inn Lane could be widened over a lot of its length to provide a cycle path.
The footpath is narrow so could be widened or perhaps a cycle path built through
the green space to the south. A proper pedestrian crossing across New Inn Lane near to London Road. This is difficult particularly for children to cross.

91. No idea (2) - so many old people live here!

92. Not sure. (2) I think we do walk. I see many walk locally. But if going any distance I will drive.

93. Pedestrian bridge over A3 and cycle lanes

94. Pedestrian crossings across London Road between Burpham Lane & Winterhill Way

95. Physical separate cycle paths from traffic, not just a white line

96. Promote nearby areas to walk around. I didn’t know about the Riverside Nature Reserve ’til I filled in this survey.

97. Promote this to families.

98. Proper cycleway giving easy access to Town Centre, Spectrum and Supermarket separated from road traffic with (where possible) priority over road traffic. (2)

99. Raised curbs on cycle lanes

100. Reduce:
    a. motor traffic(2)
    b. Speed limit on upper section of New End Lane from 50mph to 40 mph.
       Make cycling safer along London Rd west of Burpham, perhaps wider/shared Pavement

101. Reduce Speed (3)

102. limit to 20 MPH (2) put in Speed bars make it family friendly

103. Reduce traffic:

104. on London Road to make it safer

105. and better defined and safer cycle lanes

106. Speed, widen footpaths

107. volume

108. Repair Surfaces(2)

109. Safe and more user-friendly paths, not too close to the main traffic flow.

110. Safe Cycle Routes (3) that separate Cars/ Cycles the present road markings are unsafe.

111. Safer:
    a. Crossing Places
    b. Cycle tracks the current ones are too close to passing traffic, car constantly straddle over them
    c. Roads. far too much traffic
    d. Routes with less traffic and more landscaping
    e. Separate from main roads.

112. Separate cycle lanes from Roads, not on Pavements
    a. Shared footpath cycle path lanes, better than on road Cycle lanes for Parents &children

113. Some zebra crossings

114. Someone needs to walk along Doverfield Road to the park and look at where drop kerbs and pedestrian crossings are needed so that you can push a buggy safely from one end to the other and cross the road.

115. Stop parking on Cycle paths.

116. The road layout has to be done first.
117. Think this would be difficult as a lot of the traffic is through traffic coming off the A3 at Burpham as it is easier.

118. Up keep of cycle paths and more specific routes.

119. Walking and cycling.

120. Wider Cycle Lane

121. Paths, better routes (recreationally)

122. Pavements / slower cars / safer roads

**D5: Station 'Do you think that Burpham would benefit from a small railway halt at either of the locations below?'**

<table>
<thead>
<tr>
<th>Strongly agree</th>
<th>agree</th>
<th>neutral</th>
<th>disagree</th>
<th>strongly disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>88</td>
<td>116</td>
<td>75</td>
<td>44</td>
<td>30</td>
</tr>
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</table>

At George Abbot school to reduce school traffic during term time

Just on the edge of the Burpham boundary off Merrow Lane to service Burpham residents and any new housing.

**D6: Station Location To what extent do you agree or disagree that Merrow Lane should be opened from the A3 as a slip road to Merrow to reduce traffic in London Road and New Inn Lane? (With suitable design to stop noise and visual impact to those affected in Merrow lane)**

<table>
<thead>
<tr>
<th>Strongly agree</th>
<th>agree</th>
<th>neutral</th>
<th>disagree</th>
<th>strongly disagree</th>
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<tbody>
<tr>
<td>102</td>
<td>117</td>
<td>70</td>
<td>27</td>
<td>40</td>
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</table>

**D7: To what extent do you agree or disagree that road users on the London Road A3 Slip should be charged a Toll via ANPR? With exclusions for residents of the area – This could pay for the installation of Sound Barriers on the A3**

<table>
<thead>
<tr>
<th>Strongly agree</th>
<th>agree</th>
<th>neutral</th>
<th>disagree</th>
<th>strongly disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>27</td>
<td>48</td>
<td>74</td>
<td>104</td>
<td>107</td>
</tr>
</tbody>
</table>
E: Providing New Houses

There are currently 2,200 households in Burpham. Guildford Borough Council will set how many houses must be built across the Borough by 2026 and Burpham may be expected to play its part in this.

E1: To what extent do you agree or disagree that the Neighbourhood Plan allocates land for affordable housing to meet local needs? Affordable housing is housing owned either by the local authority or by private registered providers for sale or rent below market levels.

<table>
<thead>
<tr>
<th>Strongly agree</th>
<th>agree</th>
<th>neutral</th>
<th>disagree</th>
<th>strongly disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>104</td>
<td>101</td>
<td>61</td>
<td>43</td>
</tr>
</tbody>
</table>

E2: To what extent do you agree or disagree that the Neighbourhood Plan allocates land for houses for sale on the open market?

<table>
<thead>
<tr>
<th>Strongly agree</th>
<th>agree</th>
<th>neutral</th>
<th>disagree</th>
<th>strongly disagree</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td>92</td>
<td>119</td>
<td>61</td>
<td>44</td>
</tr>
</tbody>
</table>

E3: If new homes are to be built what type of homes should be given priority? Please number the options given between 1 and 4 where 1 is the most important to you and 4 is the least important. (Order of importance)

1. For Housing Associations / Local Authority to let
2. To be sold at market prices
3. Homes with shared equity that is, purchased with a mortgage and another loan (usually offered by the housing association) to help first time buyers
4. Sheltered homes to buy/or rent for older, disabled or other vulnerable people who need a managed service

E4: If new homes are to be built, how many should be assigned by 2026 within the Burpham Ward?

None; Burpham ward is full up – go to section “F” 204
Around 100 in Back Gardens and on our village green spaces 60
Over 1000 on Green Belt. The implication over 20 years of 'going into green belt' with development 37
**E5: If new homes are to be built, where would you suggest is the best location?**

Within the existing development boundary of Burpham? 46
On the edge of the Burpham in Green Belt (Gosdon Hill Farm)? 73
Merrow Common (Ancient Woodlands) 14
I can't think of any suitable location 46

**E6: Are there any locations where houses should not be built?**

<table>
<thead>
<tr>
<th>Stats from Commentary</th>
</tr>
</thead>
<tbody>
<tr>
<td>16 Gosden Hill Farm</td>
</tr>
<tr>
<td>20 Green Belt</td>
</tr>
<tr>
<td>8 Green Spaces</td>
</tr>
<tr>
<td>5 Merrow Common</td>
</tr>
<tr>
<td>38 Village Greens</td>
</tr>
<tr>
<td>26 Garden Grabbing</td>
</tr>
<tr>
<td>4 Green Belt Land</td>
</tr>
<tr>
<td>10 Ancient Woodland</td>
</tr>
<tr>
<td>3 Parks</td>
</tr>
</tbody>
</table>

1. Burpham (6)
   1. Court Farm
   2. Court Farm Land - Flood Plain
   3. Is full!
   4. People's back gardens or on parks or commons.
   5. the whole of Burpham
   6. All of Burpham
   1. Alongside River Wey (Bowers Lane) Bowers Mill Clay Lane Area native / natural beauty / flood plain
   2. I believe we can't take anymore green area as we already have drainage issues.
   3. I personally am not keen that any further housing development takes place in Burpham. It seems right now that all green space is being bought and then developed for new houses which is such as shame as we are losing the beautiful trees and back gardens that make parts of Burpham so lovely to live in.
   4. Ancient woodland / historic sites

2. Back Gardens (4)
   1. and Village green spaces
2. Back gardens closing in on existing housing, we need to keep the open feel of Burpham or at least what is left of it.
3. Backs of existing gardens (7)
4. Build No where
5. Merrow Common, On existing green spaces
6. Sites with tree preservations and established wildlife.
7. But problems with flooding
8. Canal and Country Park area Gosden Hill Farm Green Belt
9. Crowded into Back Gardens
10. Do Not agree with Garden Grabbing - especially planning 244 - 248 London Road
11. Existing shared green spaces, and on school land
12. Existing village green spaces (2)
13. Farmland.
14. Flood Plains(3)
15. Gardens/existing leisure areas

3. Gosden Hill Farm (5)
16. & Merrow Common (2)
17. Green belt and the woodland off Merrow Lane. Sutherland Memorial Park
18. Green areas

4. Green belt (11)
1. On green belt land, (3) and any other countryside.
2. On green belt, ancient woodland, nature reserve, back gardens.
3. Ancient woodland - back garden grabbing.
4. We are losing this and it is very worrying
5. And ancient woodland
6. Gosden Hill Farm
7. land
8. In any of the back gardens in London Road/ Orchard Road/ Glendale Drive, in fact in the back gardens of anywhere
9. In areas where the existing road network cannot be upgraded to take account of the additional traffic new homes will bring.
10. In Back Gardens
11. in existing garden space
12. In Green Belt - Gosden Hill farm (2)
13. In plots sold that were once gardens, Gosden Hill Farm, Merrow Common, the old Green Man site,
14. It would not be appropriate to locate it at Merrow Common as this falls outside the designated area of the Plan. The yellow area on the map would also seem to be inappropriate, as I am presuming without a key that this is flood zone, as well as constrained by existing housing. George Abbot School would also seem inappropriate as it is vital in terms of education provision for Burpham.
15. Land Grab Gardens.
16. Merrow common (3) and along the river Wey
17. Merrow Lane. Burpham Lane
18. New Inn Lane. Oh, too late.
19. No more please GH not suitable - definitely not on Gosden hill Farm - preserve Merrow / Burpham copse
20. No, there are NONE, Burpham is FULL UP
21. No.
22. Not in Back Gardens
23. Not on Playing fields, selected fields and public gardens
24. On existing ancient woodland
25. On Farm Land
26. On the edge of the Burpham in Green Belt (Gosden Hill Farm) Merrow Common (Ancient Woodland) Within the existing development boundary of Burpham
27. On the site adjacent Pimms Row Cottages in Burpham Lane
28. On the Wey Flood plain
29. Nature reserve
30. Parks (3) such as Sutherland Memorial Park
31. Possibilities some flats as part of Re-development Green Man site but not houses, flats could be above shops / pub
32. Raynham Close Back Gardens
33. Recreational Areas
34. Riverside Park and any other areas subject to flooding.
35. Stoke park
36. Stop building in back gardens as this is decreasing the green areas and putting extra pressure of flooding in existing properties.
37. Sutherland Memorial Park (8)
38. Riverside Walk, Open Areas within exiting residential areas eg Weylea Weybrook
40. the flood belt and fields towards Jacobs well
41. The Green Belt, Ancient Woodland should be protected, Garden Grabbing should be discouraged(2)
42. The only areas on which to build new homes should be brownfield sites, which may have to be identified, or on large grounds where new dwellings can replace older single dwellings.
43. There should be no construction on green belt land or destruction of woodland habitats. Wildlife gets a raw enough deal as it is.
44. There should be no encroachment on to green belt. Only brown field sites should be developed. Does George Abbot use all of its playing fields? Some housing could go in on the boundary of the village adjacent to Stoke Park but on the north side of the road.

5. Village Greens, (3)

1. On Village green
2. Green spaces. Better consideration on number of houses allotted to a space..
3. Green open spaces which serve the community.
4. Parks (2) and Sports fields, Back Gardens.(3)
5. Wetland around Burpham Court Farm.
6. Not on the green spaces. (2)
7. on Common land
8. within development boundary
E7: The space below is for any other comments on housing.

E7 Commentary

1. Adequate parking spaces should be provided to prevent on-road parking. Extend the parking area in Sutherland Memorial Park and erect signage directing drivers to use it.

2. Any new houses need to have reasonable garden space and sufficient parking.

3. As hard as it would be to see some of our green space go, we are in desperate need of council/affordable housing. “As a single mum I have had to move back home (to my parent house in Burpham, where I have lived all my life) after a relationship break up. I am 30 and living at home with my son in need of a council house/ flat but there just isn’t enough! More housing may help the problem I and many others have........”

4. At my age & Going out very seldom I have only been living in Burpham since 2006 & therefore do not know the area well enough to comment.

5. Better Roads to deal with extra traffic housing would bring and all infrastructure should be looked at to support, any development should be a mixture of Social and Private housing to have a more balance of people

6. Burpham does not need more housing, the infrastructure cannot support it

7. Burpham has limited space for Housing, The little natural space left should not be squandered. (2)

8. Burpham ward is full up, in terms of existing houses and the community services to support the existing population. If over 1000 new homes were to be built on green belt land of Gosden Hill Farm then this must incorporate new schools, doctors, dentists, local shops. (2)

9. Burpham’s services e.g. Drs, Dentists, Schools can not serve anymore housing they are all over subscribed already.

10. Demand for housing in Burpham is high as it is seen as a sought after area. If new housing is allocated there must be some provision made for local authority and or shared equity housing.

11. Encourage use of Merrow Park and Ride,

12. Green belt should mean what it says! No building!

13. Housing site Merrow common or Green Man Site

14. I don’t know the area well but the map suggest considerable scope for in building south of London Road like Oak Tree Gardens & the Garden Hill Area.

15. I have recently bought in a new development so it may seem that I am being somewhat hypocritical however, the site which Raynham Close was built on was disused for many years, yet now all the surrounding gardens seem to being purchased to develop even more new homes. It feels that Burpham is just going to end up being just one big housing estate which will be such a shame. If this does end up happening, I will most definitely be selling my home and moving out of the Burpham area as I don’t want to live in an over developed and urbanised area.

16. If land on Gosden Hill Farm had to be used then good planning to minimise the impact to existing residents in this area must be given in terms of road infrastructure, rail travel (new station should be provided) & noise reduction - development should not take over the whole of the green space area.

17. If renting make sure that we have the correct size required.
18. In filling houses, only on Brown field sites.
19. In the last 30 years housing in Burpham has increased dramatically to an extent where the only available land is Green Belt and other valuable green spaces. Burpham needs no more houses which would only exacerbate the traffic situation.
20. It is better to encourage limited and controlled residential development than industrial.
21. It is easy for us to lock our doors and say not here. But there is a desperate need for housing in these areas and if we didn't already have a home we would be feeling differently. I know there are limits but we should find ways to house more people even though we may feel an impact.
22. It is not fair to future generations to be NIMBY's.
23. Limit number of houses to be built in existing gardens.
24. Local Schools already full.
25. More visitors parking should be allocated.
26. No more scruffy flats please!
27. Obviously, there is no advantage in volunteering to have new development; but, if it is going to happen, the community should bargain for the best development possible, with the entire required infrastructure.
28. Once again, this is an issue that is much bigger than Burpham.
29. Priority should be given to well designed 2-3 bed family homes rather than executive 4-5 bed homes.
30. Quality of design with sufficient parking and storage for bins/bikes etc.
31. Sutherland Memorial Park.
32. The Burpham Neighbourhood forum should have a say on all residential planning applications and not merely Guildford Planning Council as they are not at the heart of the community.
33. The Guildford Borough Local Plan will establish the housing requirement and identify locations where development will be delivered. These strategic priorities will look to meet needs across the Borough therefore the Burpham Neighbourhood Plan should look to meet any unmet “local needs” for affordable and market housing.
34. The high water table and other problems with the land mean that increased housing is going to increase the risk of flooding and the government are meant to be taking this into consideration now as there has been so much devastation caused by flooding in different areas.
35. The housing in Burpham is unaffordable to the average family. Although I do believe that people should be able to afford to buy a home, rather than providing more council housing.
36. The next Guildford large development area on BROWN FIELD land is the old council depot and ex-tip off the Woking Rd. near Bellfield's/Slyfield this would clear up the old tip and provide more houses/flats
37. The police traffic centre off Coltsfoot Drive is an odd place for a use like that, if that could be sited to a commercial area, such as Slyfield the site could be used for housing.
38. The whole borough is stiff with affordable housing. We really cannot accept any more. Idea seems to be a plan to get left wing politicians elected.
39. There is a space perhaps; on the right hand side of New Inn Lane travelling east.
40. There is no space left in Burpham for future developments of housing or commercial use.
41. Too much garden grabbing. We don't need anymore new houses in the area as this is increasing traffic and congestion. People's back gardens to protect people's views.
42. Until roads are sorted no housing for Burpham too dangerous.
43. We desperately need affordable housing, preferably part buy part rent as this will allow young people to get a foot on the ladder.
44. We have no faith in GBC planning department as they go back on their own planning laws and allow developers to do just what they like and don't uphold their own policies. (2)
45. We should be building more flats and fewer houses. People can't afford to buy houses anyway.
**F: Housing & Education – identifying needs**

*Please complete if there are, or will be in the next five years, people in need of additional housing within your present household.*

*This section is not about opinion (people's wishes) but to clarify need. It is important that this section is completed only once in each household.*

**F1: Which best describes the property you are living in**

<table>
<thead>
<tr>
<th>Property Description</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner occupied</td>
<td>323</td>
</tr>
<tr>
<td>Private rented, Rented from a Housing Association</td>
<td>23</td>
</tr>
<tr>
<td>Rented GBC</td>
<td>3</td>
</tr>
<tr>
<td>Shared equity home (part rented from the Council part purchased)</td>
<td>0</td>
</tr>
<tr>
<td>Private rented</td>
<td>23</td>
</tr>
</tbody>
</table>

**F2: What is the size of the property?**

<table>
<thead>
<tr>
<th>Bedroom Size</th>
<th>Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>One bedroom</td>
<td>20</td>
</tr>
<tr>
<td>Two bedrooms</td>
<td>56</td>
</tr>
<tr>
<td>Three bedrooms</td>
<td>117</td>
</tr>
<tr>
<td>Four bedrooms</td>
<td>134</td>
</tr>
<tr>
<td>Five or more bedrooms</td>
<td>27</td>
</tr>
</tbody>
</table>

**F3: Are there any adults or couple(s) living in the property needing their own home in Burpham Ward, which they are currently unable to obtain?**

Yes  | No  
---|---
63  | 213 

**F3a: If 'yes', how many people?**

63

**F4: Are they currently registered with GBC for housing need?**

<table>
<thead>
<tr>
<th></th>
<th>Yes</th>
<th>No</th>
<th>Don't know</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0</td>
<td>213</td>
<td>22</td>
</tr>
</tbody>
</table>
F5: What size of property would they need?

<table>
<thead>
<tr>
<th>Size of Property</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>One bedroom</td>
<td>14</td>
</tr>
<tr>
<td>Two bedrooms</td>
<td>21</td>
</tr>
<tr>
<td>Three bedrooms</td>
<td>8</td>
</tr>
<tr>
<td>Four bedrooms</td>
<td>5</td>
</tr>
<tr>
<td>Five or more bedrooms</td>
<td>3</td>
</tr>
</tbody>
</table>

F6: What type of home are they ideally seeking?

<table>
<thead>
<tr>
<th>Type of Home</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner occupied</td>
<td>20</td>
</tr>
<tr>
<td>Rented from Housing Association</td>
<td>7</td>
</tr>
<tr>
<td>Private rented</td>
<td>5</td>
</tr>
<tr>
<td>Shared equity (part rent, part purchase)</td>
<td>11</td>
</tr>
<tr>
<td>Rented from GBC</td>
<td>7</td>
</tr>
<tr>
<td>Special Needs / Sheltered</td>
<td>3</td>
</tr>
</tbody>
</table>

F7: Is there anyone in the house, who is not currently in need of their own home, but is likely to want one in Burpham in the next five years? (e.g. a teenager who may leave home)

<table>
<thead>
<tr>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>41</td>
<td>185</td>
</tr>
</tbody>
</table>

If 'yes' how many people are in this situation?

F8: What type of home are they ideally seeking?

<table>
<thead>
<tr>
<th>Type of Home</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Owner occupied</td>
<td>0</td>
</tr>
<tr>
<td>Rented from Housing Association</td>
<td>4</td>
</tr>
<tr>
<td>Private rented</td>
<td>4</td>
</tr>
<tr>
<td>Rented from GBC</td>
<td>5</td>
</tr>
<tr>
<td>Shared equity (part rent, part purchase)</td>
<td>10</td>
</tr>
</tbody>
</table>
**F9: Thinking of your families educational needs “now”/ 3 /6 /12/ 15 Years time, what would you ‘expect/anticipate’ your needs would be, enter numbers of children in each group for each year.**

<table>
<thead>
<tr>
<th>Type of Education</th>
<th>2013</th>
<th>2016</th>
<th>2019</th>
<th>2022</th>
<th>2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primary</td>
<td>71</td>
<td>70</td>
<td>36</td>
<td>14</td>
<td>4</td>
</tr>
<tr>
<td>Secondary</td>
<td>60</td>
<td>68</td>
<td>65</td>
<td>56</td>
<td>20</td>
</tr>
<tr>
<td>Further Education</td>
<td>12</td>
<td>19</td>
<td>23</td>
<td>29</td>
<td>27</td>
</tr>
<tr>
<td>University</td>
<td>14</td>
<td>23</td>
<td>39</td>
<td>31</td>
<td>49</td>
</tr>
<tr>
<td>Special Needs</td>
<td>6</td>
<td>7</td>
<td>7</td>
<td>7</td>
<td>5</td>
</tr>
</tbody>
</table>
G: Some information about yourself.

*In order to demonstrate that public consultation is representative of our community, please provide the following information about yourself.*

<table>
<thead>
<tr>
<th>G1 Are you</th>
<th>Female</th>
<th>Male</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>168</td>
<td>191</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>G2 How old are you?</th>
</tr>
</thead>
<tbody>
<tr>
<td>14-18</td>
</tr>
<tr>
<td>40</td>
</tr>
</tbody>
</table>
For Clarity the large Expanses of Green to the top of the map is Merrow Common (Ancient Woodland 1603 map) straddling New Inn Lane and Green Belt North East of Merrow Lane (as designated in 1968 Local Plan)

Published & promoted by the Burpham Neighbour Forum, 1 Bowers Cottages, Bowers Lane.

<table>
<thead>
<tr>
<th>Submission Dates &amp; Times to the Web</th>
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</thead>
<tbody>
<tr>
<td>Fri, 29 Mar 13 19:35:55</td>
</tr>
<tr>
<td>Sun, 31 Mar 13 00:53:36</td>
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<tr>
<td>Tue, 02 Apr 13 17:03:18</td>
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<tr>
<td>Fri, 05 Apr 13 15:28:38</td>
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<tr>
<td>Sat, 06 Apr 13 13:43:57</td>
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<tr>
<td>Sat, 06 Apr 13 15:59:25</td>
</tr>
<tr>
<td>Sat, 06 Apr 13 19:10:09</td>
</tr>
<tr>
<td>Sat, 06 Apr 13 20:21:26</td>
</tr>
<tr>
<td>Sun, 07 Apr 13 14:51:22</td>
</tr>
<tr>
<td>Tue, 09 Apr 13 17:15:30</td>
</tr>
<tr>
<td>Wed, 10 Apr 13 09:31:48</td>
</tr>
<tr>
<td>Wed, 10 Apr 13 14:23:36</td>
</tr>
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</tbody>
</table>
Burpham Neighbourhood Plan
2014—2034
Appendix 8
Obsolete Policies
Policy: **EN 7: Energy Efficiency [ potentially obs ]**

The energy efficiency of new developments will be expected to meet the latest code for sustainable homes set out in current National Building Regulations Part L, requiring an Energy Performance Certificate of ‘B’ rating or better for all new properties or the successor "standing document" while maintaining this standard as a minimum requirement.

Level 4 of the code of sustainable homes and a minimum 10% of the properties' energy requirements to be provided through zero or low carbon technology.

Supporting Text:

**Policy: FD 1b: Density of new build (within current building line of the ward) Obsolete**

Any infilling or possible use of back gardens shall be governed primarily by maintaining the local character. This will usually lead to a lower density below 15 per hectare as is in the general character of Burpham.

Energy-efficient standards of new buildings will need to be in accordance with policy EN7. Open public green space will have to be incorporated where practicable.

Supporting Text:

Wherever possible brown field sites shall be used for development. Adequate measures for dealing with flood prevention, surface water, and sewage drainage shall be required in all new developments.

**Policy: FD 1a: Density of new build (outside current building line of the ward) obsolete**

Shall not exceed 35 dwellings per hectare on any development in the ward.

Supporting Text:

Note 1: Burpham residents have experience of extremely high density estates (two level accommodation) and the instance of highly stressful living has been described using the terms “Dormitory area” “Claustrophobic” “Gulag”, “Over bearing”, “No room to swing a cat” “I can see inside my neighbours bedrooms”, along with “The inability to put a normal sized car in the Garage” are just some of the comments on high density living, from the survey, while those living in low density areas have described their life as ‘delightful’ ‘pleasant’ and ‘no better place to live’ The plan aims to prevent future stressful unhealthy living accommodation by ensuring a balance between land cost and housing density.

Note 2: National Planning Policy Framework (NPPF) was adopted in March 2012, The NPPF (para. 47, bullet point 5) states that to boost significantly the supply of housing, local planning authorities should (amongst other things) set out their own approach to housing density to reflect local circumstances.
Note 3: Latest Shlaa GBC 2013 demonstrates an oversupply of land in the borough, thus reducing the density from 40 Per Hectare proposed in the document to 35 per hectare in Burpham is not detrimental to the overall land supply requirement in Guildford Borough.

**Policy: FD 6: Housing Requirements. Obs**
Housing need will be assessed on a Borough wide strategic basis.

Supporting Text:

**Policy: AT 2: A3 Tunnel obs.**
The long term ambition for the creation of a tunnel for the A3 to pass under Guildford, incorporating the relevant interchange at Potters Lane and the subsequent closure of the Clay Lane slip road on to the A3 and London Road slip road off the A3, is supported in principle. The use of land adjacent to the A3 at Gosden Hill farm for works connected with the tunnel during construction is supported.

The provision of a tunnel under Guildford has great potential to ease traffic congestion in Burpham. In accordance with Paragraph 41 of the NPPF, Guildford Borough Council should give due consideration to identifying and protecting, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice.

Supporting Text:
Note: All maps within this Neighbourhood plan plan originate from – (but bear little resemblance to) - the ordnance Survey licence system held by Guildford Borough Council or Surrey County Council
<table>
<thead>
<tr>
<th>SMR No.</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>14275</td>
<td>A paper mill</td>
<td>5</td>
</tr>
<tr>
<td>15852</td>
<td>Brick and concrete vertical-sided lock</td>
<td>5</td>
</tr>
<tr>
<td>15853</td>
<td>Iron and concrete water weir with winding gear</td>
<td>6</td>
</tr>
<tr>
<td>15854</td>
<td>Remains of a large oak tree</td>
<td>7</td>
</tr>
<tr>
<td>15855</td>
<td>Post-medieval weir</td>
<td>7</td>
</tr>
<tr>
<td>15856</td>
<td>Wooden turning roller on sharp bend in navigation</td>
<td>8</td>
</tr>
<tr>
<td>15857</td>
<td>Good system of possibly early watermeadows</td>
<td>8</td>
</tr>
<tr>
<td>15858</td>
<td>Metalled carriage drive from A3 to Sutton Place</td>
<td>9</td>
</tr>
<tr>
<td>15859</td>
<td>Iron bridge on brick piers with wooden railings</td>
<td>9</td>
</tr>
<tr>
<td>15860</td>
<td>Post-medieval water weir</td>
<td>10</td>
</tr>
<tr>
<td>15862</td>
<td>Possible site of an unnamed paper mill</td>
<td>10</td>
</tr>
<tr>
<td>15925</td>
<td>A wharf is shown here on the tithe map for Worplesdon (1838)</td>
<td>11</td>
</tr>
<tr>
<td>15973</td>
<td>Site of old bridge to Jacobswell, now a dead end</td>
<td>12</td>
</tr>
<tr>
<td>15997</td>
<td>Section of old river channel used by the Navigation</td>
<td>13</td>
</tr>
<tr>
<td>15998</td>
<td>Section of artificial river navigation from Bowers Lock to Great Backs Weir</td>
<td>14</td>
</tr>
<tr>
<td>15999</td>
<td>Stretch of river navigation utilising old river channel</td>
<td>15</td>
</tr>
<tr>
<td>16013</td>
<td>Wooden towpath roller attached to iron girder on sharp bend</td>
<td>15</td>
</tr>
<tr>
<td>16132</td>
<td>Evaluation by PCA revealed no finds</td>
<td>16</td>
</tr>
<tr>
<td>17628</td>
<td>An aircraft crashed at Burpham</td>
<td>17</td>
</tr>
<tr>
<td>2814</td>
<td>Samian cup dated circa AD 45-60,</td>
<td>17</td>
</tr>
<tr>
<td>2816</td>
<td>Site, investigated in advance of construction of A3</td>
<td>17</td>
</tr>
<tr>
<td>3421</td>
<td>Only 161 pillar-boxes were made with the Edward VIII cypher</td>
<td>18</td>
</tr>
<tr>
<td>3475</td>
<td>Turning roller on a sharp bend in the Wey Navigation</td>
<td>19</td>
</tr>
<tr>
<td>3849</td>
<td>The first mention of the mill was in 1733</td>
<td>20</td>
</tr>
<tr>
<td>508</td>
<td>Romano-British burials accompanied by pottery</td>
<td>21</td>
</tr>
<tr>
<td>5197</td>
<td>A watching brief by SCAU on residential development</td>
<td>22</td>
</tr>
<tr>
<td>5198</td>
<td>An archaeological evaluation by SCAU of a site</td>
<td>23</td>
</tr>
<tr>
<td>7952</td>
<td>Row of 6 cottages, now 3. Mid 18th century, altered</td>
<td>23</td>
</tr>
<tr>
<td>7953</td>
<td>Church. 1859 by Henry Woodyer, porch added in 1961</td>
<td>24</td>
</tr>
<tr>
<td>8671</td>
<td>Lodge pair with gates between. Circa 1530,</td>
<td>25</td>
</tr>
<tr>
<td>8862</td>
<td>House, now two and part surgery. 17th century</td>
<td>26</td>
</tr>
</tbody>
</table>
**SMR No: 14275 - A paper mill**

is shown here on the Rocque map of 1765, whereas the OS 1811 survey

**Grid Reference:** TQ01205287 - Centred

**Square:** TQ05SW

**SAM No:** Whole Antiquity?

**Condition:** Ownership: Single Photo

**Files:**

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**Summary**

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<td>Post Medieval Post 1540</td>
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<td>Possible Description</td>
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</tr>
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</table>

**County:** Surrey

**New Parish:** Worplesdon

**District:**

**Old Parish:** W

---

**Environment**

**Land Use:** building

**Height:** 29m

A paper mill is shown here on the Rocque map of 1765, whereas the OS 1811 survey records it as an oil mill.

*Date:* 14/03/2007

*Compiler:* Emily Brants

---

**SMR No: 15852 - Brick and concrete vertical-sided lock**

with wooden gates on site of earlier timber structure.

**Grid**

TQ01175293 -

**Square:**

TQ05SW

**Condition:**

**Ownership:** Single

---

**Summary**

**Evidence: Type (Old):**

**Environment Land Use: Geology:**

**Height:** m
Description:
TQ01175293, Approximate
Site: 122539°0 Brick and concrete vertical-sided lock with wooden gates on site of earlier timber structure. Earlier wooden structure recorded in 1826 as being 77 feet 3 inches in length, 14 feet 7 inches wide and with a fall of 7 feet 6 inches (GMR 129/1-7/1). This was not the earliest structure as it was ‘new’ built at least once previously in 1745 at the cost of £303-4s-4d (GMR 129/7/1). It was rebuilt ‘almost entirely’ in 1861 (GMR 129/105), but even this was probably largely in timber. Altered to present style gradually over later 19th and 20th century. For instance, the ‘lower end’ was rebuilt in concrete in 1905 and in 1927 the sides were rebuilt in the same material (GMR 137/12/40).
Visited: 08 Dec 1995
Management recommendations:
Site: 0122530°0 All water-control features connected with the navigations should be subjected to specialist survey.
Compiled: 08 Jan 1996 Date: 27/06/2008 Compiler Emily Brants

SMR No: 15853 - Iron and concrete water weir with winding gear.
The cutting on which this stands is a late

<table>
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Summary
Evidence: Type (Old): Description:
Environment Land Use: Geology:
Height: m
Description:
TQ01175294, Approximate
Site: 122531°0 Iron and concrete water weir with winding gear. The cutting on which this stands is a late creation. It was probably put in as part of flood relief work in the 1930s after the mill cutting had been shut down in the earlier 20th century.
Visited 08 Dec 1995
Management Recommendations:
Site: 0122531°0 All water-control features connected with the navigations should be subjected to specialist survey.
Compiled 08 Jan 1996 Date: 27/06/2008 Compiler Emily Brants
**SMR No: 15854 - Remains of a large oak tree.**

**Grid Reference:** TQ01175286 - Area  
**Square:** TQ65SW  
**NMR No:**  
**File No:**  
**Condition:**  
**Ownership:** Single  
**Photo Files:**

**Scheduling**

**SAM No:** Whole Antiquity?:

---

**Summary:** Parts still alive, but much dead wood in head. Hollow and

**Environment Land Use: Geology:**

**Description:**
TQ01175286, Approximate

Site: 122532*0 Remains of a large oak tree. Parts still alive, but much dead wood in head. Hollow and supported by iron brace. Invades towpath, needing iron railings on bank as safety precaution. Situated between towpath and Mill House (private) garden. Estimated between 250 and 350 years old, possibly originating about the same time as the navigation.

**Visited:** 08 Dec 1995

**Management Recommendations:**
Site: 122532*0 As this tree is in a poor state, it should be monitored regularly. Should it fall, at the least, it will tear a large hole in the bank. At the worst, it will fall into the navigation blocking it, and causing severe bank damage just above a major lock.

**Compiled:** 08 Jan 1996  
**Date:** 27/06/2008  
**Compiler** Emily Brants

---

**SMR No: 15855 - Post-medieval weir,**

**Grid** TQ00915265 - Area  
**Square:** TQ05SW  
**NMR No:**  
**Condition:**  
**Ownership:** Single

**Summary**

**Evidence: Type (Old):**

**Description:**
TQ00915265, Approximate

Site: 122533*0 Post-medieval weir, described as causing floods to adjoining meadows in claims against the Navigation in 1671 (Carter 1965). This is one of the four original ‘tumbling bays’ created during the initial construction of the Navigation in the 1650s. It is now a concrete and iron structure with winding gear, rebuilt in the 20th century, probably in conjunction with flood relief schemes in the 1930s. Water runs freely over the weir on either side of iron weir gates in the centre.

**Visited:** 08 Dec 1995

**Management Recommendations:**
Site: 122533*0 All water-control features connected with the navigations should be subjected to specialist
**SMR No: 15856 - Wooden turning roller on sharp bend in navigation.**

Vertically mounted roller to assist horse

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**Scheduling**

<table>
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<tr>
<th>SAM No:</th>
<th>Whole Antiquity?:</th>
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**Description:**
TQ02135319, Approximate
Site: 122535*0 Wooden turning roller on sharp bend in navigation. Vertically mounted roller to assist horse drawn barges. There are mountings for two other rollers here also.
Visited: 08 Dec 1995

**Management Recommendations:**
All mechanical and similar features connected with the navigations should be subjected to a specialist survey.

Compiled 08 Jan 1996

**SMR No: 15857 - Good system of possibly early watermeadows.**

The main carrier follows a boundary about

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**Scheduling**

<table>
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<tr>
<th>SAM No:</th>
<th>Whole Antiquity?:</th>
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**Description:**
TQ01905305, Approximate
Site: 122536*0 Good system of possibly early water meadows. The main carrier follows a boundary about 250m north of the navigation, mirroring the curve of the latter. The subsidiary carriers are not easy to see on the ground from some angles, but they comprise shallow gulleys, often less than 0.1m deep. They are marked by a lushier growth of grass. These come off the main carrier at right angles. Over much of the meadow is a second main carrier parallel with the other, but about 50m further south. Sir Richard Weston is supposed to have created a ‘flowing river’ of some miles in length here to feed the meadows of Sutton Park some years before the navigation was begun. The exact line of this system is not known, but it may have followed the northern carrier of this system, and possibly part of the navigation itself further downstream.

Visited: 08 Dec 1995
Management Recommendations:
Site: 122536*0 All water control features connected should be subjected to a specialist survey. The main sluice was probably on the old river arm near TQ 01245314 on private property that was not accessible. An extension of the main carrier follows the left bank of the navigation intermittently as far as TQ 01535412.
Compiled 08 Jan 1996 Date: 27/06/2008 Compiler Emily Brants

SMR No: 15858 - Metalled carriage drive from A3 to Sutton Place flanked by a possibly 19th century iron

Grid Reference:
TQ02275300 to TQ01245350 -
Linear
Square: TQ05SW
SAM No: Whole Antiquity?:
Condition: Ownership: Single Photo
Files:
Description:
TQ02275300, TQ01245350 Linear
Site: 122537*0 Metalled carriage drive from A3 to Sutton Place flanked by 19th century (?) iron fence.
Fence acts as
NT boundary.
Visited: 08 Dec 1995
Management Recommendations:
Site: 122537*0 The preservation of the old boundary fence should be encouraged. More attention should be paid to its maintenance than at present.
Compiled 08 Jan 1996 Date: 27/06/2008 Compiler Emily Brants

SMR No: 15859 - Iron bridge on brick piers with wooden railings.
Plaque to Sir Richard Weston, founder of

<table>
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Environment Land Use: Geology:
Height: m

Description:
TQ02135315, Approximate
Site: 122538*0 Iron bridge on brick piers with wooden railings. Plaque to Sir Richard Weston, founder
of the Wey Navigation, 1591-1652, on northern pier under bridge. This bridge carries the carriage drive
to Sutton House. Bridge and drive shown on Jago’s map of 1823. Completely rebuilt 1919-20 by
agreement with Duke of Sutherland (Dapdune Archives W041.1).
Visited: 08 Dec 1995    Management Recommendations:
Site: 122538*0 All built features connected with the navigations should be subjected to a specialist building
survey.
Compiled 08 Jan 1996    Date: 27/06/2008    Compiler Emily Brants

**SMR No: 15860 - Post-medieval water weir,**
water flows freely either side of iron weir gates with winding

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**Environment Land Use: Geology:**

**Height:** m

Description:
TQ02185317, Approximate
Site: 122538*0 Post-medieval water weir, water flows freely either side of iron weir gates with winding gear.
A ‘tumbling bay’ is shown here on the 1823 map. Rebuilt in concrete early this century. There is a second
weir adjoining this one on the backwater about 30m eastwards. This was probably put in as part of 1930s
flood relief schemes.
Visited: 08 Dec 1995
Management Recommendations:
Site: 122539*0 All water control features connected with the navigations should be subjected to a specialist
survey.
Compiled 08 Jan 1996    Date: 27/06/2008    Compiler Emily Brants

**SMR No: 15862 - Possible site of an unnamed paper mill**
shown on Senex’s map of 1729. No other details

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<td><strong>Photo Files:</strong></td>
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</table>
**SMR No: 15925 - A wharf is shown here on the tithe map for Worplesdon (1838).**

**Wharves are mentioned at**

**Grid Reference:** TQ01245296 - Centred

**Square:** TQ05SW

**NMR No:** File No: Scheduling

**SAM No:** Whole Antiquity?

**Condition:** Ownership: Single  Photo

**Files:**

**Summary**

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<td>W HARF</td>
<td>Post Medieval</td>
<td>19th Century</td>
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Probable Description

**New Parish:** Surrey 15998

Description: National Trust Property, TQ01245296, approximate

Site: Site of old wharf, partly in NT ownership, partly on private property. The more important remains probably on NT bank. A wharf is shown here on the tithe map for Worplesdon (1838). Wharves are mentioned at Bowers from an early date. There is an ‘old wharf’ field name on the downstream side of the lock, so it is possible this site is a later wharf. It seems to have fallen out of use in the later 19th century, as little is heard of it after 1838. There is no obvious sign of the wharf on the site today, although that part which would have been used for storage behind the wharfage front is now under private gardens concealed behind a high wooden fence. Visited: 29 Nov 1995.

Management Recommendations:

If bank repairs are proposed in this vicinity, archaeological advice should be obtained from Cirencester beforehand.
SMR No: 15973 - Site of old bridge to Jacobswell, now a dead end
TQ011528 - Centred,

Square: TQ05SW
Scheduling
SAM No: Whole Antiquity?:

Single Span Bridge
General Period: Specific Period:
Post Medieval Post Medieval Post 1540
County: New Parish:
Surrey

Site: 122748*0 Site of old bridge to Jacobswell, now a dead end because of a newer road bridge to north. This is one of the historic bridges over the Navigation, frequently mentioned in 18th and 19th century. Now a single span iron bridge with brick breastworks, much modernised. Rebuilt in 1928 (GMR 137/12/40, p. 61) and again in 1934. Visited: 19 NOV 1995
Management Recommendations:
Site: 122748*0 All historic bridges over the Navigation should be included in an architectural survey.
Compiled: 27 JAN 1996

References: Greenwood, C&J 1823
Guildford Muniment Room & C H J Clayton GMR 1496/1; 1928
Guildford Muniment Room GMR 129/105; 1845-1863
Guildford Muniment Room GMR 129/107/1; 1826
Guildford Muniment Room GMR 129/107/2; 1843
Guildford Muniment Room GMR 129/107/3; 1845
Guildford Muniment Room GMR 129/107/4; 1858
Guildford Muniment Room GMR 129/141/4; 1888
Guildford Muniment Room GMR 129/143/13; 1782
Guildford Muniment Room GMR 129/63/10; 1748
Guildford Muniment Room GMR 129/63/8
Guildford Muniment Room GMR 129/74; 1775
Guildford Muniment Room GMR 129/79/1-6; 1767-1841
Guildford Muniment Room GMR 137/12/40; 1906-1936
R H Jago GMR 129/143/1-10, Copy X/80/1-7, 9; 1823
Ordnance Survey 1811
Tithe commissioners Surrey Record Office; 1838

Date: 30/06/2008 Compiler Emily Brants
SMR No: 15997 - Section of old river channel used by the Navigation.

It runs through open meadows

Grid Reference: TQ02155317 to TQ01175298 - Linear

Square: TQ05SW

SAM No: Whole Antiquity?:

Condition: Ownership: Single Photo

| Summary |
|-----------------|-----------------|-----------------|-----------------|
| Evidence: Type (Old): Preferred Type: Non-Preferred General Period: Specific Period: |
| ENHANCED NATURAL FEATURE RIVER NAVIGATION | Post Medieval | 17th Century |

Environment Land Use; Geology:

Height: m

15998

15925

Description: TQ02155317, TQ01175298 Linear

Site:122772*0 Section of old river channel used by the Navigation. It runs through open meadows adjoining Sutton Park on the north. It was once meadow on the south, but this has now been cut off from its historic landscape to the south by the A3 embankment. According to the tithe map for Worpleston there was a field here called 'Old Wharf', near to where the A3 comes closest to the river bank. There may have been an early wharf here, before the Bowers Wharf was transferred to the site shown in 1823 on Bowers Cut. The land on the A3 side has been largely abandoned because of the closeness of the embankment, and is reverting to scrub alder woodland. Visited: 01 MAR 1996

Management Recommendations:

Site:122772*0 Before any structural alterations to the banks of this section are undertaken, the management should seek advice from the archaeological advisers at Cirencester. In particular care should be taken not to disturb old watermeadow carriers running from the banks but now largely hidden. Compiled: 20 MAY 1996

References: Corke, S 1995

Guildford Muniment Room & C H J Clayton GMR 1496/1; 1928

Guildford Muniment Room GMR 129/107/1; 1826

Guildford Muniment Room GMR 129/107/2; 1843

Guildford Muniment Room GMR 129/107/3; 1845

Guildford Muniment Room GMR 129/107/4; 1858

Guildford Muniment Room GMR 129/143/13; 1782

Guildford Muniment Room GMR 129/57/2; 1661

R H Jago GMR 129/143/1-10, Copy X/80/1-7, 9; 1823

Surrey County Council 1930-1931

Tithe commissioners Surrey Record Office; 1838

SMR No: 15998 - Section of artificial river navigation from Bowers Lock to Great Backs Weir

Grid Reference: TQ01175298 to Q00875262 - Linear

Square: TQ05SW

MR No: File No: Scheduling

SAM No: Whole Antiquity?:

Condition: Ownership: Single Photo

Files:

Summary

Evidence: Type (Old): Preferred Type: Non-Preferred Type Specific Period:
EARTHW ORK RIVER NAVIGATION Post Medieval 17th Century
Modified Landscape RIVER NAVIGATION Post Medieval 17th Century

County: Surrey

New Parish:

District: Waverley

Old Parish:

15997 15925

Description: TQ01175298, TQ00875262 Linear

Site: 22773°0 Section of artificial river navigation from Bowers Lock to Great Backs Weir, Burpham. It is about 500m long, and is not embanked for most of its length, apparently being largely a cutting. Some embanking on north-west side near the lock. There are some trees on the banks. These are, with the exception of one old oak near the mill site, set well back from the bank on the SE (towpath) side. There are many more trees lining the other bank. The landscape is mainly built up on the SE side, but meadow with patches of scrub woodland on the NW bank. Visited: 01 MAR 1996. Management Recommendations:

Site: 22773°0 Before any structural alterations to the artificial banks of this section are undertaken, the management should seek advice from the archaeological advisers at Cirencester. Compiled: 20 MAY 1996

References: Corke, S 1995

Guildford Muniment Room & C H J Clayton GMR 1496/1; 1928

Guildford Muniment Room GMR 129/107/1; 1826

Guildford Muniment Room GMR 129/107/2; 1843

Guildford Muniment Room GMR 129/107/3; 1845

Guildford Muniment Room GMR 129/107/4; 1858

Guildford Muniment Room GMR 129/141/4; 1888

Guildford Muniment Room GMR 129/143/13; 1782

R H Jago GMR 129/143/1-10, Copy X/80/1-7, 9; 1823

Surrey Archaeological Society M12/36; 1790

Tithe commissioners Surrey Record Office; 1838
SMR No: 15999 - Stretch of river navigation utilising old river channel.
This section of towpath is lined by a

Grid Reference: TQ00875262 to TQ00215161 - Linear
Square: TQ05SW

SAM No: Whole Antiquity?:
Condition: Ownership: Single  Photo

Summary
Evidence: Type (Old): Description: ENHANCED NATURAL FEATURE
Probable Description
Preferred Type: Non-Preferred Type  RIVER NAVIGATION
General Period: Specific Period: Post Medieval 17th Century

Environment Land Use: Geology:
Height: m

Description: TQ00875262, TQ00215161 Linear
Site:122774*o Stretch of river navigation utilising old river channel. This section of towpath is lined by a particularly fine set of old pollards. Cutting these is recorded in the late 19th and early 20th century in some detail (GMR 137/12/40, pp. 44-45). The other bank on the west side was once all meadowland. Some still survives at the Backs Weir end, but the rest was dug over as gravel pits?, and is now an industrial area. It is generally well-screened. Visited: 01 MAR 1996

Management Recommendations:
Site:122774*o Before any structural alterations to the banks of this section are undertaken, the management should seek advice from the archaeological advisers at Cirencester. Compiled: 20 MAY 1996

References:
Guildford Muniment Room & C H J Clayton GMR 1496/1; 1928
Guildford Muniment Room GMR 129/107/1; 1826
Guildford Muniment Room GMR 129/107/2; 1843
Guildford Muniment Room GMR 129/107/3; 1845
Guildford Muniment Room GMR 129/107/4; 1858
Guildford Muniment Room GMR 129/141/4; 1888
Guildford Muniment Room GMR 129/143/13; 1782
R H Jago GMR 129/143/1-10, Copy X/80/1-7, 9; 1823
Tithe commissioners Surrey Record Office; 1838

SMR No: 16013 - Wooden towpath roller attached to iron girder on sharp bend
below Broad Oak Bridge. Also
**Grid Reference:** TQ02175317 – Centred **Square:** TQ05SE

**SAM No:** Whole Antiquity?

**Condition:** Ownership: Single **Photo**

**Files:**

**Summary**

**Evidence:** Type (Old): Description:

STRUCTURE Aspect of Site

**Location**

**Preferred Type:** Non-Preferred Type

TOW PATH BOLLARD

**General Period:** Specific Period:

Post Medieval Post Medieval Post 1540
Post Medieval Post Medieval Post 1540
Description: TQ02175317, Approximate

Site: 122788*0 Wooden towpath roller attached to iron girder on sharp bend below Broad Oak Bridge. Also other fixed tackle to aid turning on this bend includes concrete bollards with fixed iron pulleys to support a barge rope. Visited: 29 JAN 1996

Management Recommendations:

Site: 122788*0 Original tackle on the Navigation should be actively preserved against decay.

Compiled: 18 JUN 1996

**SMR No:** 16132 - **Evaluation by PCA revealed no finds**

or features of archaeological interest.

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**Scheduling**

**SAM No:** Whole Antiquity?

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**Probable Description,**

County: Surrey District: Guildford

New Parish: Guildford

Environment Land Use: Geology:

Height: m

TQ 015 520 83-89 London Road, Burpham

Evaluation by A Haslam of PCA revealed no finds or features of archaeological interest.

Source: Howe, T; Jackson, G and Maloney, C. “Archaeology in Surrey 2006”
SMR No: 17628 - An aircraft crashed at Burpham.
The plane, G-AFLT, a Miles Gemini Ia of Iliffe and Sons Ltd.

**SENSITIVE SITE**
County: Surrey  District: Guildford

**New Parish:** Guildford

**Environment Land Use:**

**Geology:**

**Height:** m
An aircraft crashed at Burpham. The plane, G-AFLT, a Miles Gemini Ia of Iliffe and Sons Ltd. Crashed on 10 January 1954

Date: 16/02/2011  Compiler David Potter

---

SMR No: 2814 - Samian cup dated circa AD 45-60, is in Guildford Museum. It is Samian form Dr 27, worn and

**Grid Reference:** Square: TQ0152 – Marginal TQ05SW  Condition: Not Known

**NMR No:** TQ05SW 5  Ownership: Single

**Evidence:** Type (Old):

**Finds:** pottery  Aspect of Site

**Location**

Site Known From Finds

**FINDSPOT** Roman 1st Century

**County:** Surrey  **District:** Guildford

**New Parish:** Guildford

**Geology:** London Clay

**Height:** 35m  508

A Samian cup, form Dr 27, cut down amd worn and abraided, stamped ARDACI, and to be dated c. AD 45-60, is in Guildford Musuem. It has no accession number but contain a label stating that it was found 'at Burpham, Wingledon (Romano-British settlement'). As it is much earlier than the vessels associated with SMR No. 508 and has no further association with them than its Burpham provenance, it is best regarded as a separate find/site.

**Source:** Roman Pottery from Burpham by J. Bird, SyAC, 74, 1983, 220-3, item no. 2.

Date: 20/01/1987  Compiler Rob Poulton

---

SMR No: 2816 - Site, investigated in advance of construction of A3 because of known human burials from the

**Grid Reference:** TQ0097052120 - Centred
Square: TQ05SW  
NMR No: File No: Scheduling  
SAM No: Whole Antiquity?:  
Condition: Destroyed Ownership: Single  
Photo Files: 

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<td>Late Bronze Age</td>
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<tr>
<td>DEPOSIT</td>
<td>Site</td>
<td>WORKINGS</td>
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<td>SUB</td>
<td>SURFACE Clay</td>
<td>Working CLAY</td>
<td>WPrehistoric</td>
<td>Early Iron Age</td>
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<tr>
<td>DEPOSIT</td>
<td>Site</td>
<td>ORKINGS</td>
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County: Surrey District: Guildford
New Parish: Guildford
Land Use: thoroughfare
Geology: River Terrace Gravel
Height: 35m
Old Parish: Stoke (Next Guildford) 508
Site investigated in advance of construction of A3 because of known human burials from area (SMR no. 508) and place name Burpham, which might suggest a defensive enclosure formerly existed on the hill top. The site has been heavily damaged by recent sand and clay quarrying. The few intact prehistoric features are difficult to explain unless they are clay pits. pottery very fragmentary, but LBA?EIA type. The finds and archives are in Guildford Museum.

Excavation by M. O'Connell for SYAS in 1978. The archive in Guildford Museum comprises notes, photos, plans, negs, corresp. and ms.
Source: NMR Excavations Index  Source: SyAC,72,1980,233 (note)

SMR No: 3421 - Only 161 pillar-boxes were made with the Edward VIII cypher, of which about 10 were in
Grid Reference: TQ01605200 - Centred
Square: TQ05SW  NMR No: TQ05SW26
SAM No: Whole Antiquity?:  
Condition: Fair Ownership: Single  
Photo Files:
Summary

Evidence:  Type (Old):Preferred Type:  Non-Preferred Type  General Specific
Description:  STRUCTURE  Post Box  POST BOX  Period:  Post Medieval  Period:  20th Century

County:  Surrey  District:  Guildford
New Parish:  Guildford
Land Use:  built over
Geology:  River Terrace Gravel
Height:  40m

TQ 016 520 London Road, Burpham. Only 161 pillar-boxes were made with the Edward VIII cypher, of which about 10 were in Surrey, five of them in the Esher area. Manufactured in 1936, the box at Burpham is typical.
Compiler  Steve Dyer

SMR No: 3475 - Turning roller on a sharp bend in the Wey Navigation, below Broad Oak Bridge. A vertically

Grid Reference:  TQ02135319 - Centred
Square:  TQ05SW  NMR No:  TQ05SW28
SAM No:  Whole Antiquity?
Condition:  Not Known  Ownership:  Single

Photo

Evidence: Type (Old): Description:
STRUCTURE  Aspect of Site
Location  Towpath  Post Medieval
Post Medieval Post  1540
County:  Surrey  District:  Woking
New Parish:  Woking
Environment
Land Use:  running fresh water
Geology:  Alluvium
Height:  30m

TQ 021 532 (sic) Turning roller on a sharp bend in the Wey Navigation, below Broad Oak Bridge. A vertically mounted wooden roller to assist horse-drawn barges.
Compiler  Steve Dyer
SMR No: 3849 - The first mention of the mill was in 1733, when it was apparently a paper mill. By 1779 a corn

Grid Reference: TQ01175288 - Centred

Square: TQ05SW

NMR No: File No: Scheduling

SAM No: Whole Antiquity?

Condition: Destroyed Ownership: Single

**Photo**

**Summary**

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<th>General Period: Post Medieval</th>
<th>Specific Period: Post 1540</th>
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**County:** Surrey **District:** Guildford **New Parish:** Guildford **Environment**

**Land Use:** built over **Geology:** Alluvium **Height:** 30m

Address: Bowers Mill House, Bowers Lane Guildford Surrey GU4 7ND

**Description:** BOWER'S MILL

**Old Parish:** Worplesdon

The first mention of the mill was in 1733, when it was apparently a paper mill. By 1779 a corn mill was also at the site, and the occupier, Daniel Eaton, insured the contents of both the paper and corn mills for £1000. Paper-making was discontinued soon after and in 1793 only corn was milled, by Benjamin and Richard Kidd. On the First Edition of the Ordnance Survey map of 1816 and Froggett's map of 1831 the site is marked as an oil mill. By 1831 the site was recorded solely as a corn mill, and was occupied by Thomas Chandler. In the Tithe Apportionment of 1841, William Holden was the occupier, followed by Thomas Peerless in 1845, John Holden in 1847, until Edwards Childs took over in 1870, with the firm of Lintott & Sons continuing until 1877. It was converted into a roller mill, towards the end of the 19th century, by the firm of Messrs. Ranger & Burrows. A trade magazine mentions the installation of a 'Turner Roller System' in 1890 which was powered by the extant breastshot waterwheel, 16ft in diameter by 12ft wide. Messrs. Ranger & Burrows were in control until 1899 after which the firm was renamed Ranger & Co., but by 1910 milling had ceased. A report on the mill in 1932 recorded that it was timber-framed, rectangular and low, with brick up to the first floor then weatherboarding under a tiled roof, which was all in a state of disrepair. The mill building was demolished in 1945 and the timber roof was removed to the estate of the Duke of Sutherland, who lived at the nearby
Sutton Place. Water power for the mill was provided from the River Wey Navigation at a point to the south of Bower's Lock. The lock gates bear the date 1933 and therefore it was probable that the mill race, and other associated watercourses, were removed at this time.


Compiler Louise Martin


Senex's map of Surrey, published in 1729, shows an unnamed paper mill at Broadoak Bridge (see Ant.3965). No direct evidence for a mill at that location has been found and it is suggested that Senex meant to mark Bower's Mill, which is known to have been a paper mill from 1716-1790. No mill is shown on Senex' map at the location of Bower's Mill.


SMR No: 508 - Romano-British burials accompanied by pottery were found at Burpham, c.1897. The pottery

Grid Reference: Square: TQ0107052190 TQ05SW Condition: Destroyed

NMR No: TQ05SW 5 Ownership: Single

Summary

General Period: Specific Period:
Destroyed Aspect of Site Finds: pottery
Aspect of Site

Location

Burial(s) Site Known From Finds BURIAL FINDSPOT
Roman Romano-British 2nd Century
County: Surrey District: Guildford
New Parish: Guildford
Land Use: grassland undetermined

Geology: River Terrace Gravel Height: 35m Old Parish: Worplesdon

Romano British pottery found AD 1897.

Source: OS 6" 1934. Date: 22/04/1985 Compiler Martin O'Connell

Romano-British burials accompanied by pottery were found at Burpham C1897. The pottery is chiefly in private hands but some of it is in Guildford Museum, including a small 2nd century Samian bowl (Acc no. 267) and a small bowl for pins and ornaments (no Acc no.) which are on display. The siting given by the OS ref falls within an area of sand and clay workings on the edge of the River Wey terrace they are now disused and under pasture. Local enquiries failed to produce evidence of more recent finds.


Source: VCH (Surrey), Vol 3, 1911, 39. Date: 22/04/1985

SMR No: 5197 - A watching brief by SCAU on residential development works, recovered a number of possible

Grid Reference: Square: TQ008517 - Centred

NMR No: File No:

Scheduling
SAM No: Whole Antiquity?:

Condition: Ownership: Single
Photo Files:

Summary

Evidence: Type (Old): Description:
Finds: flint Aspect of Site

Location
Site Known From Finds
SITE Prehistoric Bronze Age

County: Surrey District: Guildford New Parish: Guildford

Land Use: built over
Centred TQ 008 517 Land adj. Abbotswood Crescent, Guildford A watching brief by Mark Dover of SCAU for McAlpine Homes, on residential development works, recovered a number of possible Bronze Age flints from a deposit, probably colluvium, in the southern area of the site. Source: Jackson, G; Maloney, C and Saich, D. 1997. ‘Archaeology in Surrey 1994-5’ in SAS Collections 84: 195-243

Date: 08/01/2003 Compiler Emily Brants
Date: 13/04/2006 Compiler P MacPhail
Date: 13/04/2006 Compiler P MacPhail


Date: 22/04/1985 Compiler Martin O'Connell See SMR nos 2642, 2814 and 2816.

Source: A.C. - 19.3.85 Date: 22/04/1985 Compiler Martin O'Connell
A detailed discussion of the pottery was published in 1983.

Source: Bird, J. 1983, Roman pottery from Burpham, SAS Collection. 74, 221-223.

Date: 20/01/1987 Compiler Rob Poulton
SMR No: 5198 - An archaeological evaluation by SCAU of a site proposed for residential development. Three
Grid Reference: TQ01985185 - Centred
SAM No: Whole Antiquity?:
Condition: Ownership: Single Photo
Files:
SUB SURFACE DEPOSIT, Negative evidence, UNASSIGNED, , Post Medieval, 20th Century
County: Surrey District: Guildford New Parish: Guildford
Environment Land Use: Geology:
Height: m
TQ 019 518 New Inn Lane, Burpham
Evaluation by Jane Robertson of SCAU, for SCC's Resources Dept., of a site proposed for residential
development. Three of the trial trenches revealed evidence of modern disturbance. No features or
finds of archaeological interest were recovered.
Source: Jackson, G; Maloney, C and Saich, D. 1997. 'Archaeology in Surrey 1994-5' in SAS Collections 84:
195-243
Date: 08/01/2003 Compiler Emily Brants
Date: 13/04/2006 Compiler P MacPhail

SMR No: 7952 - Row of 6 cottages, now 3. Mid 18th century, altered
. Red brick in Flemish bond, plain tile
Grid Reference: TQ0124352260 – Centred Square: TQ05SW
SAM No: Whole Antiquity?:
Condition: Ownership: Single Photo
Files:
Summary
Evidence: Type (Old): Preferred Type: Non-Preferred Type General Period: Specific Period:
Description:
EXTANT BUILDING HOUSE Post Medieval 18th Century
County: Surrey District: Guildford
New Parish: Guildford
Land Use: building
Height: m
Protection Status
Status: Listed Building
Protection Grade: 2
Date Applied: 1988 Date Amended: Address: 47 Burpham Lane Guildford Surrey GU4 7LX
**Description:** PIMMS ROW, 43, 45, 47 Burpham Lane, Guildford

TQ 05SW GUILDFORD BURHAM LANE north-west side) Burpham 2/170 Nos 43-47 odd) Pimms Row II
Row of 6 cottages, now 3. Mid C18, altered. Red brick in Flemish bond, plain tile roof. 2 storeys, 6 bays. Cottages formerly one bay each set in handed pairs with doors to outside. Segmental header-brick arches to openings, the doorways with modern frames and board doors, the windows with C20 6-pane, 2 light casements and projecting wooden sills. Norwich Union fire insurance plaque below eaves between bays 3 and 4. stepped dentilled eaves. Roof hipped at left end and with ridge stacks between bays I and 2, 3 and 4, 5 and 6. Rear: added single storey, gabled kitchen wings. Interior of No 43: some older timbers reused as beams; timber framed partition wall between front and rear rooms in right-hand bay has square panels and long straight brace; queen-post roof truss. Reference is made in an indenture of 1909 to a late C16 indenture concerning this property, but from the architectural evidence, although earlier materials are incorporated, the row as it now exists was built in the C18. It is thought to have been built for a local brick works. Listing NGR: TQ0124352260

Date: 31/01/2006

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**SMR No: 7953 - Church. 1859 by Henry Woodyer, porch added in 1961.**

**Rough-dressed coursed Bargate**

**Grid Reference:** TQ0129452458 – Centred  **Square:** TQ05SW

**SAM No: Whole Antiquity?:**

**Condition: Ownership:** Single Photo  **Files:**

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<tr>
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<td>Description:</td>
</tr>
<tr>
<td>Aspect of Site</td>
</tr>
<tr>
<td>Probable Description</td>
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</tbody>
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**Probable Description**

**County: Surrey**  **District:** Guildford

New Parish: Guildford  **Old Parish:**

**Land Use:** building **Status:** Listed Building

**Protection Grade:** 2

**Date Applied:** 1988  **Date Amended:** Address: Church of St. Luke, Burpham Lane Guildford  **Surrey**

**Description:** CHURCH OF ST LUKE, Burpham Lane, Guildford

TQ 05SW GUILDFORD BURHAM LANE (West Side) Burpham
2/5 Church of St. Luke II
Church. 1859 by Henry Woodyer, porch added in 1961. Rough-dressed coursed Bargate stone with ashlar plinth and dressings; plain tiled roof over. Ashlar bellcote under wood-shingled spirelet. Nave and chancel with bellcote to west and porch to south. Lancet fenestration in Early English Style with sill string courses and two buttresses below on north and south sides. Full height buttresses at junction of nave and chancel. Gabled porch to south with chamfered entrance arch and hollow-chamfered door surround. Shouldered head to door with scrolled C-strap hinges. Paired, foiled-head lancet fenestration on the chancel with 3 windows on the south side. 5-light east window with lights stepping up towards the centre, quatrefoil panel above. Further eastern lancet window, in end of pent-roofed vestry along the north side of the chancel. 2-light leaded casement fenestration on the vestry with quoined offset stack at the junction of the chancel. Arched vestry door faces west. Central buttress to west end of church with flanking lancet windows. Wheel window above with baluster 'spokes' and floral carving in deep chamfered surround. Bellcote on gable apex with paired human-head corbel stops; attached shafts with moulded caps and plinths to east and west fronts of bellcote, one shaft on north and south sides. Wooden canopies project over the shafts on the east and west faces. Interior:- Scissor-braced 5-bay nave roof with through purlins. Chamfered chancel arch with jamb shafts and moulded caps and bases. Chancel roof with two tiers of purlins with cusped windbracing and arched collar braces to long post trusses. Trefoil-head two-light rear window arcades, the east window arcade with dogs-tooth decoration and girdle moulding on jamb shafts. C19 pulpit of standard design. Unusual sedilia placed under south east chancel window arcade.

PEVSNER BUILDINGS OF ENGLAND, SURREY
(1971) p.122. Listing NGR: TQ0129452458
Date: 31/01/2006

SMR No: 8671 - Lodge pair with gates between. Circa 1530,
remodelled in 18th century with 19th century
Grid Reference: TQ0225653000 - Centred
SAM No: Whole Antiquity?:
Condition: Ownership: Single Photo
Files:

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<td>19th Century</td>
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<td>Probable Description</td>
<td>GATE</td>
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<td>19th Century</td>
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**Status:** Listed Building **Protection Grade:** 2 **Date Applied:** 1972 **Date Amended:** Address: Sutton Place, London Road Guildford Surrey GU4 7JS

**Description:** ENTRANCE LODGE AND GATES TO SUTTON PLACE FORMERLY LISTED AS THE EAST LODGES

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<th>TQ 05SW</th>
<th>GUILDFORD</th>
<th>LONDON ROAD</th>
<th>(North Side)</th>
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<td>Burgham</td>
<td>Entrance Lodge and 13/1/72 gates to</td>
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<td>Sutton</td>
<td>Place (Formerly listed as the</td>
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<tr>
<td>East</td>
<td>Lodges of Sutton</td>
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</table>

Place) II Lodge pair with gates between. Circa 1530, remodelled in C18 with C19 gates and alterations. Red brick with stone plinths and terracotta dressings, hipped plain-tiled roofs and wrought-iron gates between. Two rectangular lodges end-on to road and placed approximately 8 metres apart with paired gates between connected to lodges by quadrant shaped lengths of railings. Each lodge 2 storeys with stone string course over the ground floor and stone-coped, battlemented parapets. Stacks to rear. Leaded casement fenestration with one 2-light window with arched head under label moulding on first floor of end walls facing street. South-east front of each lodge has 2 narrow, round-headed arches of arcading on the ground floor and a higher panel between. Planked door to centre of each lodge facing each other across drive. Paired iron gates between lodges decorated with diamond panels and hung on two octagonal brick and terracotta piers with battlemented tops. Quadrant sections of railings to each side linking to lodges have plain bars set into brick plinth. Wall approximately 1½ metres high. For description of Sutton Place see Woking B.C.: Sutton Place, Sutton Park.


Date: 31/01/2006

**SMR No:** 8862 - House, now two and part surgery. 17th century with 18th century extensions and 20th

**Grid Reference:** TQ0154051883 - Centred

**Condition:** Ownership: Single

Summary

Evidence: Type (Old): Preferred Type: Non-Preferred Type General Period: Specific Period:
Description:

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Possible Description

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<th>19th Century</th>
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County: Surrey
New Parish: Guildford
Old Parish: District: Guildford

**Status:** Listed Building

**Protection Grade:** 2

**Date Applied:** 1953 **Date Amended:** Address: Lilac Cottage and New Inn Farm House
200-202 London Road Guildford Surrey GU4 7JS

**Description:** LILAC COTTAGE AND NEW INN FARM HOUSE

TQ 05SW GUILDFORD LONDON ROAD (East Side)
Burpham
2/135 Nos 200 - 202 1/5/53 (New Inn)
Farmhouse and Lilac Cottage

II
House, now two and part surgery. C17 with C18 extensions and C20 addition to rear. Timber framed on rendered plinth with whitewashed brick infill, some in herringbone pattern. C19 tile hanging above, the majority in fish scale pattern. Plain tiled roof, hipped over extension set back to left. Three-bay centre chimney plan with extensions to ends and left. Two storeys with rebuilt multiple stacks to centre decorated with brick bands on caps and bases. Two C19 windows on each floor. Door to centre under flat hood. One first floor window in left hand extension, pentice roof over ground floor below with one window. Steep-gabled porch recess over left end. Timber framed wing at right angles to left. Further C19 wings to rear.

Listing NGR: TQ0154051883

*Date: 31/01/2006*