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Mr Julian Lyon
Chairman, The Guildford Society

By email only to: GSoc@julianlyon.com

Dear Mr Julian Lyon

INFORMATION REQUEST REFERENCE: FOI2016/00440

We have considered your request for information, which was:

"the basis upon which Guildford Borough Council has assessed the impact of the Dunsfold development and the monetary assessment for mitigation."

The basis on which Guildford Borough Council has assessed the impact of the Dunsfold development

Guildford Borough Council (GBC) assessed the impact of the development based on the detailed information submitted to Waverley Borough Council (WBC) as part of the planning application. This includes an Environmental Impact Assessment and a Transport Assessment. All of the information submitted in respect of the application is available to view on WBC's website. GBC does not hold this information.

Officers of GBC reviewed the Transport Assessment submitted in support of the application, as did officers of Surrey County Council (SCC) who are the Highway Authority for both Guildford and Waverley's administrative areas. Both organisations concluded that the document provides a reliable assessment of the impact of traffic from the development and serves as baseline for agreeing mitigation. The detailed consultation response from SCC, which considers the impact on roads in Guildford and Waverley, is also available to view on WBC's website.

The Transport Assessment identified a requirement to improve capacity for the junctions of Broadford Road/A281 and the A281/Kings Road in Shalford. The Transport Assessment did not, however, identify any other specific mitigation needed in our administrative area.

The monetary assessment for mitigation

As noted above, the Transport Assessment provided by the applicant did not propose any mitigation for the additional traffic entering the gyratory in Guildford, however, it did show that a considerable increase could be expected. Our concern was that without some measures to create headroom on the gyratory the additional traffic would have a severe impact on the operation of these roads and junctions.

In order to provide this headroom the GBC, in consultation with SCC, identified a number of potential projects to create additional headroom. This includes:

- Guildford Gyratory – A major project, potentially implemented in stages, making three arms of the gyratory two-way and improving public realm and sustainable transport provision.
- Millbrook Car Park / Quarry Street – Either increasing capacity of Millbrook Car Park and/or making Quarry Street two-way at the southern approach from the A281 to allow access to Castle Street Car Park from the South without having to ‘u’ turn at the gyratory.
- Car Park Pedestrian access improvements – General improvements to make the car parks from the south a more attractive proposition for pedestrians to prevent users driving through the gyratory to access car parks with better pedestrian links.
- Park and Ride Improvements or alternative Park and Ride facilities – Increased park and ride car parking provision and bus services including measures to improve bus journey times and reliability.
- Sustainable Movement Corridor (SMC) – Improvements on the SMC route to help alleviate traffic problems and provide some of the additional capacity through the transfer of town centre trips in the town to accommodate the level of traffic growth to the south.

These are examples of projects that could be used to create headroom and this is not an exhaustive list. These projects are also in the early stages of assessment and the Council does not have fully designed and costed proposals for these schemes.

In order for a financial contribution to be secured it must be able to be demonstrated that the requested contribution is fairly and reasonable related to the development and that it is necessary to make the development acceptable. In order to relate the impact of the development a potential contribution GBC and SCC sought to create an equivalent contribution to the number of trips entering the gyratory, which is 331 vehicles over the three-hour morning peak period.

One method of providing this headroom would be to provide an equivalent additional capacity for Park and Ride for 331 cars on the southern corridor off the A281. In order to calculate a suitable contribution GBC and SCC made the following assumptions:

1. Assume £12,000 per new space to deck an at grade car park
2. Guildford's spaces cost £350 per space per year to manage

Accordingly,

Capital cost: £12,000 x 331 spaces = £3,972,000

Maintenance cost: £350 per year x 10 years x 331 spaced = £1,158,500

Total = £5,130,500

This is one example of how the required headroom could be provided on the gyratory and accordingly both GBC and SCC feel that it represents a fair and reasonable contribution to mitigate the impact of the proposed development. The contribution of £5m was formally requested by SCC in its representation to WBC on the planning application and is to be payable SCC as the body responsible for the local road network.

Other matters raised

The Council currently has no formal plans to provide a deck over the Arrington Park & Ride, if this was proposed in the future it would require a planning application and that would be subject to public consultation.

The Transport Assessment did not identify any significant impacts that would warrant the replacement of Broadford Meadow Bridge or New Pond Road Bridge and therefore this is not included in the infrastructure package secured by the development and I am not currently aware of any immediate plans to replace these bridges. Neither GBC nor SCC concluded that this would be required to make the development acceptable.

I would like to conclude by stressing that GBC is only a consultee on this application; WBC are the determining authority for the application and SCC are the statutory Highway Authority with responsibility for the highway network. GBC have worked hard with both WBC and SCC to ensure that the impact on Guildford is not under estimated and have negotiated what we consider to be a substantial contribution towards mitigating the potential impact of the proposed development.

You should also be aware that, if the application is called-in by the Secretary of State, it would be open to him to approve the application without the contributions that we have negotiated if he does not consider that they meet the relevant tests for planning obligations.

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I trust the above addresses your enquiry. However, if you do not agree with the way I have dealt with your request, you may write to ask the Council to review my decision. Another officer will carry out a review and they will then write to you, letting you know whether they agree with my decision or whether they have reached a different conclusion.

You should write to, Customer Services, Guildford Borough Council, Millmead House, Millmead, Guildford GU2 4BB (foi@guildford.gov.uk). It is important that you clearly state that you are asking for an Internal Review and provide a copy of your correspondence with the Council about this request. We recommend that you include the FOI reference number and “Internal Review” in the email or letter header to help avoid delays.

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Yours sincerely

Paul Sherman



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