

**GUILDFORD BOROUGH
PROPOSED SUBMISSION
LOCAL PLAN "JUNE 2016"**

Strategic Highway Assessment Report

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1 INTRODUCTION

1.1 Overview

- 1.1.1 Guildford Borough Council (GBC) has prepared a Guildford borough Proposed Submission Local Plan: strategy and sites (June 2016), hereafter referred to as the Proposed Submission Local Plan. Given the similar timescales, a joint modelling assessment was undertaken by Surrey County Council (SCC), GBC and Waverley Borough Council. Added impetus for taking this approach was given by both the potential effects in transport related terms of each borough's emerging Local Plan on the adjoining authority area and some of the proposed mitigation potentially being required in the event of either Plan being progressed. Each borough council has produced a separate development scenario for their authority area for assessment using SCC's strategic transport model. Development contained within each of the scenarios is considered to be available for future residential and/or commercial development. SCC has been commissioned by both borough councils to assist with the review of each borough council's proposed development scenario using strategic highway modelling as part of the evidence base of each borough council's Local Plan process. A separate Strategic Highways Assessment Report has been produced for each borough council.
- 1.1.2 The Guildford Borough Proposed Submission Local Plan Strategic Highway Assessment is a strategic transport modelling study that aims to inform the decision making surrounding the suitability of potential development sites and future highway mitigation proposals which have been identified. The future highway mitigation proposals were identified by GBC working with SCC.
- 1.1.3 The assessment made use of SCC's strategic transport model, SINTRAM.
- 1.1.4 This document sets out details of the transport model, the forecasting methodology, as well as the results and analysis of the traffic impacts of the potential development sites and future highway mitigation proposals.
- 1.1.5 This study does not consider aspects such as:
- accessibility to facilities and services by either car or non-car modes from the potential development sites;
 - the impact on existing public transport services such as passenger overcrowding and possible delays to services as a result of increased traffic congestion;
 - what opportunities there might be for reducing the number of car trips to and from any potential new developments by enhancing sustainable transport facilities and services; and
 - what additional highway mitigation might be required to address the identified impacts.
- 1.1.6 Accessibility issues and impacts on public transport services might have to be considered in separate study work. The consideration of increasing sustainable travel and identifying additional highway mitigation could be done at a later stage, potentially to support submission to the Secretary of State or Examination in Public. This report will act as useful starting point for undertaking such additional study work.

1.2 Objectives

1.2.1 The purpose of this study was to evaluate the potential traffic impacts of the potential developments and future highway mitigation proposals contained within the forecast scenarios.

1.2.2 The objectives of the study were to:

- identify and calculate the number and distribution of vehicle trips based on the quantum and locations of potential developments, including residential and commercial developments, from the planning data provided by GBC;
- forecast the traffic impacts of various development scenarios;
- forecast the traffic impacts, including the benefits or otherwise, of a number of future highway mitigation projects proposed in the Appendix C Infrastructure Schedule of the Proposed Submission Local Plan;
- act as a starting point for identifying the locations that may require further investigation regarding traffic impacts; and
- report the main traffic issues.

2 STRATEGIC TRANSPORT MODEL

2.1 Model and Scope

2.1.1 SCC's strategic transport model, SINTRAM version (SINTRAM6022_GBCWBC_190516) was used for the assessment, with OmniTRANS modelling program, version 6.0.22.

2.1.2 SINTRAM is a strategic highway model for the county of Surrey. The model encapsulates the road networks of Surrey and surrounding local authorities. **Figure 2.1** below presents the whole model area captured in SINTRAM.

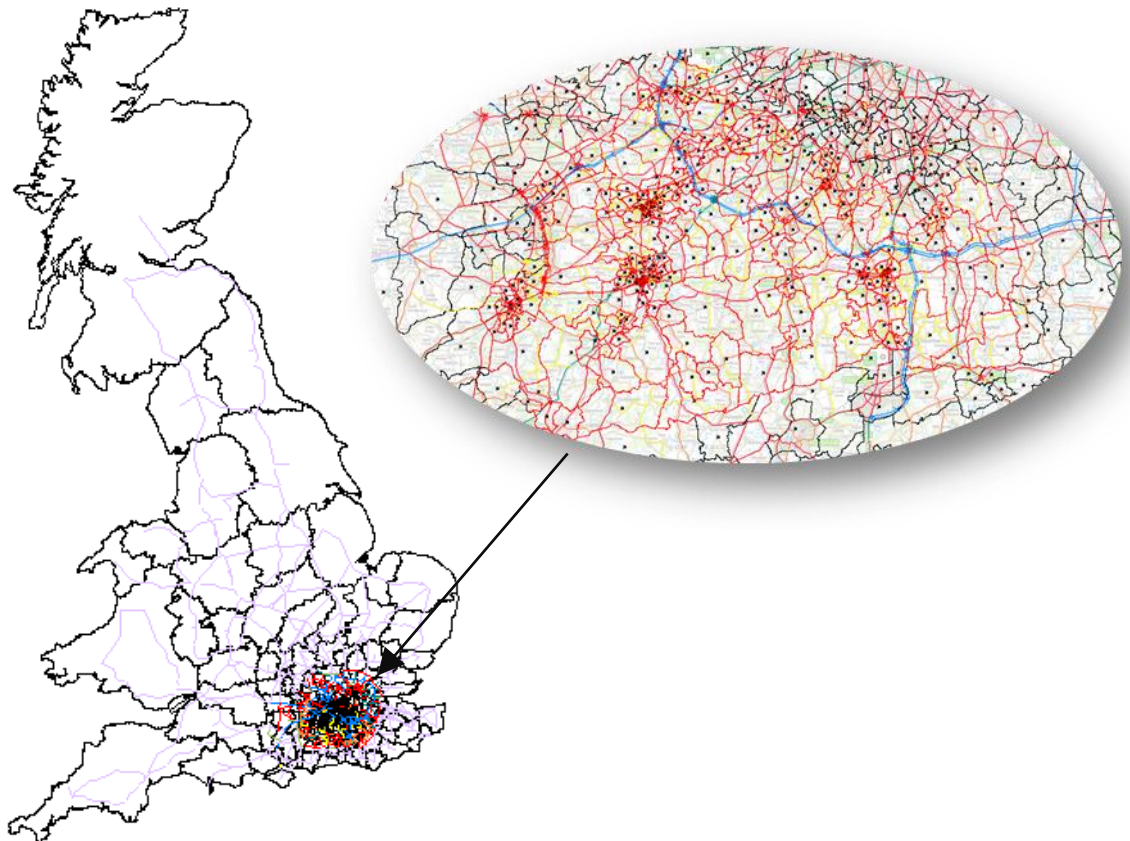


Figure 2.1: Model extent

2.1.3 All motorways, A and B roads, together with most local roads are represented within SINTRAM. Where traffic junctions and signals have a significant effect in terms of delay or route choice, details of their layout and/or timing of the signals have been included in the model.

2.1.4 Strategic models, such as SINTRAM, are used to aggregate descriptions of traffic such as flow, density, speed and the relationships between them. It is important to note that the model is unable to answer detailed questions regarding traffic interactions, such as queuing and individual driver behaviour. The model can however, provide approximate answers to traffic problems across a vast geographical area. This includes the level of vehicle demand, junctions and stretches of road which will be operating above their theoretical capacity, and highlighting areas where some form of mitigation is likely to be required to reduce the impact of development sites. This makes SINTRAM a suitable tool for

assessing the potential traffic impacts of the potential developments and future highway mitigation proposals at this initial review stage.

2.2 Base Year

2.2.1 The model base year is 2009.

2.3 Modes and Transport

2.3.1 Vehicle classes that are represented in the model are: car, light goods vehicles (LGV) and heavy goods vehicles (HGV).

2.4 Time Periods

2.4.1 The model represents an average twelve hour weekday (0700-1900), broken down into the following time periods:

- Weekday average AM peak hour (0700 – 1000);
- Weekday average inter peak hour (1000 – 1600) and;
- Weekday average PM peak hour (1600 – 1900)

2.4.2 Only the weekday average AM and PM peak hours have been assessed in this study as this is when the highest number of trips will be made.

2.5 Study Area and Zones

2.5.1 A zone represents a geographical area where vehicle trips are generated by land uses contained within.

2.5.2 The borough of Guildford is split into 68 zones, listed below and shown in **Figures 2.2a** and **2.2b**.

72: Artington	477: Guildford Park
73: Ash & Normandy	502: Horsley – West Horsley
80: Guildford – Bellfields	519: Worplesdon
94: Guildford – Burpham	526: Artington Park & Ride
95: Guildford – Merrow	528: Shalford Park Car Park
99: Guildford – Charlotteville	529: York Road Car Park
104: Clandon	530: Proposed Park & Ride Manor Park
107: Compton	531: Merrow Park & Ride
119: Horsley – East Horsley & Effingham	532: Tormead
133: Eastgate North	533: Spectrum Park & Ride
134: Guildford – Millmead & The Mount	534: Stoke Park North
135: Millmead	535: Guildford Merrow Common
136: Guildford Town Centre	536: Boxgrove
137: London Road	538: Abbotswood
162: Hogsback	539: The Bars
172: Guildford – RSCH & Research Park	540: Leapale Road
260: Stoke Park South	541: Drummond Road
265: Guildford – Merrow Downs	542: Eastgate South
278: Guildford – Onslow Village	543: Tunsgate
279: Guildford – Park Barn	544: Millbrook
281: Chilworth & Gomshall	545: University of Surrey
282: Pirbright	546: Guildford Business Park
291: Ockham & Wisley	547: Guildford Bus Station
294: Send	548: Bedford Road
295: Ripley	549: Guildford Rail Station
296: Shackleford / Eashing	550: Farnham Road Car Park
297: Shalford	551: Farnham Road Hospital
298: Guildford – Rydes Hill	552: Slyfield Residential
306: Slyfield Industrial	574: Ash Development
310: Guildford – Pewley Hill	575: Guildford NE Urban Extension
314: Guildford – St Marthas Hill	576: Guildford SE Urban Extension
317: Woodbridge & Walnut Tree Close	577: Wisley Development
318: Guildford – Stoughton	578: Flexford & Normandy Dev.
320: Elstead & Thursley	580: Burntcommon / Send Dev.

2.5.3 The zones were reviewed to ensure they were suitable for the assessment of the relevant potential development sites.

2.5.4 Six new zones, shown in blue text, were created to contain large development sites to ensure that the vehicle trips generated would access the highway network at a relevant point. This ensured that the impact on the highway network could be captured more accurately.

2.6 Assignment

2.6.1 The base matrices were assigned to the network using a fixed trip equilibrium assignment. This was performed using the method of successive averages (MSA) for 100 assignment iterations.

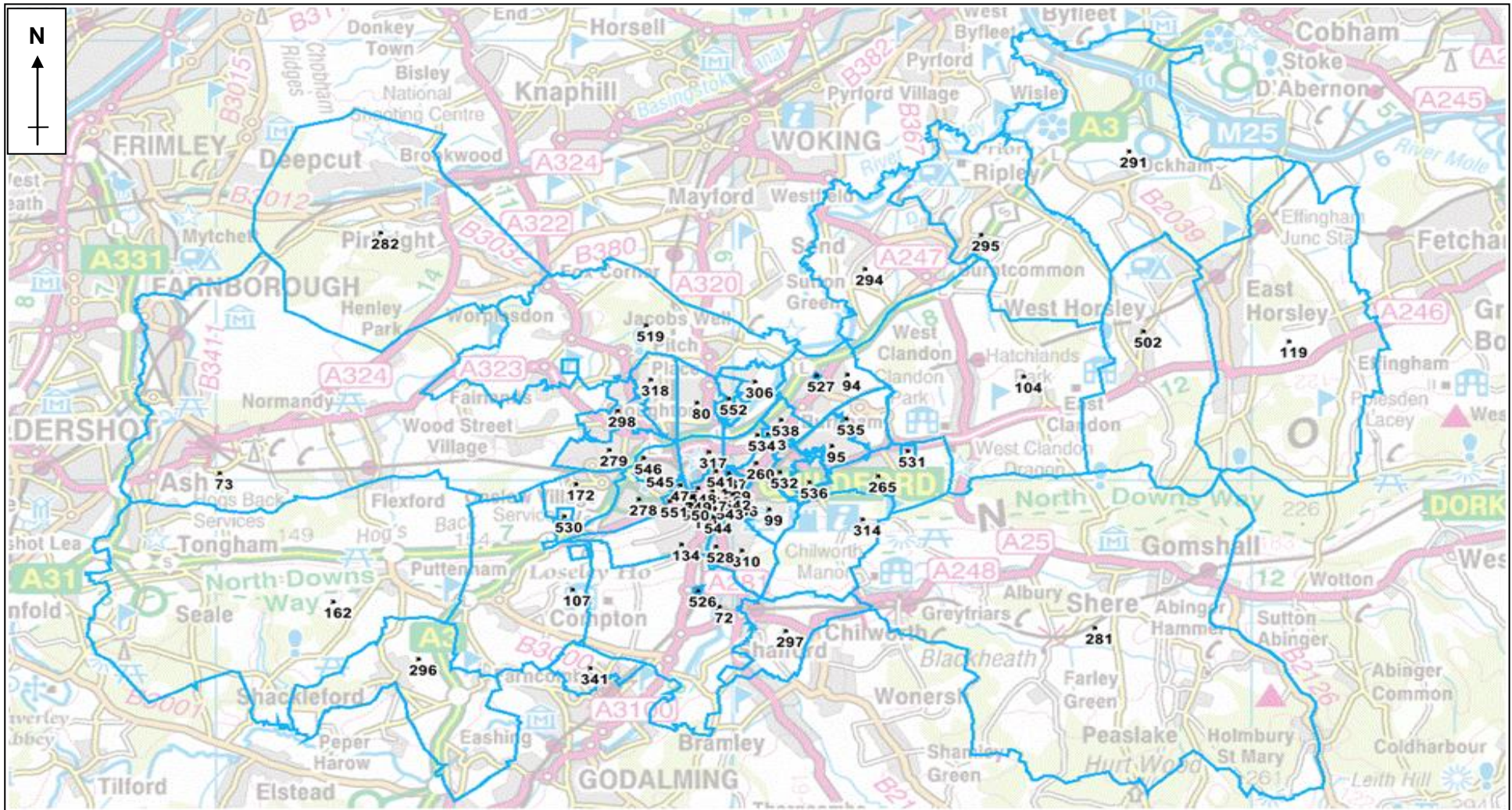


Figure 2.2a: Zone plan

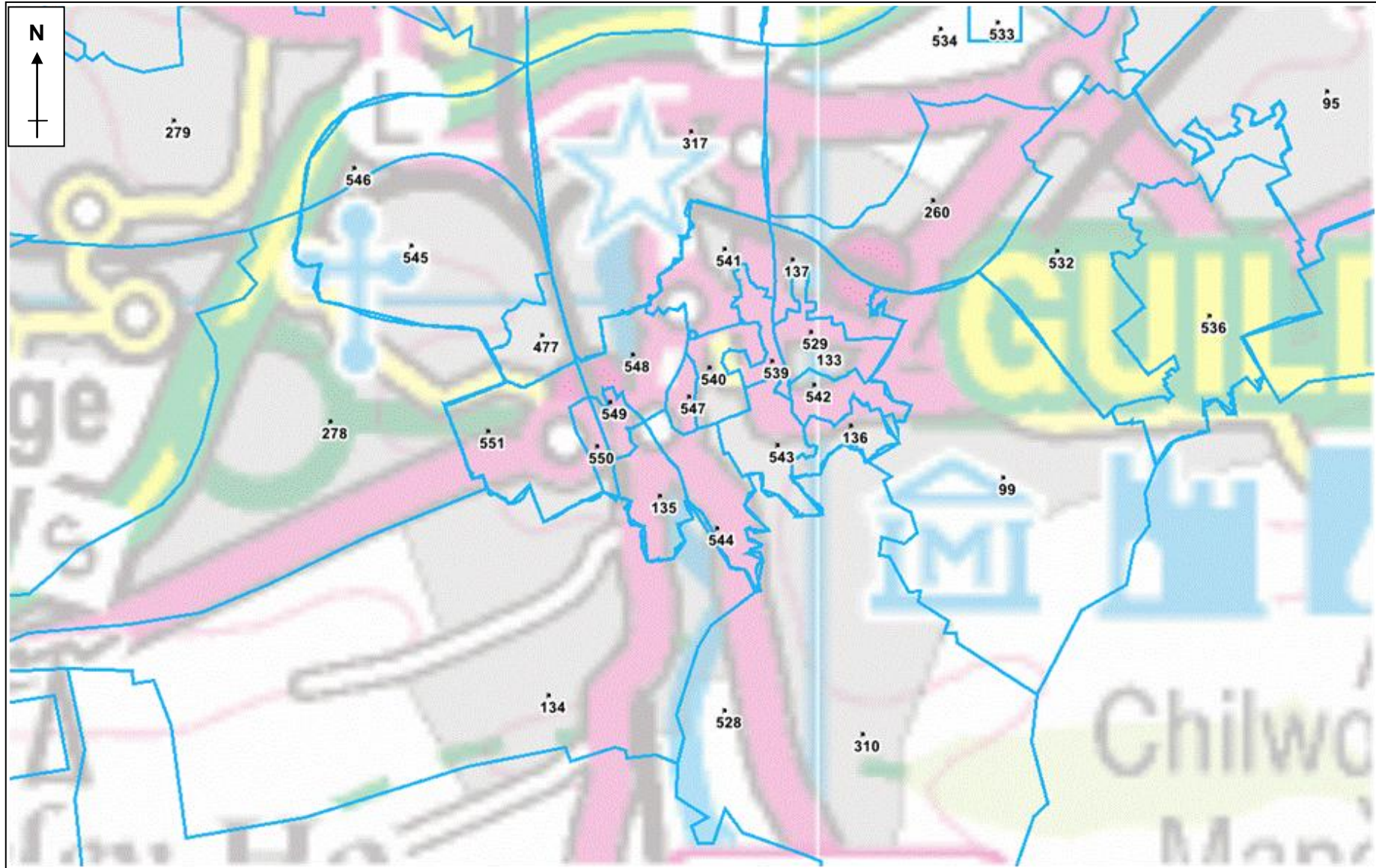


Figure 2.2b: Guildford town centre zoomed in zone plan

3 MODEL FORECASTING, TRIP GENERATION AND TRIP DISTRIBUTION

3.1 Forecast Year

3.1.1 The model forecast year is 2031. This is consistent with work either being done or undertaken recently for other Local Planning Authorities in Surrey. When modelling to 2031, it is assumed that the development proposed in the Guildford borough Proposed Submission Local Plan is all built, occupied and operational by 2031.

3.2 Forecast Scenarios

3.2.1 To identify the traffic impacts of potential development sites and future highway mitigation proposals, GBC requested two development scenarios be assessed, along with three additional scenarios representing future highway mitigation proposals. A summary of the Do-Minimum and Do-Something scenarios are provided below:

- 2031 Do-Minimum scenario 1 includes all development sites that have received planning permission within the borough of Guildford to 2015 along with all residential planning permissions and the most likely strategic development sites identified by Waverley Borough Council in their proposed Local Plan in the period to 2032, but with no new highway schemes;
- 2031 Do-Something scenario 2 is a continuation of 2031 Do-Minimum scenario 1 with the addition of the development sites identified by GBC in their Proposed Submission Local Plan in the period to 2033, again with no new highway schemes;
- 2031 Do-Something scenario 3 is a continuation of 2031 Do-Something scenario 2 but with the addition of key highway schemes providing access to large development sites and local highway schemes in both Guildford and Waverley boroughs;
- 2031 Do-Something scenario 4 is a continuation of 2031 Do-Something scenario 3 with the addition of the M25 Junction 10/A3 Wisley interchange scheme and the M25 Junctions 10-16 scheme, both schemes from the Department for Transport's Road Investment Strategy (RIS) (March 2015), and for both of which construction is anticipated to commence in Road Period 1 (2015/16 to 2019/20); and
- 2031 Do-Something scenario 5 is a continuation of 2031 Do-Something scenario 4 but with the addition of the A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) scheme, again from the Department for Transport's RIS, and for which construction is anticipated to commence in Road Period 2 (2020/21 to 2024/25). This has been assumed to involve the widening the A3 to dual three lanes between the A31 and A320, together with improvements to the Tesco and Cathedral junctions.

3.2.2 Outside of Guildford and Waverley boroughs, all scenarios account for trips representing full development in the rest of the United Kingdom to 2031, including background growth, using the Department for Transport's forecasts.

3.2.3 The proposed future local highway mitigation scheme proposals in both Waverley and Guildford boroughs are set out below:

- Conversion of A281 Bramley roundabout to signals;
- Conversion of A281 Horsham Road with A248 Kings Road priority junction to a roundabout;
- Improvement to the signalised junction of Nanhurst crossroads;
- Improvements to the Shepherd & Flock roundabout;
- Improvements to Hickley's Corner;
- Improvements to Coxbridge roundabout;
- Conversion of A325 Wrecclesham Hill with B3384 Echo Barn Lane priority junction to a mini-roundabout;
- A3 with Egerton Road roundabout improvements;
- A31 Hog's Back with proposed Blackwell Farm development access road facilitated by signals;
- Proposed Blackwell Farm development access road;
- A320 Woking Road alterations associated with SARP;
- A31 Hog's Back with B3000 Puttenham Hill junction improvements;
- A323 Ash level crossing replacement bridge scheme;
- Proposed Gosden Hill development access via a roundabout with southbound off and on slips to the A3 and A3100 London Road made two-way north of Great Oaks Park;
- A3 Ockham Interchange improvements;
- Old Lane converted to one-way northbound between the Wisley access and Common car park;
- Effingham junction staggered priority junction converted to double mini-roundabouts; and
- A3 southbound off slip and northbound on slip at Burntcommon accompanied by traffic management through Ripley.

3.2.4 The proposed future strategic highway mitigation scheme proposals are set out below:

- M25 Junction 10/A3 Wisley interchange scheme
- M25 Junctions 10-16 smart motorway scheme; and
- A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) scheme.

3.2.5 Scenario 1 acts as the reference case i.e. is the Do-Minimum for the forecast 2031 Do-Something scenarios 2 and 3. 2031 scenario 1 contains all development permitted by planning permission, whereas the Do-Something forecasts contain planning options for growth in the boroughs of Waverley and Guildford within their proposed Local Plan timescales, as well as local and strategic mitigation schemes.

3.2.6 A diagrammatic view of the scenarios is shown in **Figures 3.1a and 3.1b**.

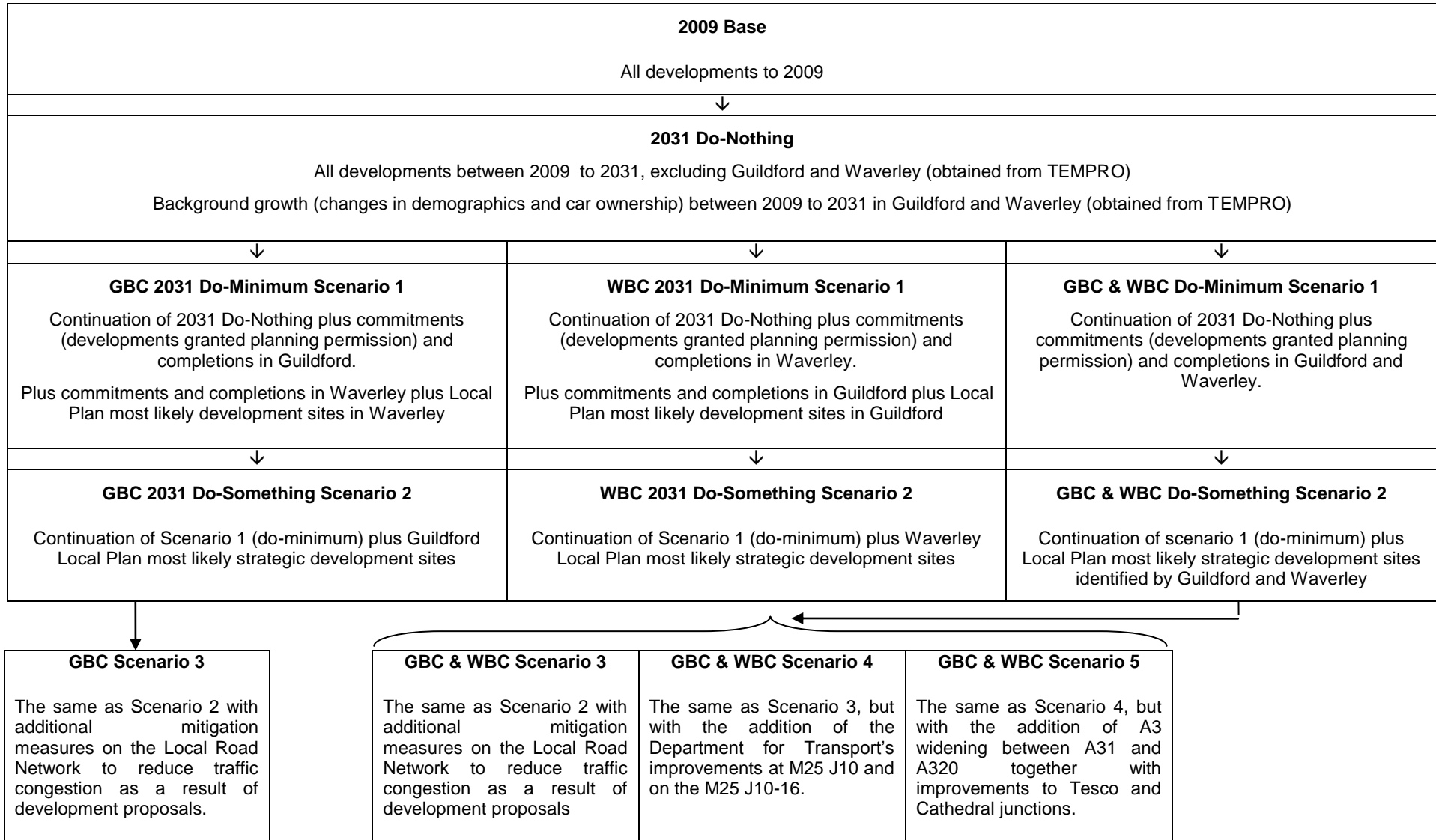


Figure 3.1a: Outline of scenarios

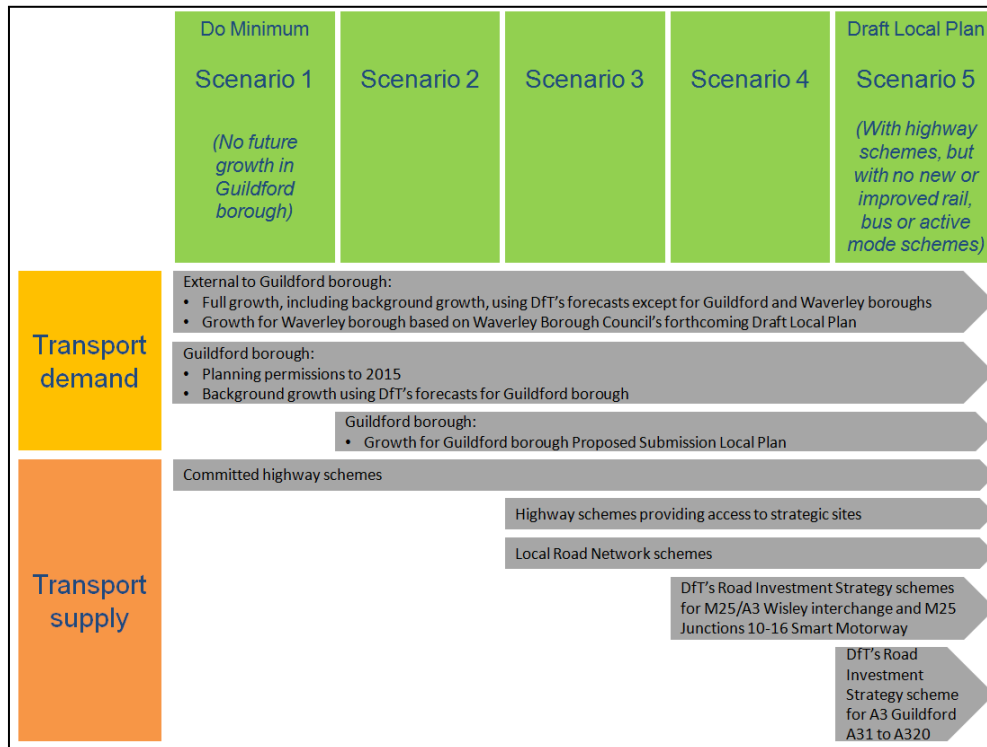


Figure 3.1b: Outline of scenarios

3.2.7 The Do-Minimum, therefore, only contains committed developments identified from the base year of 2009 to the forecast year of 2031 within the borough of Guildford. This is comprised of developments which have already been built, are in the process of construction, or have planning permission.

3.2.8 The potential future development sites that have been identified by GBC have been captured in 2031 scenario 2 onwards.

3.3 Development Sites and Pro- Forma

3.3.1 Information regarding the composition of residential and commercial development sites to be considered in this assessment was provided by GBC in the form of SCC's pro-forma. The pro-forma was finalised on 4 May 2016. **Appendix A** contains an overview of the pro-form provided to SCC from GBC.

3.3.2 Each potential development site listed in the pro-forma was matched to a model zone for Guildford borough. The appropriateness of these zone choices was checked by SCC and additional new zones were created by SCC for any new large development sites being proposed by GBC. See **Section 2.5**.

3.4 Vehicle Trip Generation

3.4.1 Vehicle trips generated by each committed and potential development site were calculated using the information contained within the pro-forma and the Trip Rate Information Computer System (TRICS) version 2012(b) 6.10.2.

- 3.4.2 TRICS is the national standard database system of trip generation and analysis used in the planning application process. The database holds thousands of trip rate surveys generated by different land uses and location type.
- 3.4.3 For developments proposed within Guildford borough, the database was interrogated for sites of a similar geographical location and land use in line with guidance from the 2012 Good Practice Guide. The database produces trip rates per 100m² gross floor area (GFA) or by residential unit. The resulting trip rates were applied to the size and composition of each development to calculate the trip generation for each site. Consideration was also made to the previous or existing land use of development site and the trips it would have created. These trips were deducted from those generated by the new development to prevent double counting.
- 3.4.4 The trip generation was calculated separately for vehicles arriving and departing at each development site. This was also split into the vehicle types; cars, LGV and HGV, similarly informed by the information contained within the TRICS database.
- 3.4.5 At this concept stage, all development related trips have been assumed to be new trips. No allowance has been made for linked, pass-by, diverted or transferred trips.
- 3.4.6 The resulting trip generation for each of the scenarios for the Guildford borough zones is shown in **Table 3.1 to 3.4** for both the weekday average AM and PM peak hours.
- 3.4.7 All trips shown in **Table 3.1 to 3.4** are the additional amount of trips added to generate 2031 scenario 1 and 2031 scenario 2.
- 3.4.8 A cumulative summary of the trip generation for the scenarios and time periods for the whole of Guildford borough has also been provided in **Table 3.5**.

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
72	Artington	3	2	0	0	4	4	0	0
73	Ash & Normandy	231	196	29	6	231	201	25	4
80	Guildford – Bellfields	1	1	0	-0	3	3	0	0
94	Guildford – Burpham	39	37	2	0	35	33	2	0
95	Guildford – Merrow	-1	-1	-0	0	2	2	0	0
99	Guildford – Charlotteville	-14	-13	-1	-0	7	6	1	-0
104	Clandon	16	14	1	0	7	7	1	0
107	Compton	4	3	0	0	3	3	0	0
119	North Horsley & Effingham	19	10	4	5	30	24	4	2
133	Eastgate North	-14	-12	-2	-0	2	2	0	0
134	Millmead & The Mount	-21	-20	-1	0	10	9	1	0
135	Millmead	-9	-7	-1	-0	7	6	0	0
136	Guildford TC	0	0	0	0	1	1	0	0
137	London Road	5	4	1	0	11	9	1	0
162	Hogsback	20	18	2	0	34	30	3	0
172	Guildford – RSCH & Research Park	44	35	5	4	43	36	4	2
260	Stoke Park South	1	0	0	0	3	2	0	0
265	Guildford – Merrow Downs	0	-0	0	0	4	4	0	0
278	Guildford – Onslow Village	0	0	0	-0	6	5	1	0
279	Guildford – Park Barn	5	4	0	0	9	8	1	0
281	Chilworth & Gomshall	-26	-24	-2	0	5	4	1	0
282	Pirbright	-107	-75	-14	-18	-32	-22	-4	-6
291	Ockham & Wisley	2	2	0	-0	3	3	0	0
294	Send	32	27	4	1	22	20	2	0
295	Ripley	420	305	55	60	209	162	26	21
296	Shackleford/ Eashing	8	7	1	0	6	6	1	0
297	Shalford	-1	2	-2	-1	14	14	1	-0
298	Guildford – Rydes Hill	-12	-10	-1	-0	4	3	0	0
306	Slyfield Industrial	13	11	2	-0	5	4	1	-1
310	Guildford – Pewley Hill	4	3	0	0	7	7	1	0
314	Guildford – St Marthas Hill	1	1	0	0	2	1	0	0
317	Woodbridge & Walnut Tree Close	101	95	6	0	132	122	9	1
318	Guildford – Stoughton	-2	-1	-1	-0	4	4	0	-0
477	Guildford Park	0	0	0	0	1	1	0	0
502	Horsley- West Horsley	144	102	18	23	54	40	7	8
519	Worplesdon	-17	-12	-4	-1	16	15	1	-0
526	Artington P&R	0	0	0	0	0	0	0	0
528	Shalford Park Car Park	0	0	0	0	0	0	0	0
529	York Road Car Park	0	0	0	0	0	0	0	0
530	Proposed P&R Manor Park	0	0	0	0	0	0	0	0
531	Merrow P&R	0	0	0	0	0	0	0	0
532	Tormead	9	8	1	0	10	9	1	0
533	Spectrum Park	0	0	0	0	0	0	0	0
534	Stoke Park North	2	2	0	0	3	3	0	0
535	Guildford - Merrow Common	-3	-2	-0	0	1	1	0	0
536	Boxgrove	-736	-681	-52	-4	-44	-42	-2	0
538	Abbotswood	1	0	0	0	1	1	0	0
539	The Bars	-10	-10	-0	-0	-2	-2	0	0
540	Leapale Road	-3	-3	-0	-0	1	1	0	0
541	Drummond Road	3	2	1	0	24	21	3	0
542	Eastgate South	-50	-43	-7	-1	2	2	-0	0
543	Tunsgate	-142	-119	-20	-3	-132	-111	-19	-3
544	Millbrook	23	23	-0	0	30	29	1	0
545	University of Surrey	12	7	3	2	6	3	1	1
546	Guildford Business Park	0	0	0	0	0	0	0	0

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
547	Guildford Bus Station	-1	-0	-0	-0	-1	-1	-0	-0
548	Bedford Road	29	26	3	-0	5	5	0	-0
549	Guildford Rail Station	-0	-0	-0	-0	0	0	-0	-0
550	Farnham Road Car Park	0	0	0	0	0	0	0	0
551	Farnham Road Hospital	-1	-1	-0	-0	5	4	1	-0
552	Slyfield Residential	3	2	0	0	6	5	1	0
574	Ash Development	50	45	5	1	126	112	13	1
575	Guildford NE Urban Extension	0	0	0	0	0	0	0	0
576	Guildford SW Urban Extension	0	0	0	0	0	0	0	0
577	Wisley Development	0	0	0	0	0	0	0	0
578	Flexford & Normandy Development	0	0	0	0	0	0	0	0
579	Waitrose	59	58	1	-0	49	48	1	-0
580	Burntcommon / Send Development	0	0	0	0	0	0	0	0
TOTAL		135	24	36	75	995	867	95	33

Table 3.1: 2031 do-minimum (scenario 1) trip generation, weekday average AM peak hour (0700 – 1000)

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
72	Artington	5	5	1	0	4	3	0	0
73	Ash & Normandy	317	281	31	5	322	281	35	7
80	Guildford – Bellfields	4	3	0	0	2	2	0	0
94	Guildford – Burpham	81	77	4	0	74	70	3	0
95	Guildford – Merrow	3	3	0	0	0	0	0	0
99	Guildford – Charlotteville	31	28	3	0	20	18	2	0
104	Clandon	8	7	1	0	16	14	1	0
107	Compton	4	3	0	0	5	4	0	0
119	North Horsley & Effingham	23	19	3	1	24	15	4	5
133	Eastgate North	2	2	0	0	-12	-10	-2	-0
134	Millmead & The Mount	10	9	1	0	-19	-17	-2	-0
135	Millmead	6	5	0	0	-7	-6	-1	-0
136	Guildford TC	1	1	0	0	1	0	0	0
137	London Road	10	9	1	0	1	1	0	0
162	Hogsback	48	42	5	1	27	24	3	0
172	Guildford – RSCH & Research Park	40	34	4	1	35	27	4	4
260	Stoke Park South	2	2	0	0	1	1	0	0
265	Guildford – Merrow Downs	5	4	0	0	1	1	0	0
278	Guildford – Onslow Village	13	13	1	0	5	5	0	-0
279	Guildford – Park Barn	29	26	2	0	19	17	2	0
281	Chilworth & Gomshall	5	4	1	0	-27	-25	-2	0
282	Pirbright	-18	-12	-3	-4	-96	-67	-12	-16
291	Ockham & Wisley	3	3	0	0	3	3	0	-0
294	Send	21	18	2	0	24	20	3	1
295	Ripley	182	145	23	14	402	297	52	53
296	Shackleford/ Eashing	7	6	1	0	5	5	0	0
297	Shalford	20	19	2	-0	11	12	-0	-1
298	Guildford – Rydes Hill	-38	-32	-5	-2	-42	-36	-5	-2
306	Slyfield Industrial	-5	-3	0	-2	5	5	1	-1
310	Guildford – Pewley Hill	10	9	1	0	6	6	1	0
314	Guildford – St Marthas Hill	2	2	0	0	1	1	0	0
317	Woodbridge & Walnut Tree Close	259	241	17	1	327	308	17	1

318	Guildford – Stoughton	57	52	4	0	48	45	3	0
477	Guildford Park	1	1	0	0	1	1	0	0
502	Horsley- West Horsley	42	32	5	5	131	94	17	20
519	Worplesdon	8	7	0	-0	-22	-16	-4	-2
526	Artington P&R	0	0	0	0	0	0	0	0
528	Shalford Park Car Park	0	0	0	0	0	0	0	0
529	York Road Car Park	0	0	0	0	0	0	0	0
530	Proposed P&R Manor Park	0	0	0	0	0	0	0	0
531	Merrow P&R	0	0	0	0	0	0	0	0
532	Tormead	11	10	1	0	8	7	1	0
533	Spectrum Park	0	0	0	0	0	0	0	0
534	Stoke Park North	2	2	0	0	2	1	0	0
535	Guildford - Merrow Common	-10	-10	-0	0	-15	-15	-1	0
536	Boxgrove	-51	-49	-2	0	-615	-570	-43	-3
538	Abbotswood	1	1	0	0	1	1	0	0
539	The Bars	-8	-8	-0	-0	-10	-10	-0	-0
540	Leapale Road	1	1	0	0	-2	-2	-0	-0
541	Drummond Road	31	27	4	0	13	11	2	0
542	Eastgate South	1	1	-0	-0	-39	-33	-5	-0
543	Tunsgate	-123	-102	-18	-3	-130	-108	-18	-3
544	Millbrook	79	76	3	0	61	60	1	0
545	University of Surrey	3	2	1	1	10	6	2	2
546	Guildford Business Park	11	11	0	0	9	9	0	0
547	Guildford Bus Station	-1	-1	0	-0	-1	-1	0	-0
548	Bedford Road	1	1	0	-0	23	20	3	-0
549	Guildford Rail Station	0	0	0	0	-0	-0	-0	-0
550	Farnham Road Car Park	0	0	0	0	0	0	0	0
551	Farnham Road Hospital	8	7	1	0	2	2	0	-0
552	Slyfield Residential	6	5	1	0	4	3	0	0
574	Ash Development	147	130	15	2	89	79	9	1
575	Guildford NE Urban Extension	0	0	0	0	0	0	0	0
576	Guildford SW Urban Extension	0	0	0	0	0	0	0	0
577	Wisley Development	0	0	0	0	0	0	0	0
578	Flexford & Normandy Development	0	0	0	0	0	0	0	0
579	Waitrose	152	150	2	-0	156	153	2	-0
580	Burntcommon / Send Development	0	0	0	0	0	0	0	0
TOTAL		1455	1317	115	23	862	718	76	67

Table 3.2: 2031 do-minimum (scenario 1) trip generation, weekday average PM peak hour (1600 – 1900)

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
72	Artington	-397	-351	-35	-12	-5	-3	-0	-2
73	Ash & Normandy	13	13	0	-1	83	75	8	1
80	Guildford – Bellfields	0	0	0	0	0	0	0	0
94	Guildford – Burpham	-15	-14	-1	-0	4	3	0	0
95	Guildford – Merrow	7	6	1	0	5	4	0	0
99	Guildford – Charlotteville	0	0	0	0	1	1	0	0
104	Clandon	0	0	0	0	0	0	0	0
107	Compton	0	0	0	0	0	0	0	0
119	North Horsley & Effingham	-13	-11	-2	-0	11	10	1	0
133	Eastgate North	0	0	0	0	0	0	0	0
134	Millmead & The Mount	-5	-4	-0	-0	2	1	0	0
135	Millmead	-7	-6	-1	0	7	6	1	0
136	Guildford TC	11	10	1	0	22	19	2	0
137	London Road	1	1	0	0	2	2	0	0
162	Hogsback	27	24	3	0	32	28	3	0
172	Guildford – RSCH & Research Park	92	80	10	2	153	136	15	2
260	Stoke Park South	0	0	0	0	0	0	0	0
265	Guildford – Merrow Downs	0	0	0	0	0	0	0	0
278	Guildford – Onslow Village	0	0	0	0	0	0	0	0
279	Guildford – Park Barn	10	9	1	0	21	19	2	0
281	Chilworth & Gomshall	1	1	0	0	3	2	0	0
282	Pirbright	26	16	6	4	75	46	17	12
291	Ockham & Wisley	-6	-4	-1	-1	1	1	0	-0
294	Send	15	13	1	0	35	31	3	0
295	Ripley	-11	-3	-6	-1	-1	4	-5	-1
296	Shackleford/ Eashing	0	0	0	0	0	0	0	0
297	Shalford	11	10	1	0	28	25	3	0
298	Guildford – Rydes Hill	-1	-0	-0	-0	2	2	0	-0
306	Slyfield Industrial	117	102	12	2	274	238	30	6
310	Guildford – Pewley Hill	0	0	0	0	0	0	0	0
314	Guildford – St Marthas Hill	0	0	0	0	0	0	0	0
317	Woodbridge & Walnut Tree Close	62	61	2	-1	109	99	9	1
318	Guildford – Stoughton	0	0	0	0	0	0	0	0
477	Guildford Park	38	35	2	0	50	44	5	1
502	Horsley- West Horsley	54	48	5	1	146	130	14	2
519	Worplesdon	21	19	2	0	44	39	4	0
526	Artington P&R	0	0	0	0	0	0	0	0
528	Shalford Park Car Park	0	0	0	0	0	0	0	0
529	York Road Car Park	0	0	0	0	0	0	0	0
530	Proposed P&R Manor Park	0	0	0	0	0	0	0	0
531	Merrow P&R	0	0	0	0	0	0	0	0
532	Tormead	0	0	0	0	0	0	0	0
533	Spectrum Park	0	0	0	0	0	0	0	0
534	Stoke Park North	5	5	1	0	21	19	2	0
535	Guildford - Merrow Common	0	0	0	0	0	0	0	0
536	Boxgrove	0	0	0	0	3	2	0	0
538	Abbotswood	0	0	0	0	0	0	0	0
539	The Bars	0	0	0	0	0	0	0	0
540	Leapale Road	57	63	-6	-0	52	54	-1	0
541	Drummond Road	-2	-2	-0	-0	2	2	0	0
542	Eastgate South	-21	-19	-2	-0	-3	-2	-0	-0
543	Tunsgate	-4	-4	-0	-0	-3	-3	-0	0
544	Millbrook	0	0	0	0	0	0	0	0
545	University of Surrey	10	9	1	0	23	21	2	0
546	Guildford Business Park	0	0	0	0	0	0	0	0
547	Guildford Bus Station	0	0	0	0	0	0	0	0

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
548	Bedford Road	52	48	3	0	74	68	6	1
549	Guildford Rail Station	0	0	0	0	0	0	0	0
550	Farnham Road Car Park	0	0	0	0	0	0	0	0
551	Farnham Road Hospital	1	1	0	0	3	2	0	0
552	Slyfield Residential	0	0	0	0	0	0	0	0
574	Ash Development	122	109	12	1	315	280	31	4
575	Guildford NE Urban Extension	382	331	45	7	760	662	83	14
576	Guildford SW Urban Extension	315	263	44	9	717	610	84	22
577	Wisley Development	379	325	47	7	657	569	77	11
578	Flexford & Normandy Development	319	283	31	5	418	367	44	6
579	Waitrose	0	0	0	0	0	0	0	0
580	Burntcommon / Send Development	44	38	5	1	116	100	13	3
TOTAL		1715	1507	183	25	4258	3716	456	86

Table 3.3: 2031 scenario 2, weekday average AM peak hour (1600 – 1900)

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
72	Artington	20	19	2	-1	-336	-296	-30	-10
73	Ash & Normandy	191	173	16	2	152	140	11	1
80	Guildford – Bellfields	0	0	0	0	0	0	0	0
94	Guildford – Burpham	4	4	1	0	-11	-11	-1	-0
95	Guildford – Merrow	4	4	0	0	5	5	0	0
99	Guildford – Charlotteville	1	1	0	0	0	0	0	0
104	Clandon	0	0	0	0	0	0	0	0
107	Compton	0	0	0	0	0	0	0	0
119	North Horsley & Effingham	8	7	0	0	-8	-7	-1	-0
133	Eastgate North	0	0	0	0	0	0	0	0
134	Millmead & The Mount	2	2	0	0	-3	-3	-0	-0
135	Millmead	-12	-11	-1	0	-10	-10	-1	0
136	Guildford TC	22	19	2	0	7	6	1	0
137	London Road	2	2	0	0	1	1	0	0
162	Hogsback	9	8	1	0	7	6	1	0
172	Guildford – RSCH & Research Park	167	147	18	2	50	44	5	1
260	Stoke Park South	0	0	0	0	0	0	0	0
265	Guildford – Merrow Downs	0	0	0	0	0	0	0	0
278	Guildford – Onslow Village	0	0	0	0	0	0	0	0
279	Guildford – Park Barn	38	34	3	0	22	20	2	0
281	Chilworth & Gomshall	4	4	0	0	3	3	0	0
282	Pirbright	27	17	6	4	75	45	17	12
291	Ockham & Wisley	2	2	0	-0	-4	-2	-1	-1
294	Send	40	36	4	0	25	22	2	0
295	Ripley	-2	1	-2	-0	4	7	-2	-0
296	Shackleford/ Eashing	0	0	0	0	0	0	0	0
297	Shalford	30	26	3	0	15	13	2	0
298	Guildford – Rydes Hill	2	2	0	0	-0	-0	-0	-0
306	Slyfield Industrial	261	230	27	4	179	154	20	5
310	Guildford – Pewley Hill	0	0	0	0	0	0	0	0
314	Guildford – St Marthas Hill	0	0	0	0	0	0	0	0
317	Woodbridge & Walnut Tree Close	226	210	16	1	269	257	13	-1
318	Guildford – Stoughton	37	34	3	0	35	32	3	0
477	Guildford Park	51	59	5	1	32	17	2	0

Zone No.	Zone Name	Vehicle Arrival Trips				Vehicle Departure Trips			
		Total	Car	LGV	HGV	Total	Car	LGV	HGV
502	Horsley- West Horsley	162	144	16	2	97	87	10	1
519	Worplesdon	49	44	5	0	33	30	3	0
526	Artington P&R	0	0	0	0	0	0	0	0
528	Shalford Park Car Park	0	0	0	0	0	0	0	0
529	York Road Car Park	0	0	0	0	0	0	0	0
530	Proposed P&R Manor Park	0	0	0	0	0	0	0	0
531	Merrow P&R	0	0	0	0	0	0	0	0
532	Tormead	0	0	0	0	0	0	0	0
533	Spectrum Park	0	0	0	0	0	0	0	0
534	Stoke Park North	20	18	2	0	7	6	1	0
535	Guildford - Merrow Common	0	0	0	0	0	0	0	0
536	Boxgrove	2	2	0	0	1	1	0	0
538	Abbotswood	0	0	0	0	0	0	0	0
539	The Bars	0	0	0	0	0	0	0	0
540	Leapale Road	21	21	-0	-0	-79	-66	-12	-1
541	Drummond Road	26	23	3	0	22	19	3	0
542	Eastgate South	-3	-3	-0	-0	-17	-14	-2	-0
543	Tunsgate	-165	-142	-19	-4	-170	-146	-20	-4
544	Millbrook	7	7	0	0	6	5	0	0
545	University of Surrey	23	21	2	0	14	13	1	0
546	Guildford Business Park	11	11	0	0	9	9	0	0
547	Guildford Bus Station	0	0	0	0	0	0	0	0
548	Bedford Road	68	64	4	0	43	40	3	0
549	Guildford Rail Station	0	0	0	0	0	0	0	0
550	Farnham Road Car Park	0	0	0	0	0	0	0	0
551	Farnham Road Hospital	4	4	0	0	2	2	0	0
552	Slyfield Residential	0	0	0	0	0	0	0	0
574	Ash Development	348	310	35	4	214	190	21	2
575	Guildford NE Urban Extension	797	723	66	9	503	448	47	9
576	Guildford SW Urban Extension	533	471	53	8	493	428	49	17
577	Wisley Development	803	726	68	9	398	354	38	5
578	Flexford & Normandy Development	731	675	49	7	233	210	21	2
579	Waitrose	0	0	0	0	0	0	0	0
580	Burntcommon / Send Development	116	102	12	2	84	71	10	3
TOTAL		4689	4249	400	54	2401	2127	217	44

Table 3.4: 2031 scenario 2, weekday average PM peak hour (1600 – 1900)

Scenario	Vehicle Arrival Trips	Vehicle Departure Trips	Vehicle Trips Total
Weekday average AM peak hour (0700 – 1000)			
2031 Scenario 1	135	995	1130
2031 Scenario 2	1850	5253	7103
Weekday average PM peak hour (1600 – 1900)			
2031 Scenario 1	1455	862	2317
2031 Scenario 2	6144	3263	9407

Table 3.5: Trip generation cumulative summary

3.5 External and Background Traffic Growth

- 3.5.1 Traffic growth forecasts have been developed using a combination of both TEMPRO and the development trip generation calculated from TRICS.
- 3.5.2 Outside the study area of Guildford borough and also Waverley borough, standard TEMPRO factors have been applied to growth trips to the forecast year of 2031.
- 3.5.3 In Guildford and Waverley boroughs, only background growth from TEMPRO has been applied, using alternative planning assumptions whereby jobs and houses were changed to remain the same as the base year, 2009. This provided background growth factors which only represent changes in demographics and car ownership. This created a 2031 do-nothing forecast.
- 3.5.4 Since the pro-forma supplied up-to-date estimates of developments at a finer geographical scale than TEMPRO, the residential trip rates calculated from TRICS for permitted developments have been added to the background growth for Guildford borough (2031 Do-Nothing forecast), to create the 2031 Do-Minimum (scenario 1) forecast. The 2031 Do-Something scenario 2 forecast was generated in the same format as the Do-Minimum but utilised forecast planning data combined with TRICS and the Do-Minimum scenario for Guildford borough.
- 3.5.5 Reference should be made to **Figure 3.1** for an illustration of how all scenarios have been developed.

3.6 Vehicle Trip Distribution

- 3.6.1 The origin and destinations of trips travelling to and from the development sites, known as trip distribution, were derived from the 2011 Census journey to work dataset. However, GBC instructed SCC to apply a different distribution for the proposed development at Wisley Airfield, specifically the distribution developed for the site specific transport assessment as documented in '*Wisley Airfield Transport Assessment*' (WSP, December 2014).
- 3.6.2 The borough of Guildford was split into six areas based on land use characteristics. A generalisation of the six areas is provided below:
- Town Centre;
 - Edge of Town Centre NE;
 - Edge of Town Centre NW;
 - Edge of Town Centre S;
 - Rural East; and
 - Rural West.
- 3.6.3 Separate average distributions were developed for each of these areas using the journey to work dataset. Additional development related trips forecast to occur within each of the six areas then had the average distribution of the relevant area applied. Therefore the distributions applied to any further development sites included in this study area are based on the average 2011 observed trip patterns for the six areas of the borough. Since the majority of travel from home to work occurs in the AM peak, it was assumed that the home end of the trip is the origin, and the work place the destination. This assumption was reversed in the PM peak.

3.6.4 **Table 3.6** details the modelled zones that formed the six distributions.

Distribution	Zone No.
Town Centre	133, 135, 136, 137, 477, 529, 539, 540, 541, 542, 543, 544, 547, 548, 549, 550, 551 and 579
Edge of Town Centre NE	94, 95, 99, 260, 306, 532, 533, 534, 535, 536, 538, 552 and 575
Edge of Town Centre NW	80, 107, 172, 278, 279, 298, 317, 318, 530, 545 and 546
Edge of Town Centre S	72, 134, 265, 297, 310, 314, 526, 528 and 531
Rural East	104, 281, 294, 295, 502 and 580
Rural West	73, 162, 282, 296, 519, 574, 576 and 578

Table 3.6: Modelled zone areas that informed the six observed trip distributions

3.7 Forecast Network

3.7.1 The forecast network varies in the Do-Minimum and Do-Something scenarios assessed in this study.

2031 Do-Nothing

3.7.2 The forecast highway network is exactly the same as the base network, but includes the following committed highway schemes (which have either been constructed or are due to be constructed):

- A3 Hindhead tunnel and associated local junction alternations;
- M25 junction 16 to 23 widening of the carriageway from dual 3 lanes to dual 4 lanes;
- M25 junction 27 to 30 widening of the carriageway from dual 3 lanes to dual 4 lanes;
- M25 new Cobham services that can be accessed from both sides of the carriageway and permits u-turns between junction 9 and 10;
- Signalised junction of Egerton Road and Gill Avenue, Guildford, formally known as Hospital Roundabout;
- Sheerwater link road, Woking;
- Improvements to the signalised junction of the A243 Leatherhead Road and B280 Fair Oak Lane/ Rushett Lane, Malden Rushett;
- M3 hard shoulder running between junctions 2 and 4;
- Redhill Balanced Network;
- New signalled junction at A25 South Street within Junction Road and Junction Road converted to two-way between this junction and the Waitrose entrance;
- Epsom Plan E highway improvements to the A24 town centre gyratory; and
- Increase two lanes of travel between Toshiba and Hospital roundabouts in an eastbound direction towards Frimley.

2031 Scenario 1 (Do-Minimum)

3.7.3 The forecast highway network of 2031 scenarios 1 and 2 are the same as the 2031 do-nothing, but includes the following highway alterations:

- Alterations to East Street and Woolmead in Farnham related to the Brightwells Development; and
- Signalised junction at Waitrose, Guildford.

2031 Scenario 2

3.7.4 The forecast highway network is exactly the same as the Do-Minimum. Traffic from the potential development sites were loaded onto the highway network either using existing zone connector locations or, for the new zones, onto the most logical part of the highway network. No new junctions were coded into the model in scenario 2 to take account of how these junctions would operate and therefore they are subject to no delay in the model.

2031 Scenario 3

3.7.5 The forecast highway network is a continuation of the same network used in 2031 Scenario 1 and 2 with the inclusion of the local highway mitigation schemes stated in **paragraph 3.2.2**. This includes the 'front door' means of access junctions for the new zones and therefore includes an analysis of delay for these junctions.

2031 Scenario 4

3.7.6 The forecast highway network is the same as 2031 scenario 3, but includes the following strategic highway improvement schemes:

- Department for Transport's M25 junction 10 RIS 1 scheme (all movements free-flow junction); and
- Department for Transport's M25 junction 10 to 16 RIS 1 scheme (main carriageway widened to dual four lanes through junctions).

2031 Scenario 5

3.7.7 The forecast network is the same as 2031 scenario 3 but includes the Department for Transport's A3 widening to dual three lanes between the A31 and A320 RIS 2 scheme, including associated modifications to both Tesco and Cathedral junctions.

3.8 Assignment

3.8.1 The trip end totals within the forecast matrices have been fixed when assigned to the network, using the method of successive averages (MSA) for 700 assignment iterations. In comparison to a variable demand approach, this represents a worst case scenario and allows the impact of the potential development sites to be more transparent to simplify the decision making process.

4 MODEL RESULTS AND ANALYSIS

4.1 Overview

- 4.1.1 All results presented within this report represent modelled forecast traffic impacts on highways in the borough of Guildford. In this section of the report the results are presented for all modelled forecast scenarios, comprising the Do-Minimum (Scenario 1) and the four Do-Something scenarios (Scenarios 2-5).
- 4.1.2 Scenario 1 is the Do-Minimum scenario which represents a future in which there is no development in Guildford borough between 2016 and 2033, but accounts for all planned development proposed in Waverley Borough Council's forthcoming draft Local Plan in the period to 2032 and full development in the rest of the United Kingdom to 2031, based on the Department for Transport's forecasts.
- 4.1.3 Scenario 2 adds all planned development in GBC's Proposed Submission Local Plan, but with no new highway schemes.
- 4.1.4 Outside of Guildford and Waverley boroughs, all scenarios account for trips representing full development in the rest of the United Kingdom to 2031, including background growth, using the Department for Transport's forecasts.
- 4.1.5 The strategic highway assessment therefore accounts for the transport demand from all planned development proposed in the Proposed Submission Local Plan in the period to 2033, including the new homes, employment space, retail space and schools. It also accounts for all planned development proposed in Waverley Borough Council's forthcoming draft Local Plan in the period to 2032, and all transport demand in the rest of the United Kingdom to 2031.
- 4.1.6 The model forecast year used for the assessment is 2031 as this is consistent with study work either being undertaken or undertaken recently by SCC for other Local Planning Authorities. Accordingly, the assessment is for the year 2031, but importantly it assumes that all planned development in Guildford and Waverley boroughs that is proposed until 2033 and 2032 respectively is built, occupied and operational.
- 4.1.7 In Scenarios 3-5, the key highway schemes from the Proposed Submission Local Plan, and from Waverley Borough Council's forthcoming draft Local Plan, are progressively added in tranches:
- firstly, in Scenario 3, those key highway schemes providing access to the large development sites and local highway schemes in both Guildford and Waverley boroughs, are tested;
 - secondly, in Scenario 4, the M25 Junction 10/A3 Wisley interchange scheme and the M25 Junctions 10-16 scheme, both schemes from the Department for Transport's (DfT) RIS, and for both of which construction is anticipated to commence in Road Period 1 (2015/16 to 2019/20), are added; and
 - thirdly, in Scenario 5, the A3 Guildford (A320 Stoke interchange junction to A31 Hog's Back junction) scheme, again from the DfT's RIS, and for which construction is anticipated to commence in Road Period 2 (2020/21 to 2024/25), is added.
- 4.1.8 The strategic highway assessment does not assess and therefore does not account for the mitigation, including the potential for modal shift, and the new and

improved sustainable transport choices provided by the rail, bus and active modes schemes from the programme of transport schemes that are considered necessary for the delivery of the Proposed Submission Local Plan. (**Appendix C** Infrastructure Schedule of the Proposed Submission Local Plan sets out the key infrastructure requirements on which the delivery of the plan depends.) The impact of these sustainable transport schemes is expected to be significant. The strategic highway assessment also makes no allowance for any internalisation of trips within the larger sites. We would expect that, in reality, there would be some trips that would take place entirely within the boundaries of the proposed sites at Blackwell Farm, Gosden Hill Farm, the former Wisley airfield and the land to the south of Normandy and north of Flexford. For instance, trips between pupils' homes and the new school or schools on these sites.

- 4.1.9 With the above proviso, it should be noted that it is Scenario 5, which includes all the key highway schemes from the Proposed Submission Local Plan.
- 4.1.10 The potential impacts of each Do-Something scenario can be identified by comparing the scenario with the Do-Minimum (Scenario 1). As described above, Scenario 1 represents a future in which there is no development in Guildford borough between 2016 and 2033 (other than applications that already have permission), but accounts for all planned development in the rest of the United Kingdom to 2031, based on the Department for Transport's forecasts, including planned development proposed in Waverley Borough Council's forthcoming draft Local Plan in the period to 2032. Scenarios can also be compared against earlier scenarios in order to show the effect of progressively adding tranches of key highway mitigation.
- 4.1.11 Both the morning (hereafter AM) and evening (hereafter PM) peak hours were modelled using an average peak hour approach. Network summary statistics are presented for both the average AM and PM peak hours. The next sections focus on results for the average AM peak hour, with some results presented for the average PM peak hour. More detailed modelled forecast traffic impacts for the average PM peak hour can be set out in an addendum report at a later date.
- 4.1.12 An initial assessment of the potential impact of the proposals has been undertaken by assigning only the additional AM peak trips associated with Scenario 2 to an uncongested network, and this is shown in **Figure 4.1**. Scenario 2 contains all the development growth outside Guildford contained in Scenario 1 but adds the traffic demand for all planned development proposed in the Proposed Submission Local Plan with no new highway schemes. This assessment allows the trips arising from the potential Proposed Submission Local Plan developments to follow the quickest routes in terms of both journey time and distance. The advantage of this assessment is that it shows the preferred routes of travel and, therefore, indicates where impacts could arise as a result of the Proposed Submission Local Plan.

4.1.13 In **Figure 4.1**, the routes taken by the trips through the model are shown in green, with the line thickness indicating the number of trips: the thicker the line, the more trips use this route through the model. The data is by direction, so the thickness of the line will vary on either side of the link. For example, in this excerpt from **Figure 4.1** (A3, Cobham) more trips use this route to travel north towards London in the AM peak.

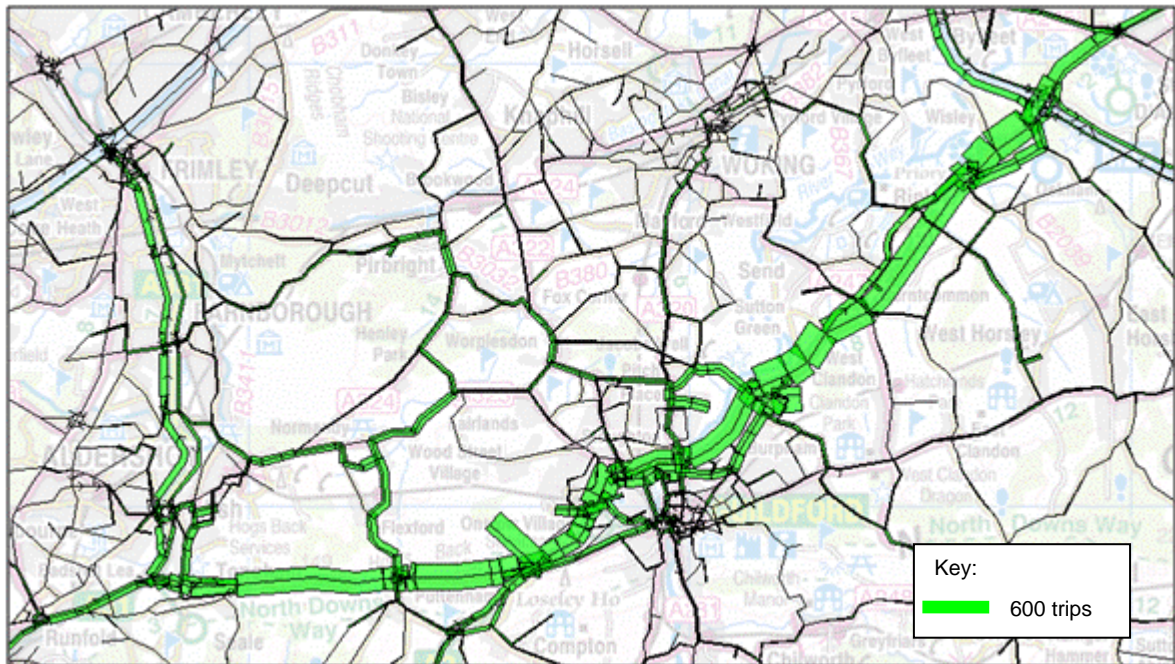
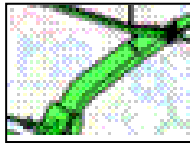


Figure 4.1: Initial assessment: assigning Local Plan related average AM peak hour trips to an uncongested network to show preferred routes of travel

4.1.1 This initial assessment immediately shows the potential impact on the A31 Hog’s Back and the A3 through Guildford and between Guildford and the Pains Hill junction at Cobham. But it gives also an indication of the quantum of trips being added to the network in certain locations, such as from the potential Blackwell Farm and Gosden Hill Farm developments. However, it should be noted that this scenario does not include those highway schemes providing access to the potential large development sites.

4.1.2 The assessment also indicates where these additional trips could exacerbate existing conditions. Examples of this include:

- approaches to the town centre and gyratory, especially from the west;
- the B2215 through Ripley;
- Jacobs Well and Burpham;
- the junction of the A31 with the A331;
- the network in the vicinity of Ash and Tongham; and
- the A3, especially on the approach to the M25 J10.

4.1.3 However, it should be noted that this assessment assumes all drivers will follow the least cost route as perceived in uncongested conditions. Furthermore it assumes that there is no highway mitigation in place.

4.2 Network Summary Statistics

4.2.1 **Tables 4.1a and 4.1b** show the network summary statistics for highways in the study area of Guildford borough only, for the weekday average AM and PM peak hours, broken down by road type for each model scenario. The potential traffic impacts are reflected in changes in vehicle kilometres travelled, vehicle hours and average speed.

Statistic	Road Type	Do Minimum	Do-Something				
		2031 Scenario 1	2031 Scenario 2	2031 Scenario 3	2031 Scenario 4	2031 Scenario 5	
Vehicle Kilometres	Mw ay	43,997	44,069	44,192	51,451	51,499	
	Trunk	174,128	188,162	190,144	192,350	200,975	
	A Principal	149,860	163,875	149,482	148,186	147,149	
	B Road	40,617	43,071	39,786	39,239	39,464	
	Minor	77,051	89,647	93,251	92,803	91,288	
	Total	485,653	528,824	516,855	524,029	530,375	
Vehicle Hours	Mw ay	594	616	639	593	598	
	Trunk	2,272	2,669	2,704	2,754	2,616	
	A Principal	2,773	3,150	2,846	2,807	2,753	
	B Road	844	907	751	739	740	
	Minor	1,510	1,851	1,893	1,889	1,844	
	Total	7,993	9,193	8,833	8,782	8,551	
Average Speed (kmph)	Mw ay	74.0	71.6	69.1	86.7	86.2	
	Trunk	76.7	70.5	70.3	69.9	76.8	
	A Principal	54.1	52.0	52.5	52.8	53.5	
	B Road	48.1	47.5	53.0	53.1	53.3	
	Minor	51.0	48.4	49.3	49.1	49.5	
	Average	60.8	57.5	58.5	59.7	62.0	
Absolute difference from 2031 Do-Minimum							
Vehicle Kilometres	Mw ay		72	195	7,454	7,502	
	Trunk		14,034	16,016	18,222	26,847	
	A Principal		14,015	-378	-1,674	-2,711	
	B Road		2,454	-831	-1,378	-1,153	
	Minor		12,596	16,200	15,752	14,237	
	Total		43,171	31,202	38,376	44,722	
Vehicle Hours	Mw ay		22	45	-1	4	
	Trunk		397	432	482	344	
	A Principal		377	73	34	-20	
	B Road		63	-93	-105	-104	
	Minor		341	383	379	334	
	Total		1,200	840	789	558	
Average Speed (kmph)	Mw ay		-2.4	-4.9	12.7	12.2	
	Trunk		-6.2	-6.4	-6.8	0.1	
	A Principal		-2.1	-1.6	-1.3	-0.6	
	B Road		-0.6	4.9	5.0	5.2	
	Minor		-2.6	-1.7	-1.9	-1.5	
	Average		-3.3	-2.3	-1.1	1.2	
Percentage difference from 2031 Do-Minimum							
Vehicle Kilometres	Mw ay		0%	0%	17%	17%	
	Trunk		8%	9%	10%	15%	
	A Principal		9%	0%	-1%	-2%	
	B Road		6%	-2%	-3%	-3%	
	Minor		16%	21%	20%	18%	
	Total		9%	6%	8%	9%	
Vehicle Hours	Mw ay		4%	8%	0%	1%	
	Trunk		17%	19%	21%	15%	
	A Principal		14%	3%	1%	-1%	
	B Road		7%	-11%	-12%	-12%	
	Minor		23%	25%	25%	22%	
	Total		15%	11%	10%	7%	
Average Speed (kmph)	Mw ay		-3%	-7%	17%	16%	
	Trunk		-8%	-8%	-9%	0%	
	A Principal		-4%	-3%	-2%	-1%	
	B Road		-1%	10%	10%	11%	
	Minor		-5%	-3%	-4%	-3%	
	Average		-5%	-4%	-2%	2%	

Table 4.1a: Network summary statistics for Guildford Borough, weekday average AM peak hour

Statistic	Road Type	Do Minimum	Do-Something				
		2031 Scenario 1	2031 Scenario 2	2031 Scenario 3	2031 Scenario 4	2031 Scenario 5	
Vehicle Kilometres	Mw ay	46,259	46,646	46,778	54,055	53,975	
	Trunk	185,160	200,477	204,512	206,883	213,354	
	A Principal	159,110	176,871	164,146	161,969	159,698	
	B Road	42,395	48,208	42,771	42,479	43,996	
	Minor	86,076	97,091	102,361	101,614	101,790	
	Total	519,000	569,293	560,568	567,000	572,813	
Vehicle Hours	Mw ay	688	715	728	651	642	
	Trunk	2,425	2,887	3,082	3,203	2,909	
	A Principal	2,983	3,462	3,191	3,134	3,093	
	B Road	857	1,066	849	835	893	
	Minor	1,716	2,038	2,195	2,182	2,172	
	Total	8,669	10,168	10,045	10,005	9,709	
Average Speed (kmph)	Mw ay	67.3	65.3	64.3	83.0	84.1	
	Trunk	76.3	69.4	66.4	64.6	73.3	
	A Principal	53.3	51.1	51.4	51.7	51.6	
	B Road	49.4	45.2	50.3	50.9	49.3	
	Minor	50.2	47.6	46.6	46.6	46.9	
	Average	59.9	56.0	55.8	56.7	59.0	
Absolute difference from 2031 Do-Minimum							
Vehicle Kilometres	Mw ay		387	519	7,796	7,716	
	Trunk		15,317	19,352	21,723	28,194	
	A Principal		17,761	5,036	2,859	588	
	B Road		5,813	376	84	1,601	
	Minor		11,015	16,285	15,538	15,714	
	Total		50,293	41,568	48,000	53,813	
Vehicle Hours	Mw ay		27	40	-37	-46	
	Trunk		462	657	778	484	
	A Principal		479	208	151	110	
	B Road		209	-8	-22	36	
	Minor		322	479	466	456	
	Total		1,499	1,376	1,336	1,040	
Average Speed (kmph)	Mw ay		-2.0	-3.0	15.7	16.8	
	Trunk		-6.9	-9.9	-11.7	-3.0	
	A Principal		-2.2	-1.9	-1.6	-1.7	
	B Road		-4.2	0.9	1.5	-0.1	
	Minor		-2.6	-3.6	-3.6	-3.3	
	Average		-3.9	-4.1	-3.2	-0.9	
Percentage difference from 2031 Do-Minimum							
Vehicle Kilometres	Mw ay		1%	1%	17%	17%	
	Trunk		8%	10%	12%	15%	
	A Principal		11%	3%	2%	0%	
	B Road		14%	1%	0%	4%	
	Minor		13%	19%	18%	18%	
	Total		10%	8%	9%	10%	
Vehicle Hours	Mw ay		4%	6%	-5%	-7%	
	Trunk		19%	27%	32%	20%	
	A Principal		16%	7%	5%	4%	
	B Road		24%	-1%	-3%	4%	
	Minor		19%	28%	27%	27%	
	Total		17%	16%	15%	12%	
Average Speed (kmph)	Mw ay		-3%	-4%	23%	25%	
	Trunk		-9%	-13%	-15%	-4%	
	A Principal		-4%	-4%	-3%	-3%	
	B Road		-9%	2%	3%	0%	
	Minor		-5%	-7%	-7%	-7%	
	Average		-7%	-7%	-5%	-2%	

Table 4.1b: Network summary statistics for Guildford Borough, weekday average PM peak hour

- 4.2.2 As could be expected, Scenario 2 – traffic demand for all planned development proposed in the Proposed Submission Local Plan – shows a marked deterioration in the performance of the network when compared with Scenario 1. Vehicle kilometres (v/kms) on the highway networks increase as a direct result of the additional trips, and indirectly as existing trips reroute. Of particular concern is the increase in vehicle hours and consequent reduction in vehicle speeds on the A3 trunk road, with the average vehicle speed dropping by 8% in the AM and 9% in the PM. The Local Road Network also shows significant increases in vehicle hours and reductions in average vehicle speeds. One of the effects appears to be trips choosing to divert off the trunk road network due to the increased congestion and following longer routes using the Local Road Network, resulting in a higher overall v/kms than in Scenarios 3 and 4.
- 4.2.3 Scenario 3, in which the highway access schemes to the potential large development sites and the highway schemes on the Local Road Network are added, has a limited impact in addressing the increase in v/kms on a strategic scale. The mitigation schemes included in Scenario 3 could have local benefits, however, and these would be tested as part of transport assessments undertaken when progressing developments. Strategically, across the network within the borough there is only a small reduction in vehicle hours in both peak hours, and while vehicle speeds recover slightly in the AM, in the PM average vehicle speed drops a little further to 55.8kph. Vehicle speeds do increase slightly on the Local Road Network, in particular with vehicles on B roads experiencing average speeds higher than in the Do-Minimum (Scenario 1). The scenario adds more trips to the A3 trunk road, although this will be partly as a result of the proposed access arrangements for Gosden Hill Farm and the new A3 s/b on-slip at Burpham.
- 4.2.4 Scenario 4 includes the DfT's RIS (March 2015) Road Period 1 improvements to the M25 J10/A3 Wisley interchange and the M25 itself with the introduction of smart motorway operations on the western section (J10 – J16). This explains the increase in v/kms on the small section of motorway included in the analysis and the significant change in vehicle speeds. The overall increase in v/kms is likely to be as a result of through trips attracted to the improved J10 and M25 motorway, although there is likely to be some drivers switching from local roads onto the A3 as a result of these improvements as well, giving rise to a drop in v/kms on A roads in the borough and an increase on the A3.
- 4.2.5 Another marked jump in v/kms on the A3 is seen in Scenario 5 as a result of potential improvements to the A3 section through Guildford. It appears this improvement also attracts trips to reroute through the area with only small changes in v/kms on the Local Road Network yet a significant change in the A3 trunk road. It should be noted that vehicle speeds on the Local Road Network hardly change at all from Scenario 4, and actually are slightly lower for A Principal and B roads in the PM peak, although trips on B roads during the AM peak have higher average speeds than in Scenario 1. Overall average vehicle speeds recover with this additional mitigation, showing in the AM peak a small increase when compared with the Do-Minimum (Scenario 1) and only a small reduction in the PM peak. Taking into account that there will be some re-routing in the model as through trips take advantage of the additional capacity, the combined mitigation as reflected in Scenario 5 – which includes all the key highway schemes from the Proposed Submission Local Plan – indicates that at the strategic level it accommodates the additional Proposed Submission Local Plan demand. Therefore, this shows that improvements on the Local Road Network and on the

Strategic Road Network would be necessary to mitigate the impact of the Proposed Submission Local Plan.

4.3 Level of Service (LOS)

4.3.1 Level of service (LOS) is a term used to qualitatively describe the operating conditions of a section of road or turning movement of a junction based on factors such as speed, travel and time delay. The level of service is designated with a letter A to F, with A representing the best operating conditions and F the worst. **Table 4.2** describes the performance rating of each letter A to F.

Category	Level of Service	Description
A	Free flow	Traffic flows at or above the posted speed limit and motorists have complete mobility between lanes.
B	Reasonable free flow	LOS A speeds are maintained, manoeuvrability within the traffic stream is slightly restricted. Motorists still have a high level of physical and psychological comfort.
C	Stable flow	Ability to manoeuvre through lanes is noticeably restricted and lane changes require more driver awareness. Most experienced drivers are comfortable, roads remain safely below but efficiently close to capacity, and posted speed is maintained. This is the target LOS for some urban and most rural roads.
D	Approaching unstable flow	Speeds slightly decrease as traffic volume slightly increases. Freedom to manoeuvre within the traffic stream is much more limited and driver comfort levels decrease.
E	Unstable flow operating at capacity	Flow becomes irregular and speed varies rapidly because there are virtually no useable gaps to manoeuvre in the traffic stream and speeds rarely reach the posted limit. Any disruption to traffic flow such as merging or lane changes will create a shock wave affecting traffic upstream. Drivers' level of comfort becomes poor.
F	Forced or breakdown of flow	Every vehicle moves in lockstep with the vehicle in front of it, with frequent slowing required. Travel time cannot be predicted, with generally more demand than capacity.

Table 4.2: A to F level of service (LOS) categories

4.3.2 The methodology for calculating the LOS is set out in The Highway Capacity Manual (1994) and has been applied to the analysis of both link flow and junction delay to aid the interpretation of the model results. The calculated LOS has been colour coded using the traffic light colours: green, amber and red in **Tables 4.3 – 4.5**.

4.4 Ratio of Flow to Capacity (RFC)

- 4.4.1 The ratio of flow to capacity (RFC) measure is another tool used for assessing the performance of a stretch of road or turning movement at a junction.
- 4.4.2 An RFC value greater than 1 means that the stretch of road or turning movement has a higher level of traffic flow than its theoretical capacity. As a result flow breakdown and extensive queues can be expected.
- 4.4.3 With the exception of signalised junctions, an RFC below 0.85 is considered acceptable as there is still scope to accommodate future growth. For signalised junctions the threshold is higher at 0.90. A value between 0.85 and 1, or 0.90 and 1 for signalised junctions, suggests the stretch of road or junction is beginning to struggle with the weight of traffic causing increased delay, queues and driver stress.
- 4.4.4 As with LOS, RFC has been applied to the analysis of both link flow and junction delay to aid the interpretations of the model results. All presented RFC values between 0.85 and 1 or 0.90 and 1 for signalised junctions, have been highlighted in orange and in red for RFC values greater than 1.

4.5 Increase in Flow

- 4.5.1 **Tables 4.3** and **4.4** present the top thirty links in Scenarios 2 and 3 respectively that have the greatest increase in flow when compared to the Do-Minimum (Scenario 1) in the weekday average AM peak hour, as well as RFC and LOS values. However it should be noted that not every modelled link is shown here and a screening method has been adopted. This is because if the top thirty links from the model were shown the majority (26 out of 30) would be links making up the A3 and A31 in the model. For the A3 and the A31, and for other roads included in the table, the data for the link with highest increase in flow is shown for each of these roads. Where a road is included, the inference can generally be made that the entire section of the road which includes that link is showing a large increase in trips.
- 4.5.2 **Table 4.3** indicates that without any mitigation in general it is the A3, A31 and those parts of the network close to the large developments that are forecast to experience the largest increases in vehicle trips.
- 4.5.3 Predominantly it is those links close to prospective developments, both residential and commercial, that show also the greatest change in Level of Service. For example, Westwood Lane (Normandy), Moorfield Road (Slyfield), Guileshill Lane and Ash Hill Road all show significant deteriorations in the level of service. However, there are other roads where the cumulative impact coupled with re-routing that is also taking its toll, such as the A247, A322, The Chase and Holly Lane. It is on these roads and at associated junctions that additional mitigation may need to be considered. This could be done at a later stage, potentially to support submission to the Secretary of State or Examination in Public. Alternatively or additionally, developments of and above a certain quantum will require individual transport assessments to be commissioned allowing finer details regarding impacts to be analysed at a more local level
- 4.5.4 The next table, **Table 4.4**, compares Scenario 3, in which the highway access schemes to the potential large development sites and the highway schemes on the

Local Road Network are added, with the Do-Minimum (Scenario 1) and seeks to understand whether the proposed schemes change the overall picture. The A3 still shows the highest increases in flow, but other roads are showing the impact of the potential access arrangements to and from the large developments. So the increases seen on Foreman Road are due to developments in Ash, and the increases on the A3 Stoke interchange off-slip and the B2215 arise from the new junction arrangement associated with Gosden Hill Farm development, while the increases on the A31 Farnham Road and Gill Avenue are associated with Blackwell Farm. In part this highlights that access arrangements will have to be considered carefully should these large developments be progressed. For example, in Scenario 2, without either new highway schemes or specific access arrangements, trips from Blackwell Farm load onto the A31. But with the access arrangements modelled together with an access road through the development to the Surrey Research Park, this assessment indicates that significant pressure could be placed on Gill Avenue, the Hospital junction and other parts of the network in that area. However, there are benefits including, for example, helping to restrain the increased number of trips using the section of the A3 between the A31 merge and the Tesco junction off-slip as indicated in **Figure 4.9** shown later in this section.

- 4.5.5 Other local roads also show the effects of the potential developments as well as the re-routing that occurs as a result. For example, this can be seen in and around Ash & Tongham (e.g. Ash Hill Road, Mytchett Road, A323 Ash Road and Elstead Road).
- 4.5.6 There are several instances of roads showing unexpected increases. For example, Littleworth Road just to the north of Elstead is showing an increase of over 100%, but this appears to be due to the proposed traffic signals on the B3000 at the junctions with the A31 slip roads. These junctions should improve on conditions currently experienced by drivers and so these increases are unlikely to occur. The increase on Polesden Lane at Send Marsh appears to be due to the traffic calming measures put in place to complement the new A3 slips at Burntcommon. Given that stretches of it are narrow and only allow vehicles to pass in a single direction at one time, it is unlikely that such increases will materialise. But it may be that this road will need to be monitored if the slips are implemented and traffic calming introduced if required.
- 4.5.7 At the moment it is not clear why Mytchett Place Road is experiencing a significant increase in trips, and some further in-depth analysis might need to be undertaken. However, it appears to be due to a combination of the potential developments in the Ash and Tongham area together with trips with destinations in north-west Guildford diverting off the s/b A331 and rerouting to avoid the increased congestion on the A31. The latter is predominantly as a result of the trips from the Flexford / Normandy development joining the e/b A31 at Puttenham. The same appears to be so for roads in the Pirbright area (e.g. the B3405).
- 4.5.8 Similarly, there are some marked changes in the Level of Service on some roads but these are mostly to do with access to developments, such as Foreman Road and Grange Road in Ash, and Westwood Lane in Flexford. Exceptions such as Littleworth Road and Polesden Road are due to changes in flow as explained above.
- 4.5.9 **Table 4.5** compares Scenario 5, which includes all the key highway schemes from the Proposed Submission Local Plan including RIS Road Period 1 and 2

improvements on the M25 and A3, with Scenario 3 containing the highway access schemes to the potential large development sites and the highway schemes on the Local Road Network only. This indicates that the M25 and A3 are seeing high increases in flow, partly as a result of changes in capacity. It also indicates that those roads approaching the A3, such as the A320, A31, A25 and B3000, are also experiencing high increases due to trips attracted to the A3 as a result of the improvements. Some of these increases, such as on the A320, result in a significant deterioration in the Level of Service. However, it should be noted that despite these improvements, the A3 is still operating overcapacity with resulting impacts on congestion.

- 4.5.10 Currently it is unclear why some minor roads in or just outside Guildford town centre are showing increases. These include roads such as Nightingale Road, Denmark Road and Tormead Road. However, it could be related to re-routing occurring as a result of the improvements to the A3 through Guildford attracting drivers to both join the A3 and remain on the A3 at Guildford and weaving through local streets.

Rank	Name		Direction	Flow (vph)		Increase in Flow (vph)	% Increase in Flow	RFC		LOS	
				Scen. 1	Scen. 2			Scen. 1	Scen. 2	Scen. 1	Scen. 2
1	A3	London Rd (Burpham - M25)	NE bound	4,647	5,356	708	15%	0.85	0.98	E	E
2	A3	Guildford By-Pass	NE bound	3,651	4,291	641	18%	0.67	0.79	E	E
3		Westwood Lane, Normandy	N bound	39	538	500	1284%	0.03	0.46	A	D
4	A31	Hogs Back	W bound	1,936	2,382	445	23%	0.58	0.71	D	E
5	B2039	Ockham junction with A3/B2215		1,258	1,694	436	35%	0.39	0.52	C	D
6	A247	Clandon Rd (A3 slips)	s/b on-slip	836	1,258	422	50%	0.72	1.08	E	F
7	A247	Clandon Road	S bound	936	1,290	354	38%	0.82	1.12	E	F
8	A31	Farnham Road	E bound	701	1,031	330	47%	0.42	0.62	C	D
9	C14	Salt Box Road	E bound	730	1,059	329	45%	0.44	0.65	D	E
10		Egerton Road	W bound	797	1,124	327	41%	1.04	1.46	F	F
11	A246	Epsom Road	W bound	417	733	315	76%	0.55	0.95	D	E
12	A3100	London Road	SW bound	698	1,012	314	45%	0.21	0.30	B	C
13	A25	Parkway	W bound	824	1,125	301	36%	0.50	0.68	D	E
14		Moorfield Road	W bound	271	571	300	111%	0.43	0.81	C	E
15	A25	Boxgrove Road	S bound	496	781	285	58%	0.65	1.01	E	F
16	A322	Worplesdon Road	N bound	860	1,144	284	33%	0.55	0.75	D	E
17	B2215	High Street, Ripley	W bound	847	1,131	284	34%	1.12	1.48	F	F
18		Gill Avenue	W bound	213	484	270	127%	0.29	0.63	C	D
19		Guileshill Lane	SW bound	128	385	257	202%	0.11	0.33	A	C
20	A322	Woodbridge Road	S bound	865	1,115	250	29%	1.13	1.45	F	F
21	A320	Woking Road	N bound	674	914	240	36%	0.91	1.21	E	F
22	A323	Aldershot Road	E bound	814	1,049	235	29%	0.70	0.89	E	E
23	A320	Stoke Road	N bound	778	1,010	232	30%	1.00	1.29	E	F
24	B3411	Ash Hill Road	N bound	319	549	230	72%	0.43	0.72	C	E
25	C146	The Chase	NW bound	130	354	224	172%	0.17	0.45	B	D
26	A25/A3	Midleton Road / A3 s/b on-slip	s/b on-slip	1,105	1,329	223	20%	0.97	1.15	E	F
27		Manor Road, Ash	S bound	1,417	1,641	223	16%	1.82	2.10	F	F
28	A25	Midleton Road	W bound	1,618	1,841	222	14%	0.50	0.56	D	D
29	C13	Holly Lane, Merrist Wood	SW bound	217	435	218	100%	0.20	0.39	B	C
30	A322	Bridge Street, Gyratory	E bound	2,148	2,357	209	10%	0.95	1.04	E	F

Table 4.3: Top thirty links with the highest increase in absolute flow between the Do-Minimum (Scenario 1) and Scenario 2 during the weekday average AM peak hour (0700 – 1000)

Rank	Name	Direction	Flow (vph)		Increase in Flow (vph)	% Increase in Flow	RFC		LOS		
			Scen. 1	Scen. 3			Scen. 1	Scen. 3	Scen. 1	Scen. 3	
1	A3	London Road & Guildford bypass s/b	SW bound	3808	4841	1033	27%	0.71	0.89	E	E
2	a3	Ripley By-Pass	N bound	3808	4841	1033	27%	0.71	0.89	E	E
3	C18 / D70	Foreman Road / Grange Road, Ash	N bound	12	595	584	4997%	0.01	0.51	A	D
4	A3	Stoke interchange off-slip	s/b off-slip	976	1438	462	47%	0.34	0.50	C	D
5		Gill Avenue	E bound	194	644	450	232%	0.25	0.83	B	E
6	B2215	London Road / A3 n/b off-slip	n/b off-slip	967	1365	399	41%	0.30	0.41	C	C
7	A323	Aldershot Road	NE bound	260	648	388	149%	0.33	0.83	C	E
8	C13	Holly Lane	SW bound	217	593	376	173%	0.20	0.52	B	D
9	D3455	Mytchett Place Road	SE bound	447	820	373	83%	0.38	0.69	C	E
10	A322	Worplesdon Road	S bound	976	1343	367	38%	0.84	1.15	E	F
11	C16	Westwood Lane / Flexford Road	S bound	151	502	351	233%	0.14	0.43	A	D
12	C14	Salt Box Road	E bound	730	1075	345	47%	0.44	0.66	D	E
13	A324	Pirbright Green	S bound	620	955	335	54%	0.53	0.82	D	E
14	A247	Clandon Rd, Burntcommon (rbt - A3 n/b slip)	S bound	936	1269	334	36%	0.82	1.10	E	F
15	C13	Holly Lane	NE bound	531	836	305	57%	0.45	0.71	D	E
16	B3032	Guildford Road, Pirbright	SE bound	539	844	305	57%	0.46	0.72	D	E
17		Moorfield Road	W bound	271	571	300	111%	0.43	0.81	C	E
18	A322	Woodbridge Road	N bound	113	408	295	262%	0.17	0.55	B	D
19	C23	Littleworth Road, Elstead	E bound	251	536	285	114%	0.15	0.32	A	C
20	B3411	Ash Hill Road	N bound	319	602	283	89%	0.43	0.79	C	E
21	A3100	Clay Lane	SE bound	526	804	278	53%	0.31	0.48	C	D
22	A31	Farnham Road	E bound	787	1053	266	34%	0.67	0.89	E	E
23	B3411	Mytchett Road / Frimley Road	N bound	990	1256	265	27%	1.27	1.60	F	F
24	A323/A331	Ash Road, junction with A331		1594	1847	253	16%	0.48	0.55	D	D
25	D4001	Egerton Road	E bound	468	720	252	54%	0.60	0.92	D	E
26	C21	Elstead Rd, Seale	S bound	230	479	249	109%	0.14	0.29	A	C
27	B2039	Ockham Road North	N bound	428	664	236	55%	0.36	0.56	C	D
28	D236	Polesden Lane	SW bound	89	318	229	257%	0.08	0.28	A	C
29	A31	Hogs Back	E bound	2283	2502	219	10%	0.68	0.74	E	E
30	B3405	Grange Road, Pirbright	E bound	565	777	212	38%	0.73	1.00	E	E

Table 4.4: Top thirty links with the highest increase in absolute flow between the Do-Minimum (Scenario 1) and Scenario 3 during the weekday average AM peak hour (0700 – 1000)

Rank	Name		Direction	Flow (vph)		Increase in Flow	% Increase	RFC		LOS	
				Scen. 3	Scen. 5			Scen. 3	Scen. 5	Scen. 3	Scen. 5
1	M25	J10-11 / 11-10 & associated slips	NW bound & SE bound	7,353	8,806	1453	20%	1.06	1.00	F	F
2	A3	Guildford By-Pass	NE bound	4,437	5,569	1132	26%	1.32	1.10	F	F
3	A25	Midleton Road / Woodbridge Road	E bound	2,231	2,660	429	19%	0.67	0.80	E	E
4	A3	Burpham to Pains Hill	NE bound	3,941	4,261	320	8%	0.72	0.77	E	E
5	A320	Woking Road	N bound	528	788	260	49%	0.70	1.06	E	F
6	M25	J10-9 / J9-10 & associated slips	NW bound & SE bound	4,389	4,626	237	5%	0.87	0.69	E	E
7	A31	Hogs Back	E bound	2,502	2,733	231	9%	0.74	0.81	E	E
8	A25	Ladymead	E bound	1,112	1,300	188	17%	0.34	0.40	C	C
9	A320	Woking Road	N bound	301	485	184	61%	0.39	0.66	C	E
10	D4003	Woodbridge Meadows / Walnut Tree Close	S bound	121	299	178	148%	0.16	0.39	B	C
11	A3	Milford Bypass	N bound	2,147	2,296	149	7%	0.64	0.69	E	E
12	B3000	The Street, Compton	N bound	887	1,032	145	16%	0.75	0.87	E	E
13		Park Barn Drive	N bound	478	605	127	27%	0.63	0.79	D	E
14	C42	Horsley Road	N bound	154	279	125	81%	0.13	0.24	A	B
15	B2039	Ockham junction with A3 & B2215		846	968	122	14%	0.26	0.30	B	C
16	B2215	High Street, Ripley	W bound	543	653	110	20%	0.71	0.85	E	E
17	D80	Flexford Road	N bound	81	178	98	121%	0.07	0.15	A	B
18		Nightingale Road	SE bound	118	213	94	80%	0.16	0.28	B	C
19	C17	Manor Road	S bound	1,161	1,254	92	8%	1.49	1.61	F	F
20	C119	The Street, Tongham	S bound	1,176	1,262	86	7%	1.01	1.08	F	F
21	A246	Epsom Road	W bound	553	638	84	15%	0.72	0.83	E	E
22	D51	Jacob's Well Road	SW bound	240	323	83	35%	0.32	0.42	C	C
23	B2039	Ockham Road North	S bound	447	529	82	18%	0.38	0.45	C	D
24	A320	Stoke Road	S bound	679	757	78	12%	0.90	1.00	E	E
25		Denmark Road	S bound	103	181	78	76%	0.13	0.23	A	B
26		Tormead Road	S bound	68	145	77	113%	0.09	0.18	A	B
27	B3000	Puttenham Hill	e/b A31 on-slip	319	393	74	23%	0.27	0.33	B	C
28		Ockham Lane	NE bound	79	145	66	83%	0.07	0.12	A	A
29	C23	Hurtmore Road	N bound	676	741	65	10%	0.57	0.62	D	D
30	C43	Effingham Common Road	S bound	294	357	63	21%	0.25	0.30	B	C

Table 4.5: Top thirty links with the highest increase in absolute flow between Scenario 3 and Scenario 5 during the weekday average AM peak hour (0700 – 1000)

4.6 Scenario 2

- 4.6.1 As noted above in **Section 4.2**, the addition to the network of trips associated with the proposed Local Plan does have a significant effect. Overall vehicle kilometres increase by 9% and 10% in the AM and PM peaks respectively throughout the borough whereas vehicle hours increase by 15% and 17% respectively, reflecting not just the additional trips but the effect more traffic has on the network by increasing journey times for existing users. At the same time, the average speed across the network decreases by 5% and 7% in the AM and PM peaks respectively.
- 4.6.2 The average percentage reduction in speeds masks that there are differences between the various road types. For example, in the AM peak average speeds may only reduce by 5%, but on trunk roads they decrease by 8%. In addition, the more congested the network becomes, the more it is susceptible to incidents and the consequent effects.
- 4.6.3 In the average PM peak hour the A3 trunk road and other local A roads experience more traffic with vehicle kilometres rising by 15,300 and 17,800 respectively, rises of 8% and 11%. Increases on other roads may not be as high in absolute terms, but the percentage increases are 14% on B roads in the borough and 13% on other local roads.

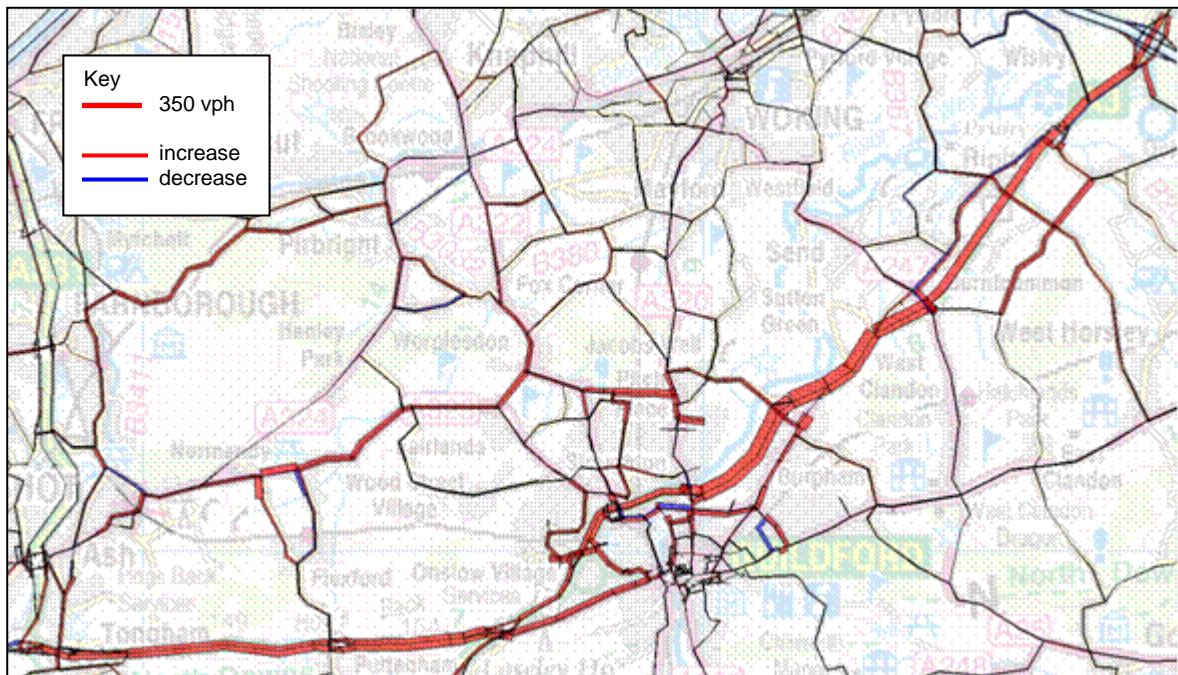


Figure 4.2: Changes in network flow between Scenario 1 (Do-Minimum) and Scenario 2, weekday average AM peak hour

- 4.6.4 Changes in network flows are depicted in **Figure 4.2**, which shows that the increases in general are concentrated on the A3, A31 and on the parts of the network close to potential large developments. The highest increases are on the A3, with the Guildford bypass between the A31 and A320 experiencing increases of 350 trips in each direction and the section between Guildford and the M25 seeing flows increasing by just over 700 in the north bound direction. As can be expected, there are significant increases on local roads adjacent to large

developments, such as on Westwood Lane in Flexford / Normandy, on Ockham Road North and other minor roads near the former Wisley Airfield and on roads in Burpham adjacent to the potential Gosden Hill Farm development. As the flows reported are average peak period flows (i.e. the average flows experienced over the 3 hour peak period), flows can be expected to be slightly higher in the peak hour.

4.6.5 In addition, there are significant increases in junction delay forecast. **Table 4.6** shows those junctions in the model that are forecast to experience an increase in average delay of over 5 seconds per vehicle, helping to show where mitigation might be required. In some cases, potential mitigation has already been suggested in the key highway schemes added in later scenarios, but this is not reflected in this scenario which includes no new highway schemes.

nodenr	Location	Type	Scenario 2 increase in Delay
14139	A323 Guilford Road with A324 Pirbright Road	Signal	61.5
14944	A320 Woking Rd j/w Moorfield Rd	Signal	61.4
16528	Shuttle signals over river, B367 Newark Lane	Signal	45.6
14150	Oxenden Road with Manor Road	Priority	39.6
13528	Clay Lane, A3 London Road Slip On	Signal	35.7
15973	A323 / B3206 / Manor Rd, Ash	Roundabout	35.5
15015	B2215 Portsmouth Road with Ockham Interchange	Priority	33.5
14118	A25 Woodbridge, A25 Ladymead, A322 Woodbridge Road	Signal	31.3
15975	Ash Level Crossing	Signal	28.9
14138	A323 / B3411, Ash	Roundabout	27.7
14146	B3012 Gole Road, A324 Dawney Hill	Priority	19.4
14777	Stoughton Road, Grange Road, Manor Road	Signal	18.4
15683	The Street / Hog's Back, Sandy Cross	Priority	17.7
14364	B3000 Puttenham Hill	Priority	16.7
14886	A322 Worplesdon Road, Shepherds Lane, Stoughton Rd	Signal	16.1
14932	A31 Friary Bridge, A31 Farnham Road, Walnut Tree Close	Signal	14.9
14072	A324 Dawney Hill, A324 Pirbright Green, B3405 Gran	Priority	12.7
14363	Westwood Lane, B3000 Puttenham Hill, B3000 Millbro	Priority	11.9
14170	A25 Epsom Road, A247 The Street, A246 Epsom Road,	Signal	11.1
14804	Egerton Road / Gill Avenue (Hospital junction)	Signal	10.8
14931	A322 Bridge Street, A31 Onslow Street	Signal	10.7
14356	A31 Farnham Road, Guildford Park Road	Roundabout	10.3
14119	Stoke Crossroads	Signal	9.0
14157	A25 Shere Road, Trodds Lane	Priority	7.7
15003	A247 Clandon Road, Tithebarns Lane	Priority	6.2
14145	B3032 Guildford Road, A324 Aldershot Road, A234 Gu	Roundabout	5.5
14771	A320 Stoke Road, Recreation Road	Roundabout	4.5

Table 4.6: Increases in average junction delay between Scenario 1 (Do-Minimum) and Scenario 2 (Local Plan – no mitigation) – seconds per vehicle, weekday average AM peak hour

4.7 Scenario 3

4.7.1 Scenario 3 depicts the same planning data as Scenario 2, but assumes those highway schemes providing access to the potential large development sites, including those from the A3 trunk road, and on the Local Road Network. **Table 4.7** identifies schemes assumed in each of the Do-Something scenarios.

Scheme Ref	Description	2031 Scenarios		
		Scn 3	Scn 4	Scn 5
WAV1	Conversion of A281 Bramley rbt to signals	✓	✓	✓
WAV2	Conversion of A281/A248 Shalford rbt and Broadford Rd priority to signalled junctions	✓	✓	✓
WAV3	Conversion of A248 Christmas Hill/New Road /B2128 from priority junction to rbt			
WAV4	Improvements to the A281/B2128 Nanhurst Xroads signals	✓	✓	✓
WAV5	Hickley's corner on-line improvements	✓	✓	✓
WAV6	Revised Water Lane roundabout to reflect S278 agreement			
WAV7	Improvements to Shepherd & Flock roundabout	✓	✓	✓
WAV8	Improvements to A31/A325 Coxbridge roundabout	✓	✓	✓
WAV9	Conversion of A325/Station Hill from roundabout to signals			
WAV10	Conversion of A325/B3384 priority junction with mini-roundabout	✓	✓	✓
LRN2	A3/Egerton Rd Tesco roundabout improvement (Mayer Brown proposal)	✓	✓	✓
LRN3	A31 Farnham Rd / Blackwell Farm Access Rd signals, incorporating ped/cyclist facilities	✓	✓	✓
LRN4	Blackwell Farm access road to link with Egerton Road	✓	✓	✓
LRN7	M25 J10 improvements	✓	✓	✓
LRN7	Traffic management through Ripley to accompany the new A3 / A247 slips (SRN9 & 10)	✓	✓	✓
LRN7	Old Lane one way n/b between Wisley access roads and common car park (by A3)	✓	✓	✓
LRN7	A3 Ockham interchange improvements	✓	✓	✓
LRN7	Effingham junction priority junctions converted to roundabouts	✓	✓	✓
LRN8	A320 Woking Road alterations associated with SARP (specified in 2009 SWK report)	✓	✓	✓
LRN11	A323 Guildford Rd / B3411 Ash Hill Rd junction improvement			
LRN13	A323 Guildford Rd / A331 junction improvement			
LRN14	A31 / A331 roundabout improvement (partial signalisation)	✓	✓	✓
LRN17	A31 / B3000 Puttenham junction improvement	✓	✓	✓
LRN18	A323 Guildford Rd (Normandy) traffic management improvement scheme			
LRN19	Westwood Lane (Normandy) traffic management improvement scheme			
LRN21	A323 Ash level crossing replacement bridge scheme	✓	✓	✓
SRN2	A3 Hogs Back to A320 RIS2 scheme, including Tesco & Cathedral jcnct improvements			✓
SRN3	M25 J10 RIS1 improvement scheme (E16)		✓	✓
SRN4	Gosden Hill roundabout and A3 s/b off and on-slips	✓	✓	✓
SRN5	M25 J10 - J16 RIS1 scheme (E15)		✓	✓
SRN9 & 10	New A3 / A247 slips at Burntcommon, Clandon	✓	✓	✓

Table 4.7: Mitigation included in the modelled scenarios

The proposals in grey are not included as they are unable to be represented in the strategic model

4.7.2 In terms of link flows, the main effects are as a result of the highway schemes providing access to the potential large development sites. On parts of the A3 in the vicinity of Burpham, flows in both directions increase from the Do-Minimum (Scenario 1) beyond the levels seen in Scenario 2. In addition, as commented on in **Section 4.5**, additional pressure is placed on the network in the vicinity of the Royal Surrey County Hospital.

4.7.3 The scenario includes access arrangements for the large development sites of Blackwell Farm, Gosden Hill Farm and the former Wisley airfield. The proposal for Blackwell Farm is to have its main access point via a new signalled junction on the A31 Farnham Road close to the existing with junction with Down Lane. However, it is also proposed that trips coming from and heading to the development will be permitted to travel through the Surrey Research Park. Furthermore, it is proposed that those trips heading to and coming from the Surrey Research Park and Royal Surrey County Hospital will also be permitted to travel through the development.

While this may be restricted to employees in reality, the model permits all trips heading to and from the zone representing the Surrey Research Park and Hospital to route via the development.

- 4.7.4 With this facility in place, Blackwell Farm trips using the junction with the A31 reduce from 717 trips exiting the development to just 375, and from 315 arriving to 173 (weekday average AM peak hour). However, as indicated in **Figure 4.3**, this means that 342 exiting trips and 142 arrivals re-route via Gill Avenue, the Hospital junction and Egerton Road. It means also that those drivers heading to destinations to the north east and wishing to use the A3 will now join the n/b carriageway at the Tesco junction instead of using the A31 to join at the A3/A31 merge.
- 4.7.5 In turn, 128 trips heading for the Surrey Research Park and Hospital re-route via the development, therefore giving slight relief to the A3/A31 merge and Tesco junction exit. These primarily are trips heading to the Surrey Research Park and Hospital that have origins in the west. Potentially the number of drivers attracted to use this access route could be somewhat higher as the model cannot accurately reflect the queuing that occurs on the nearside lane of the A31 as it approaches the merge with the A3. Should there be no restriction on who could use the access road then flows through the development may be higher still and resulting in corresponding relief to the A3/A31 merge and Tesco junction exit.

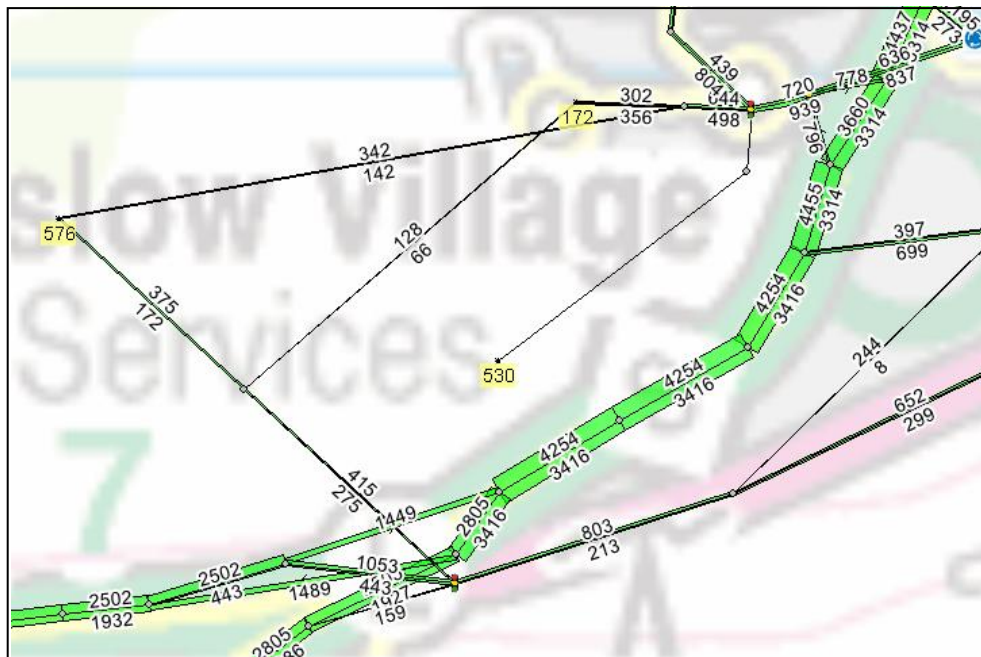


Figure 4.3: AM peak flows on the proposed Blackwell Farm accesses and access road, weekday average AM peak hour

- 4.7.6 The access arrangements for Gosden Hill Farm include a new southbound on-slip to the A3. In the morning peak, this permits 880 (average peak hour) trips to join the A3 at this point. While this increases the amount of traffic on the s/b A3 south of this junction, it reduces by about 500 the number of trips joining the s/b A3 at the Dennis junction. While the additional trips joining at Burpham will add to existing s/b queues, it will reduce to an extent the problems caused by traffic merging onto the A3 at the Dennis junction. However, it should also be noted there is increased traffic through parts of Burpham, partly as a result of new

development traffic but also partly as a result of drivers re-routing to make use of the new A3 on-slip.

- 4.7.7 In Scenario 2, without the A3 slip in place, the development results in about an additional 40 trips n/b on New Inn Lane and about an extra 90 s/b trips. In Scenario 3, with the new s/b slip in place the number of additional northbound trips increases to 135, a rise of just under another 100 vehicles adding to pressure on that link and the A3100/B2234 roundabout junction.
- 4.7.8 Similarly, the A3100 between Boxgrove roundabout and the New Inn Lane (Aldi) roundabout also experiences a change in trips. With the new development in place but no new s/b slip onto the A3, eastbound trips reduce by about 30, whereas westbound trips increase significantly by 225. However, the potential new slip results in over 160 extra vehicles travelling eastbound towards the new access junction compared with the Do-Minimum, but some reduction is experienced to westbound flows. As mentioned above, this additional demand is likely to increase pressure on the A3100/B2234 roundabout.
- 4.7.9 With no mitigation in place, the former Wisley airfield development results in significant increases in trips on the minor roads to the south-west and through Ripley. However, with the mitigation in place as shown in **Table 4.7**, this impact is reduced, particularly as a result of the new slips at Burntcommon. Traffic is reduced through Ripley compared with the Do-Minimum, showing that the measures affect existing as well development related trips. The consequence is that more trips remain on or are attracted to use the A3, especially between the Burntcommon and Ockham junctions. On this section in the average morning peak, an additional 865 trips travel northbound and an additional 190 trips travel southbound. In the average PM peak, an additional 490 trips use the n/b carriageway while about 1,090 use s/b carriageway.
- 4.7.10 Comparing Scenario 3 to Scenario 2, another consequence is that more traffic, about 100 vehicles, is attracted to use Wisley Lane, travelling n/b in the AM peak.
- 4.7.11 **Figure 4.4** shows the routes traffic exiting the former Wisley airfield development take through the network during the morning peak in Scenario 3. As explained in **Section 3.4**, this reflects the trip distribution forecast by the promoter of the former Wisley airfield. It illustrates that trips do use the minor roads to the south-west of the site to access the A3 at Burntcommon to reach destinations in Guildford and beyond. Consequently, it indicates that further thought may have to be given to managing traffic in this area as part of a transport assessment should the development be progressed.

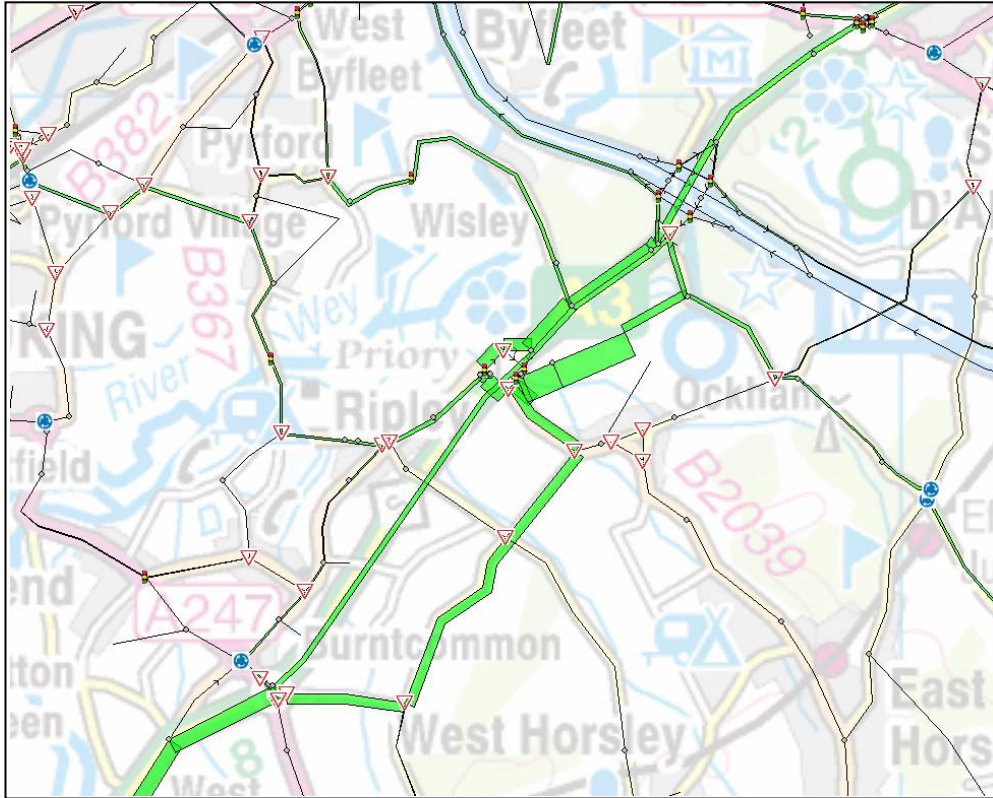


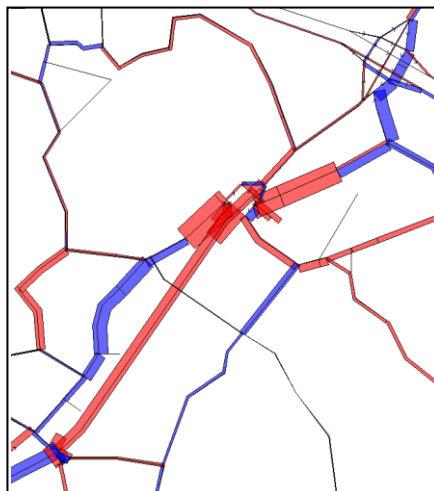
Figure 4.4: Routes taken by trips with an origin in the Wisley Airfield development, weekday average AM peak hour

4.7.12 In the morning peak, the potential new n/b on-slip and s/b off-slip at Burntcommon attract 600 and 170 trips respectively. This puts a certain amount of additional pressure on the A3 between Burntcommon and Ockham as n/b trips choose to join here instead and a smaller number of s/b trips elect to remain on the A3. Compared with Scenario 2 (no mitigation) and illustrated in **Figure 4.5**, there are increases in n/b trips of just fewer than 300 and s/b trips of just over 150. In turn, coupled with traffic calming measures in Ripley, the slips reduce the flow of traffic on the B2215 through the village.

Notes:

The large increase in flow on the B2215 on the approach to the Ockham junction is because this is a new link in Scenario 3 as a result of the re-coding of the Ockham junction to reflect the changes to the junction.

The large decreases on Old Lane are due to this being changed in Scenario 3 to one-way northbound.



Key:

- Decrease ———
- Increase ———
- Approx 200 vph ———

Figure 4.5: Changes in flows between Scenario 2 and Scenario 3, weekday average AM peak hour

4.7.13 When compared with Scenario 1 (Do-Minimum), flows on this section of the A3 increase by over 850 vehicles n/b and just less than 200 vehicles s/b. However, despite the additional development related trips, flows using the B2215 through Ripley are reduced significantly by about 200 vehicles in each direction.

4.7.14 **Figure 4.6** illustrates where the trips using the new on-slip would come from during the morning peak hour. While the majority of trips would come up from the south via the A247, trips from Send, Burntcommon, Ripley and Woking also would use the new slip. However, it is worth noting that some of the trips on the A247 would be attracted from other routes, particularly from the local roads towards Ockham. However, in reality if queuing on the northbound A3 continues to exist or worsen, then it is likely that some drivers will continue to bypass the A3 and continue to travel through Ripley.

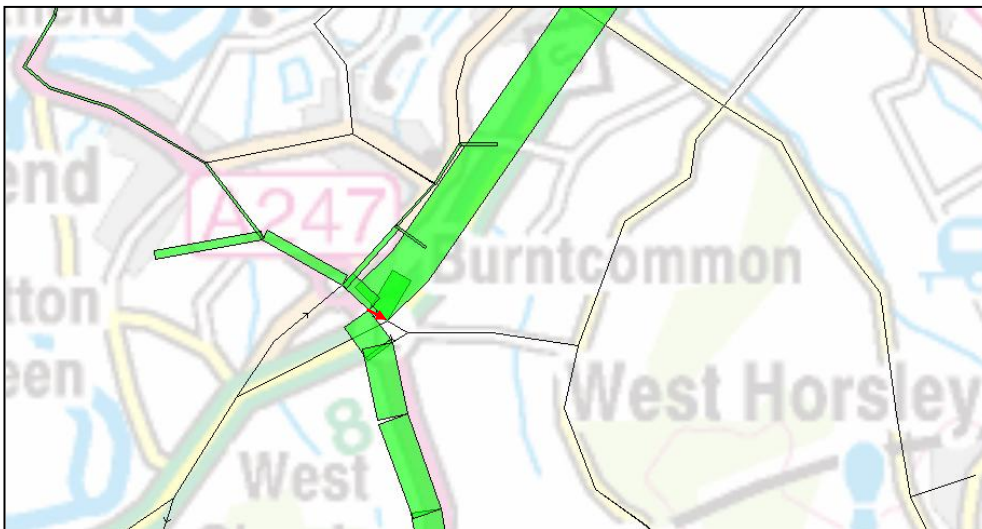


Figure 4.6: Routes taken by trips using the potential new n/b on-slip at Burntcommon, weekday average AM peak hour

4.8 Scenarios 4 and 5

4.8.1 Scenarios 4 and 5 include the highway schemes providing access to the potential large development sites and on the Local Road Network, plus schemes from the DfT's RIS as follows. Scenario 4 assumes the implementation of the RIS Road Period 1 schemes of M25 J10 / A3 Wisley interchange improvements and M25 J10 – J16 smart motorway that includes increasing the number of running lanes at junctions from three to four. As work in developing these schemes is still at an early stage, there are no detailed plans. As a result a number of assumptions have had to be made in how these are represented in the model.

4.8.2 Scenario 5 additionally assumes the RIS Road Period 2 scheme for improvements to the A3 through Guildford. This scheme involves the widening of the A3 to three lanes between the A31 Hog's Back merge and the A320 junction, along with changes to the Tesco and Cathedral junctions.

4.8.3 **Table 4.1(a)** shows in the average AM peak that more trips are attracted to use the A3 resulting in an increase of 6% in vehicle kilometres when Scenario 5 is compared with Scenario 3. At the same time, average vehicle speeds increase

not just on the A3 but across the network within the borough as a whole. However, despite this it should be noted that although the average speed across the network in Scenario 5 is higher than in Scenario 1 (the Do-Minimum), there are differences within the network with average speeds on A roads and minor roads lower than in Scenario 1.

4.8.4 **Table 4.1b** shows in the PM peak that while the network performs better in Scenario 5 compared with Scenario 3, it is still worse than in Scenario 1 with vehicle hours higher and vehicle speeds lower by 12% and 2% respectively.

4.8.5 As noted above in **Section 4.5**, the capacity increases on the M25 and A3 result in some high flow increases as trips re-route to make use of the improvements. In turn, this affects roads approaching the A3, such as the A320, A31, A25 and B3000. These also see high flow increases with some, such as the A320, experiencing a significant deterioration in the Level of Service.

4.8.6 It should be noted that despite these improvements, **Figure 4.7** shows the A3 is still operating overcapacity with resulting impacts on congestion.

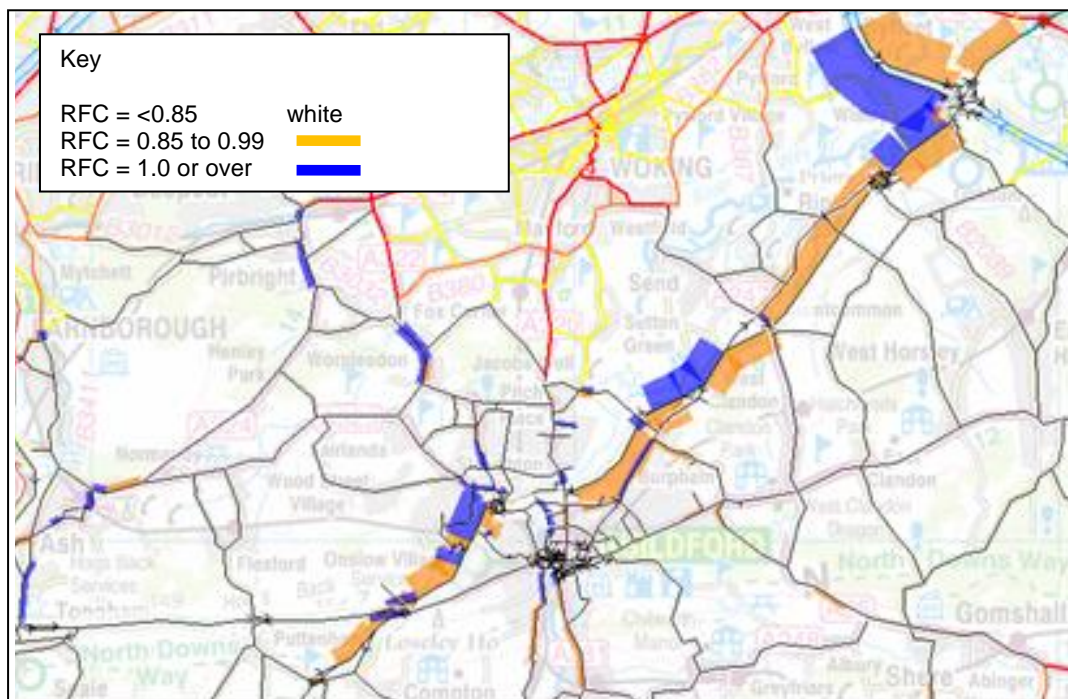


Figure 4.7: Link ratio of flow to capacity, Scenario 5, weekday average AM peak hour

4.9 Increase in Junction Delay

4.9.1 **Table 4.8** shows those junctions experiencing the largest increases in junction delay and compares Scenario 2 (Local Plan without mitigation) against the Do-Minimum (Scenario 1). The table is the same as **Table 4.6**, but has some additional information displayed.

Node No.	Name	Junction	Absolute Difference in Average Junction Delay (seconds)	2031 Scenario 2 RFC	2031 Scenario 2 LOS
14139	A323 Guilford Road with A324 Pirbright Road	Signal	61.5	1.04	F
14944	A320 Woking Rd j/w Moorfield Rd	Signal	61.4	2.52	F
16528	Shuttle signals over river, B367 Newark Lane	Signal	45.6	1.04	F
14150	Oxenden Road with Manor Road	Priority	39.6	1.03	F
13528	Clay Lane, A3 London Road Slip On	Signal	35.7	1.13	E
15973	A323 / B3206 / Manor Rd, Ash	Roundabout	35.5	1.05	F
15015	B2215 Portsmouth Road with Ockham Interchange	Priority	33.5	1.08	D
14118	A25 Woodbridge, A25 Ladymead, A322 Woodbridge Road	Signal	31.3	0.99	F
15975	Ash Level Crossing	Signal	28.9	0.82	F
14138	A323 / B3411, Ash	Roundabout	27.7	4.98	F
14146	B3012 Gole Road, A324 Dawney Hill	Priority	19.4	0.98	F
14777	Stoughton Road, Grange Road, Manor Road	Signal	18.4	1.07	F
15683	The Street / Hog's Back, Sandy Cross	Priority	17.7	0.99	C
14364	B3000 Puttenham Hill	Priority	16.7	0.79	E
14886	A322 Worplesdon Road, Shepherds Lane, Stoughton Rd	Signal	16.1	1.03	E
14932	A31 Friary Bridge, A31 Farnham Road, Walnut Tree Close	Signal	14.9	1.07	E
14072	A324 Dawney Hill, A324 Pirbright Green, B3405 Gran	Priority	12.7	2.15	F
14363	Westwood Lane, B3000 Puttenham Hill	Priority	11.9	2.09	D
14170	A25 Epsom Road, A247 The Street, A246 Epsom Road,	Signal	11.1	0.94	E
14804	Egerton Road / Gill Avenue (Hospital junction)	Signal	10.8	0.85	D
14931	A322 Bridge Street, A31 Onslow Street	Signal	10.7	0.99	D
14356	A31 Farnham Road, Guildford Park Road	Roundabout	10.3	0.83	F
14119	Stoke Crossroads	Signal	9.0	0.93	E
14157	A25 Shere Road, Trodds Lane	Priority	7.7	0.97	B
15003	A247 Clandon Road, Tithesbarns Lane	Priority	6.2	0.94	A
14145	B3032 Guildford Road, A324 Aldershot Road, A234 Gu	Roundabout	5.5	0.95	C
14771	A320 Stoke Road, Recreation Road	Roundabout	4.5	0.88	C

Table 4.8: Junctions showing the largest increase in delay (seconds per vehicle) in the weekday average AM peak hour, comparing Scenario 2 against Scenario 1 (Do-Minimum)

4.9.2 Many of these junctions are either close to possible new developments or on routes used by development related trips. However, **Table 4.9** shows the same junctions but with the RFC value in the Do-Minimum. This indicates that many of the junctions are already operating above their practical capacity and some above the higher theoretical capacity. Consequently, for these junctions a small increase in trips negotiating the junction can result in a significant increase in delay.

Node No.	Name	Junction	Absolute Difference in Average Junction Delay (seconds)	2031 Scenario 2 RFC	2031 Scenario 2 LOS	2031 Scenario 1 RFC	2031 Scenario 1 LOS
14139	A323 Guilford Road with A324 Pirbright Road	Signal	61.5	1.04	F	0.99	E
14944	A320 Woking Rd j/w Moorfield Rd	Signal	61.4	2.52	F	1.59	F
16528	Shuttle signals over river, B367 Newark Lane	Signal	45.6	1.04	F	0.97	D
14150	Oxenden Road with Manor Road	Priority	39.6	1.03	F	0.93	B
13528	Clay Lane, A3 London Road Slip On	Signal	35.7	1.13	E	1.04	D
15973	A323 / B3206 / Manor Rd, Ash	Roundabout	35.5	1.05	F	1.01	F
15015	B2215 Portsmouth Road with Ockham Interchange	Priority	33.5	1.08	D	0.95	B
14118	A25 Woodbridge, A25 Ladymead, A322 Woodbridge Road	Signal	31.3	0.99	F	0.91	D
15975	Ash Level Crossing	Signal	28.9	0.82	F	0.64	F
14138	A323 / B3411, Ash	Roundabout	27.7	4.98	F	2.56	E
14146	B3012 Gole Road, A324 Dawney Hill	Priority	19.4	0.98	F	0.77	F
14777	Stoughton Road, Grange Road, Manor Road	Signal	18.4	1.07	F	1.03	E
15683	The Street / Hog's Back, Sandy Cross	Priority	17.7	0.99	C	0.74	A
14364	B3000 Puttenham Hill	Priority	16.7	0.79	E	0.76	D
14886	A322 Worplesdon Road, Shepherds Lane, Stoughton Rd	Signal	16.1	1.03	E	0.99	E
14932	A31 Friary Bridge, A31 Farnham Road, Walnut Tree Close	Signal	14.9	1.07	E	1.03	D
14072	A324 Dawney Hill, A324 Pirbright Green, B3405 Gran	Priority	12.7	2.15	F	1.67	F
14363	Westwood Lane, B3000 Puttenham Hill	Priority	11.9	2.09	D	1.33	C
14170	A25 Epsom Road, A247 The Street, A246 Epsom Road,	Signal	11.1	0.94	E	0.91	E
14804	Egerton Road / Gill Avenue (Hospital junction)	Signal	10.8	0.85	D	0.85	D
14931	A322 Bridge Street, A31 Onslow Street	Signal	10.7	0.99	D	0.93	C
14356	A31 Farnham Road, Guildford Park Road	Roundabout	10.3	0.83	F	0.62	E
14119	Stoke Crossroads	Signal	9.0	0.93	E	0.87	D
14157	A25 Shere Road, Trodds Lane	Priority	7.7	0.97	B	0.81	A
15003	A247 Clandon Road, Tithebarns Lane	Priority	6.2	0.94	A	0.46	A
14145	B3032 Guildford Road, A324 Aldershot Road, A234 Gu	Roundabout	5.5	0.95	C	0.74	B
14771	A320 Stoke Road, Recreation Road	Roundabout	4.5	0.88	C	0.64	B

Table 4.9: A comparison of RFC and LOS values for Scenario 1 (Do-Minimum) and Scenario 2, weekday average AM peak hour

4.9.3 There are some junctions that do display a significant change despite being relatively uncongested in the Do-Minimum (Scenario 1). This is due to a mixture of development trips passing through the junctions and the additional trips resulting in existing 2031 trips re-routing. These junctions include:

- A323 Ash level crossing;
- junctions along The Street, Tongham;
- the B3000 junctions with Wanborough Hill and the A31 slips, Puttenham; and
- A247 with Tithebarns Lane.

4.9.4 **Figure 4.8** compares junction delay between Scenarios 2 and 3. While a number of junctions show no or little change, there are improvements to delay in a number of locations and these include some junctions on the A320, for example. However, where new junctions are inserted, these result in additional delay. For example, the Blackwell Farm access road junction with the A31 is signalled in Scenario 3, and there is a new junction to facilitate access for the Gosden Hill Farm development.

4.9.5 But there are some junctions that are proposed to be improved that show deterioration. This could be for two reasons. The first is because although a junction has been improved, the proposed improvement is insufficient to cater for the resulting change in trip patterns arising from alterations elsewhere. This can be seen at the Tesco junction in that although there is a proposal to improve it, the additional access to and from the Blackwell Farm development via Gill Avenue results in a significant increase in trips on this part of the network. This is, in turn, impacting on junctions for which there are no schemes proposed at the moment,

highlighting where additional improvements may be necessary. An example of this is the Egerton Road/Gill Avenue junction adjacent to the Royal Surrey County Hospital.

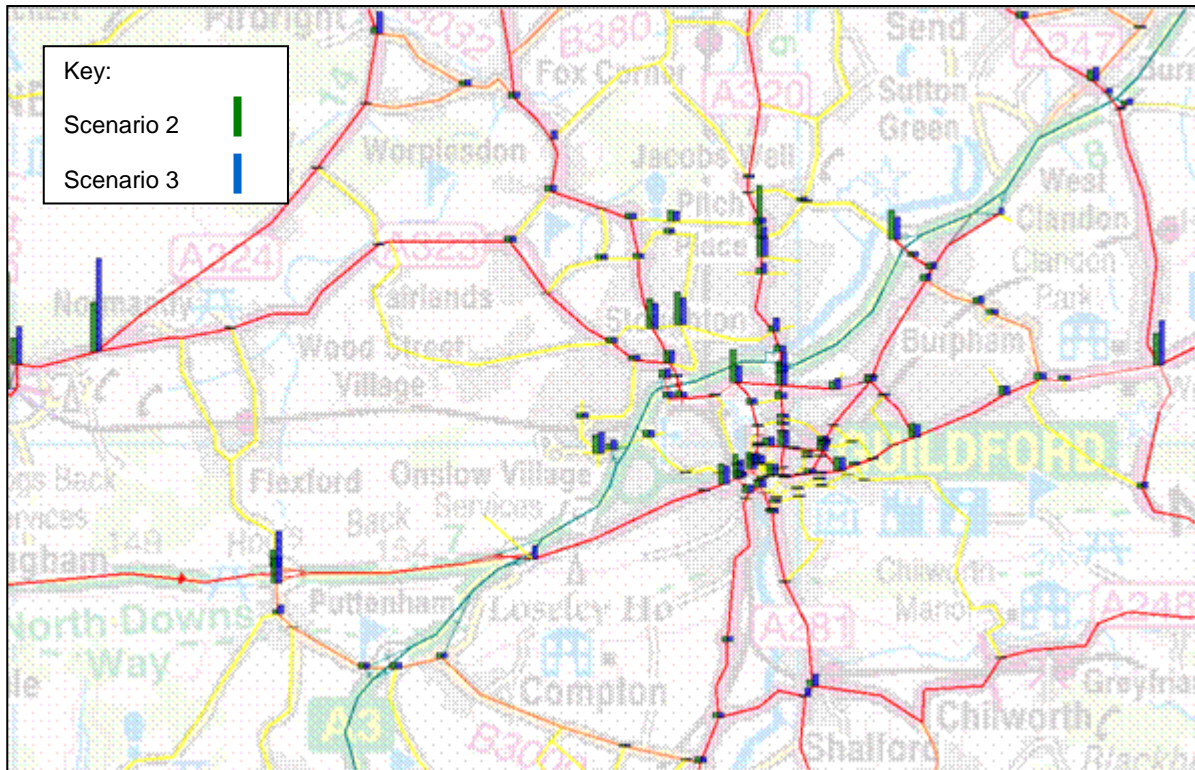


Figure 4.8: Change in junction delay between Scenario 2 and Scenario 3 – seconds per vehicle, weekday average AM peak hour

- 4.9.6 The second reason is that the proposed improvements may need to be fine tuned. For example, the new signalled junctions at Shalford show an increase in delay. However, further work on designing the improvements assumed here coupled with analysing the operation using a local modelling tool may show that delays can be reduced.
- 4.9.7 It should also be recognised that the strategic model may have difficulty in modelling effectively the details of the proposed mitigation measures, and may have to be used in conjunction with junction modelling tools to understand better the potential effects.
- 4.9.8 **Table 4.10** shows those junctions forecast to see the most improvement in delay reduction as a result of either direct mitigation or the effects of mitigation. The replacement of Ash level crossing with a bridge results in the largest reduction, but mitigation associated with Slyfield, Flexford, Wisley and Ash & Tongham developments also assist in reducing the impact of growth.
- 4.9.9 Conversely, **Table 4.11** shows those junctions expected to see the largest increases in average delay due to either the proposed key highway schemes needing to be reconsidered at or development access proposals affecting the way trips route through the network. However, a number show increases because the junctions were not in the Scenario 2 model. These are shown in grey.

nodenr	Location	Type	Scenario 3 change in delay (decrease)
15975	Ash Level Crossing	Signal	-293.8
14944	A320 Woking Rd j/w Moorfield Rd	Signal	-130.4
15973	A323 / B3206 / Manor Rd, Ash	Roundabout	-86.1
14150	Oxenden Road with Manor Road	Priority	-43.9
14118	A25 Woodbridge, A25 Ladymead, A322 Woodbridge Road	Signal	-41.5
16528	Shuttle signals over river, B367 Newark Lane	Signal	-32.9
15015	B2215 Portsmouth Road with Ockham Interchange	Priority	-30.7
16522	B2039 Ockham Road North with Ockham Interchange	Priority	-26.9
14363	Westwood Lane, B3000 Puttenham Hill	Priority	-17.2
13528	Clay Lane, A3 London Road Slip On	Signal	-16.2
14777	Stoughton Road, Grange Road, Manor Road	Signal	-15.6
15683	The Street / Hog's Back, Sandy Cross	Priority	-14.3
14932	A31 Friary Bridge, A31 Farnham Road, Walnut Tree Close	Signal	-14.1
14886	A322 Worplesdon Road, Shepherds Lane, Stoughton Rd	Signal	-12.6
16525	B2215 High Street with Rose Lane	Priority	-10.8

Table 4.10: Junctions forecast to experience a reduction in delay in Scenario 3 compared with Scenario 2, weekday average AM peak hour

nodenr	Location	Type	Scenario 3 change in delay (increase)
14139	A323 Guildford Road with A324 Pirbright Road	Signal	111.9
14364	B3000 Puttenham Hill, Millbrook	Signal	67.5
14145	B3032 Guildford Road, A324 Aldershot Road, A234 Gu	Roundabout	37.6
15019	A31 Farnham Road, Blackwell Farm	Signal	35.3
14170	A25 Epsom Road, A247 The Street, A246 Epsom Road,	Signal	30.8
14138	A323 / B3411, Ash	Roundabout	28.8
15145	A320 Woking Rd j/w Jacob's Well Rd	Signal	24.3
14119	Stoke Crossroads	Signal	22.0
14784	A322 Worplesdon Road, Rye Road	Priority	21.9
14392	A248 Bradford Road, A281 The Street, A281 Horsham	Signal	21.6
14404	A320 Woking Road j/w Stoughton Road	Signal	19.5
13106	A248 Kings Road, A281 Horsham Road, A281The Street	Signal	15.3
16507	A323 Guildford Road with Foreman Road	Roundabout	14.7
16578	A3100 /Gosden Hill access roundabout	Roundabout	13.9
15001	A247 / A3 n/b on-slip	Priority	13.1
14943	A320 Woking Rd j/w Woodlands Rd & Hazel Avenue	Signal	12.9
16523	Wisley Access Road signals with Ockham roundabout	Signal	11.8
14899	B3000 Puttenham Hill, B3000 Puttenham Heath Road,	Priority	11.2
14985	A3 Guildford Bypass Slip off Hospital, Egerton Road	Signal	11.2

Table 4.11: Junctions forecast to experience an increase in delay in Scenario 3 compared with Scenario 2, weekday average AM peak hour

4.10 Changes in Capacity and Level of Service

- 4.10.1 Flow increases are identified in **Section 4.5** above. **Table 4.12** (overleaf) shows those roads forecast to demonstrate the ten worst ratio of flow to capacity values in Scenario 3. However, it also shows that those roads are expected to experience congestion in
- 4.10.2 A Ratio of Flow to Capacity (RFC) value between 0.85 and 1 suggests the stretch of road is beginning to struggle with the weight of traffic causing delay, queues and driver stress. A value greater than 1 means that the stretch of road has a higher level of traffic flow than its theoretical capacity and will demonstrate flow breakdown and extensive queuing.
- 4.10.3 All the roads listed in **Table 4.12** have an RFC greater than 1, i.e. the flow travelling on the road is greater than capacity, in both scenarios during the weekday average AM peak hour, with all links providing a level of service value of F. Such high RFC values with the corresponding worst level of service suggest high levels of congestion and flow breakdown will be experienced, even with the local mitigation measures incorporated in the 2031 scenario 3.
- 4.10.4 This is illustrated in **Figure 4.9** (on page 53), which shows the Ratio of Flow to Capacity on roads in the Guildford borough area for Scenario 3 during the average AM peak hour. The figure indicates that areas such as Ash, the A320, the A322, the A3100 at Burpham and the approaches to Guildford town centre will all experience a degree of congestion. One aspect to note is that congestion is not forecast through Ripley, and this is due to the proposed new A3 slips at Burntcommon together with associated traffic calming through the village.
- 4.10.5 However, combined with **Table 4.4** (page 37), it also shows that the A31 on the approach to the A3, the A3 itself through Guildford and in the vicinity of M25 J10 are forecast to increased levels of congestion.

Rank	Name	Location	Link Ref.	Direction	2031 Do-Minimum Flow (vph)	2031 Scenario 3 (vph)	Absolute Increase in Flow (vph)	Percentage Increase in Flow	2031 Do-Minimum RFC	2031 Scenario 3 RFC	2031 Do-Minimum Level of Service	2031 Scenario 3 Level of Service
1	B3411, Mytchett Road	Ash Vale / Mytchett	11536, 1	N bound	990	1,256	265	27%	1.27	1.60	F	F
2	A281, Millbrook	Approach to Guildford t/c	16984, 1	N bound	1,139	1,221	82	7%	1.48	1.59	F	F
3	A322, Woodbridge Road	Approach to Guildford t/c	15468, 2	S bound	865	1,114	249	29%	1.13	1.45	F	F
4	A323, Guildford Road	Ash	10066, 2	E bound	1,379	1,582	203	15%	1.18	1.35	F	F
5	A3, Guildford By-Pass	A3 through Guildford	15517, 2	N bound	4,288	4,455	167	4%	1.28	1.33	F	F
6	D4027, Moorfield Road	Slyfield Industrial Estate	15904, 1	E bound	726	933	207	29%	1.00	1.26	E	F
7	A322, Worplesdon Road	Approach to Guildford	16925, 1	S bound	1,811	1,964	153	8%	1.16	1.26	F	F
8	D4001, Egerton Road	RSC Hospital / Tesco	15888, 2	W bound	797	939	142	18%	1.04	1.21	F	F
9	A324, Dawney Hill	Pirbright	11101, 1	N bound	1,243	1,410	167	13%	1.07	1.21	F	F
10	A31, Farnham Road	Approach to Guildford t/c	14925, 1	E bound	808	896	87	11%	1.07	1.18	F	F

Table 4.12: Roads with the ten largest Ratio of Flow to Capacity values, Scenario 3, weekday average AM peak hour

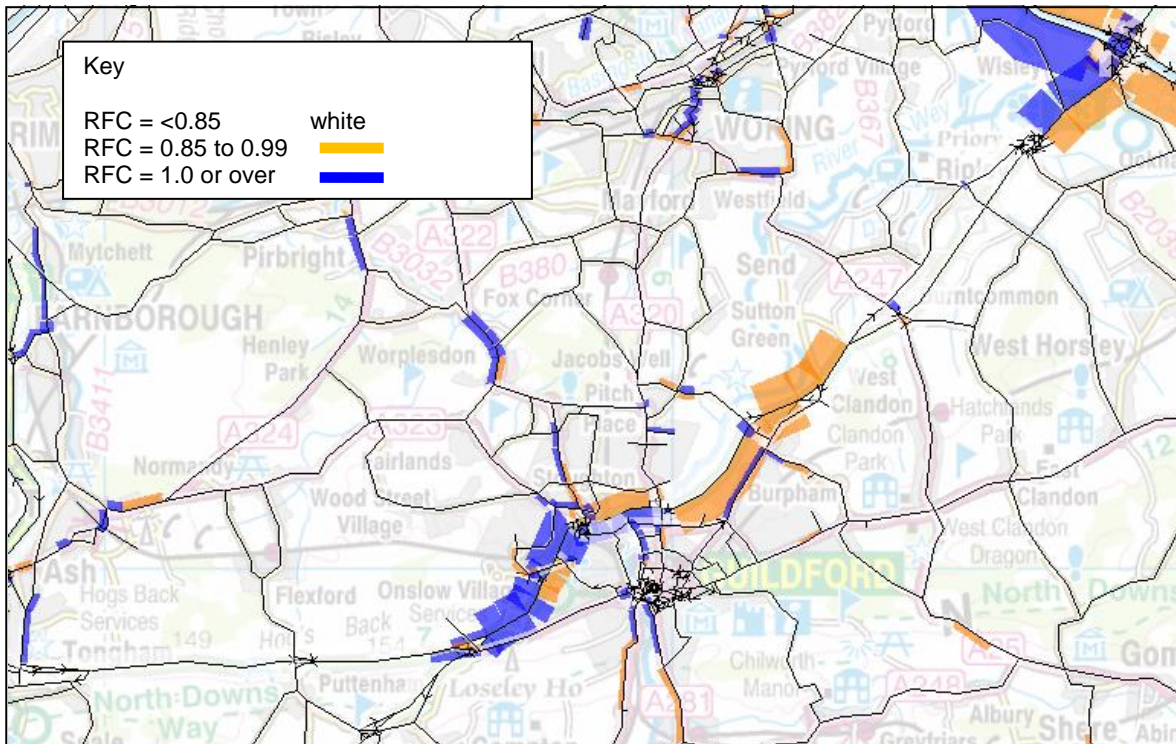


Figure 4.9: Link ratio of flow to capacity, Scenario 3, weekday average AM peak hour

4.10.6 The consequence is that even with the mitigation proposed on the Local Road Network there is a residual impact, especially on the A3 through Guildford and around the junction with the M25. Given the queues that exist nowadays and the proximity of the Royal Surrey County Hospital with its major accident and emergency unit, this residual cumulative impact is likely to be considered severe in the context of Department for Transport Circular 02/2013. Therefore, further mitigation is likely to be necessary to accommodate the development related trips.

4.10.7 However, as stated in **Section 3**, it should be recognised that this assessment is based in trips rates observed at similar development sites as recorded in the TRICS database. The assessment does not take into account a reduced vehicle trip rate that may be achieved at certain potential developments as a result of increased investment to enhance sustainable modes of travel and potential increased internalisation of trips on large development sites.

4.11 Motorway and Trunk Roads

4.11.1 The A3 in particular is affected by the proposed Local Plan. As indicated above, flows increase and the ratio of flow to capacity changes. **Figure 4.10** shows the changes in flow on the A3 between the B3000 Compton and A245 Pains Hill junctions. It takes into account the access arrangements for the potential strategic sites and it assumes mitigation on the Local Road Network is in place. While the figures show the changes arising from the trips generated by the Local Plan, they also reflect changes in routes followed by other trips on the network.

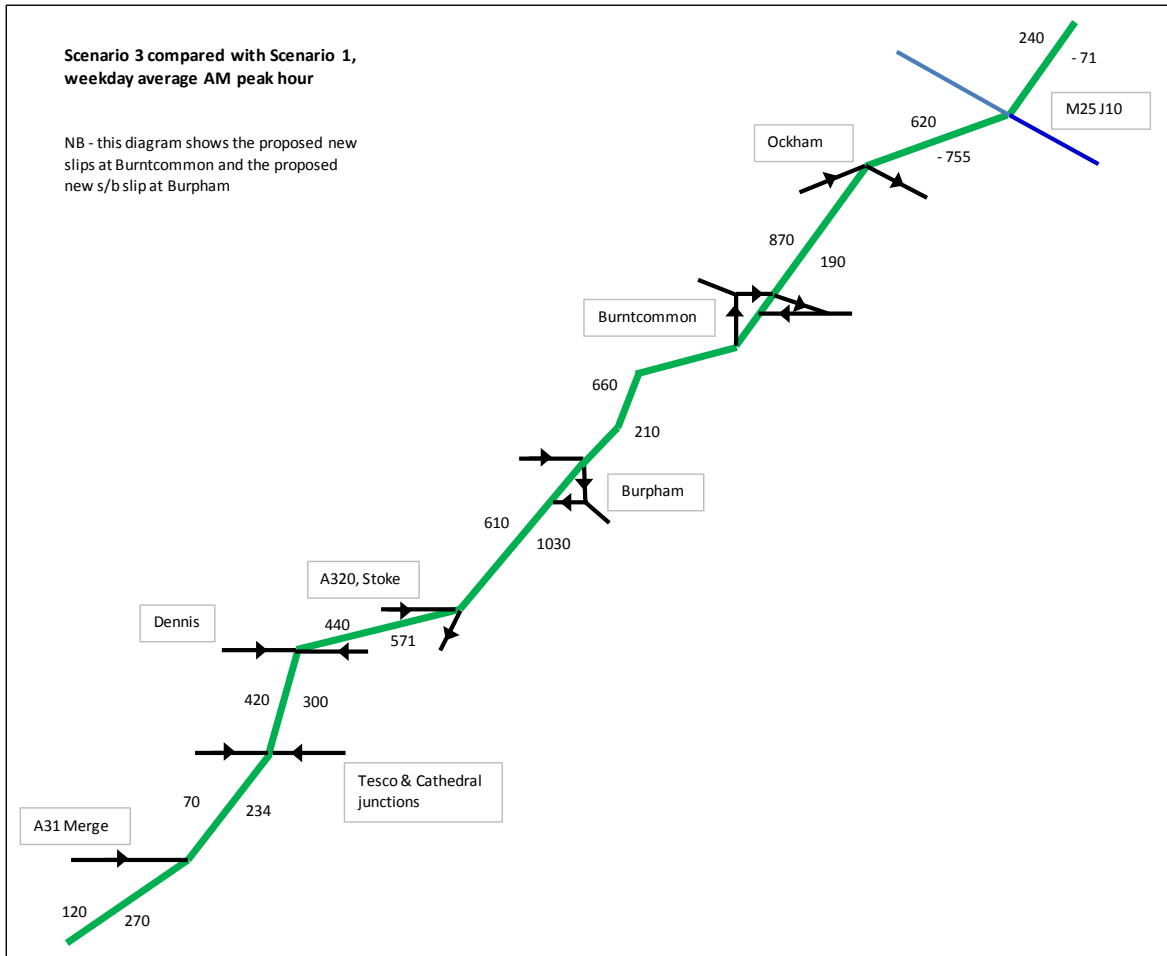


Figure 4.10: Changes in flows on the A3, weekday average AM peak hour – Scenario 3 compared with Scenario 1 (Do-Minimum)

4.11.2 A significant number of trips join the northbound carriageway at the Tesco junction, reflecting the facility for Blackwell Farm trips to access the network via Gill Avenue. Additional n/b trips join the A3 at the A320 Stoke junction and at Burpham, partly as a result of both the Slyfield and Gosden Hill Farm developments.

4.11.3 The potential new n/b on-slip at Burntcommon allows more trips to join the A3 at this point. As shown in **Figure 4.6**, the majority of the trips joining at this point approach from the south using the A247. The B2215 is relieved, and so are the minor roads to the south of the A3 towards Ockham. Although more trips join at this point making use of the potential new slip, slightly fewer trips join at the Ockham junction compared with Scenario 1, despite this being the access point for n/b trips from the adjacent former Wisley airfield site.

4.11.4 In the southbound direction, the largest impact is as a result of the new s/b on-slip at Burpham, proposed to be implemented as part of the Gosden Hill Farm access junction. Not only does this allow trips from the Gosden Hill Farm site to join at this point, but it also permits other users to re-route and join the A3 at this location instead of driving through Guildford and joining the s/b A3 at the Dennis junction.

4.11.5 **Figure 4.11** shows the changes in flow in Scenario 5, again compared with Scenario 1. There are no changes to the overall numbers of trips in the model, but

the figures reflect the changes in re-routing as a result of the increased capacity on the A3, at the M25 J10 junction and on the M25 itself. As it is not a variable demand model, the only response to this change in capacity is re-routing.

4.11.6 As described in **Section 4.8**, the enhanced A3 results in re-routing, attracting increased trips to make use of the improved capacity despite development related trips also using the A3.

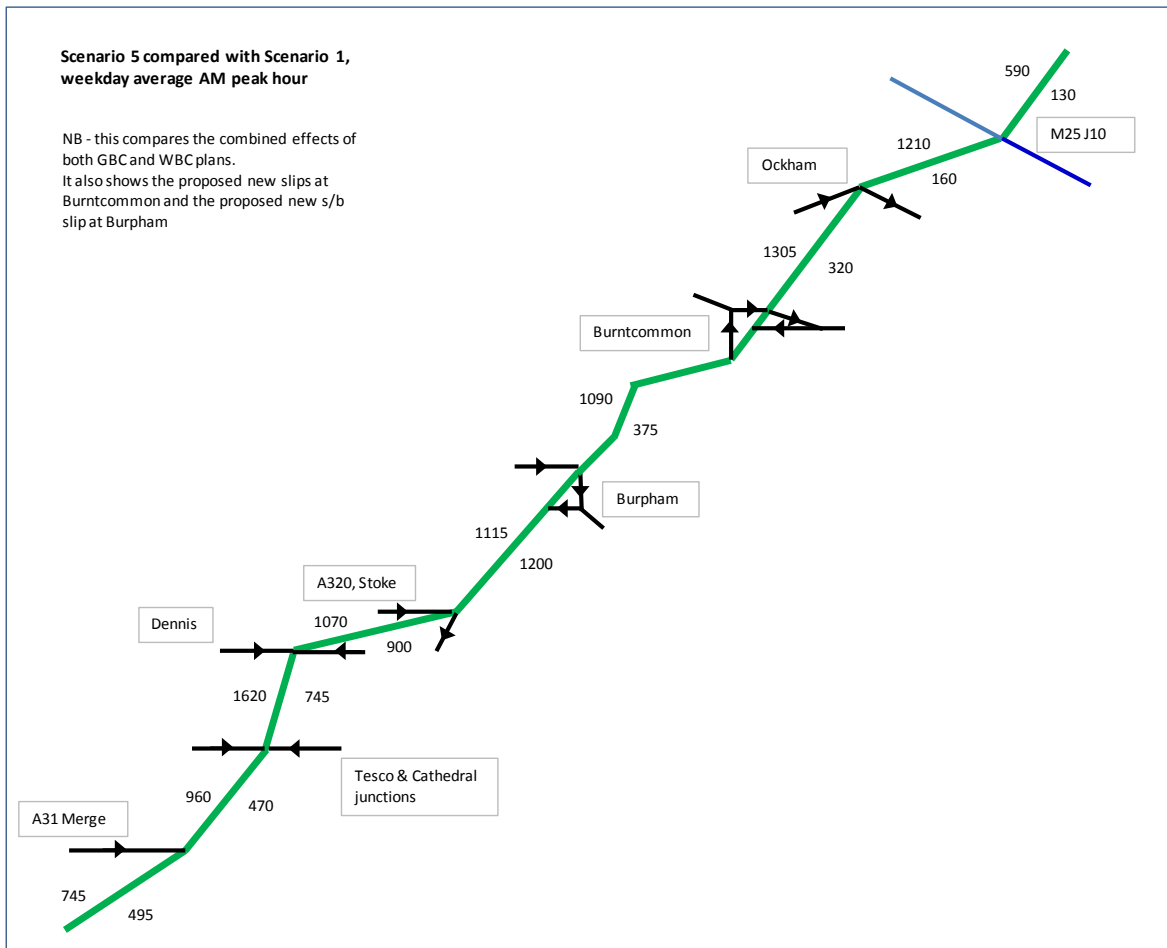


Figure 4.11: Changes in flows on the A3, weekday average AM peak hour – Scenario 5 compared with Scenario 1 (Do-Minimum)

4.12 Journey Times along Key Routes

4.12.1 Journey time data has been extracted from the model for the A3 to compare before and after the addition of the Local Plan trips and to compare the effect of the DfT RIS schemes. **Figures 4.12a and 4.12b** compare the journey times for the northbound carriageway between the B3000 (Compton) and the A245 (Pains Hill) for the weekday average AM and PM peak hours respectively between the Do-Minimum (Scenario 1) and Scenario 3 and Scenario 5. Scenario 3 has been selected because it contains the access strategies for the potential large developments, and Scenario 5 because it contains the DfT RIS schemes, notably the improvement of the A3 through Guildford. It should be noted that these journey times are based on the time it takes to traverse a link, and does not take into account congestion arising as a result of merging traffic and weaving.

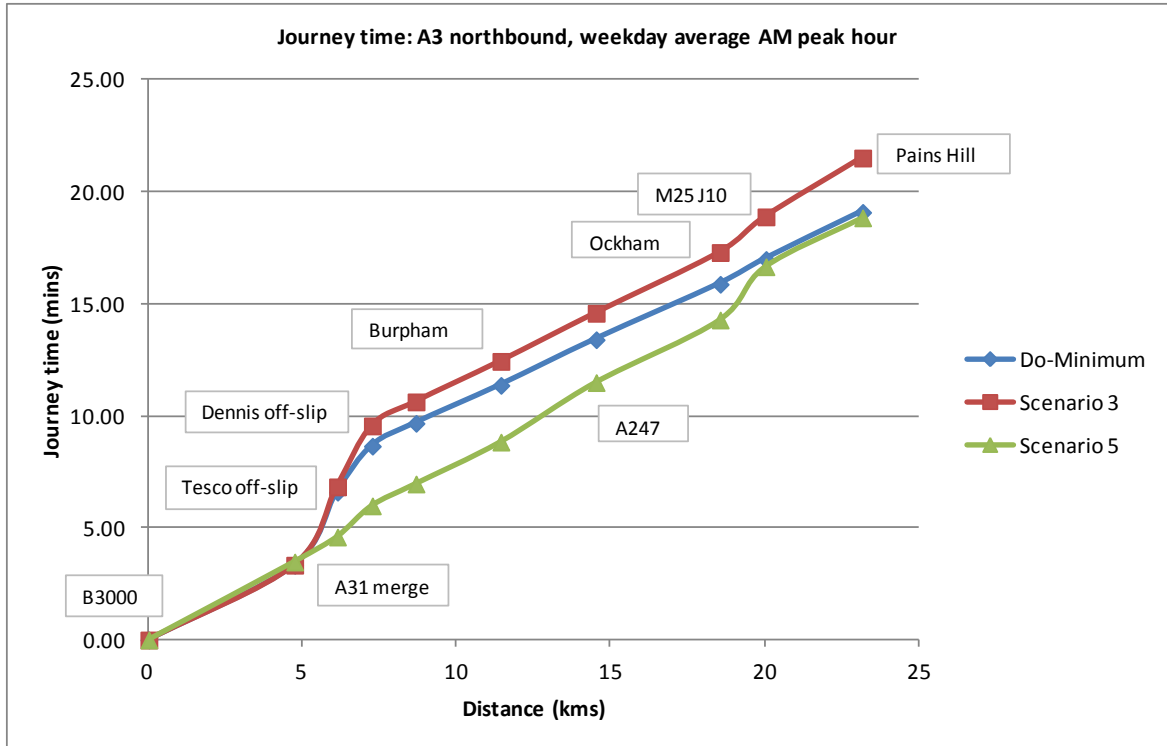


Figure 4.12a: A comparison of journey time, A3 northbound, weekday average AM peak hour

4.12.2 In Scenario 3 in the average AM peak overall journey times increase by 14%, but as stated above this does not take into account potential additional delay caused by increased merging traffic and weaving. The graph reflects the increased journey time on the link after the A31 merge. However, it shows the effect of additional traffic joining the n/b carriageway at the Tesco junction and again at Ockham. This indicates what the potential impact of trips from both the possible Blackwell Farm and the former Wisley airfield developments might have on the A3 without appropriate mitigation.

4.12.3 Scenario 5 shows the significant effect an improved A3 through Guildford has on journey times. However, the graph shows the effect of the trips joining the n/b A3 at both the A247 and the Ockham junctions, the latter largely as a result of vehicles joining the A3 from the proposed development on the former Wisley airfield. For those trips travelling between Compton and the M25, this impact has the effect of reducing journey times to those experienced in the Do-Minimum.

4.12.4 In the PM peak, the improvement to the A3 through Guildford has less of an impact, but the effects of the proposed new n/b on-slip from the A247 at Burntcommon and additional trips joining at the Ockham junction are still noticeable.

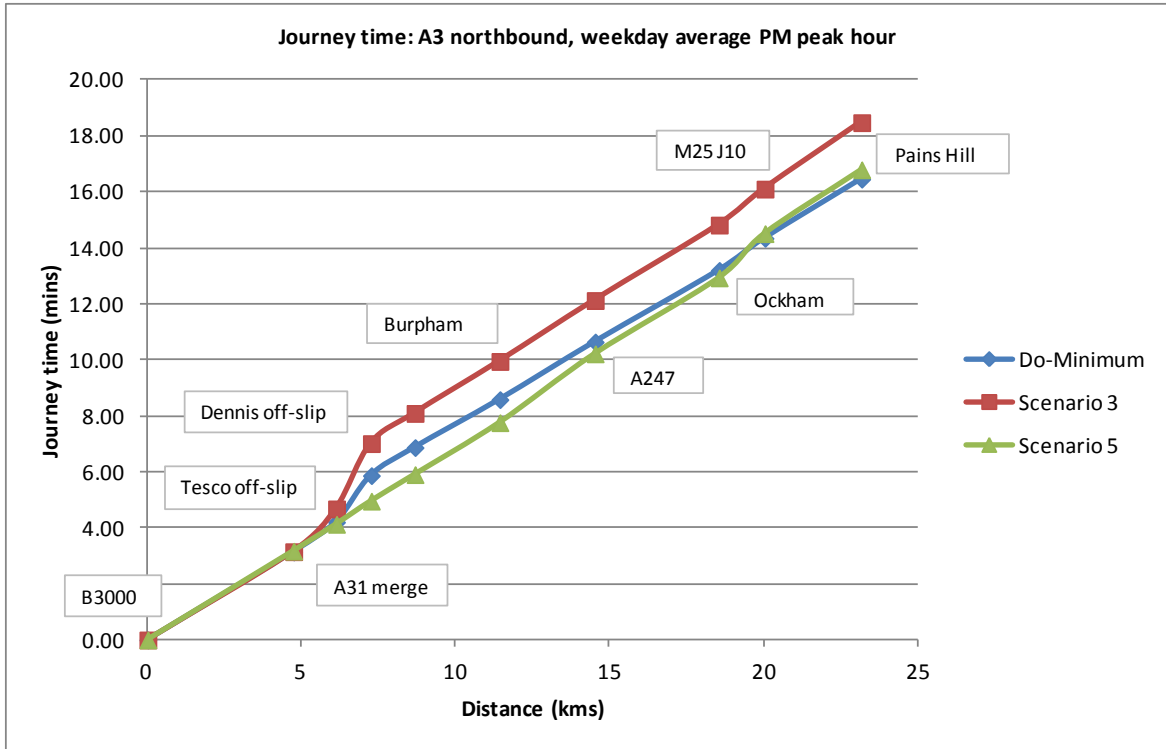


Figure 4.12b: A comparison of journey time, A3 northbound, weekday average PM peak hour

4.12.5 In a southbound direction, Scenario 3 journey times over the same length increase by 6% in the average AM peak hour. **Figure 4.13a** indicates there is a small impact of more trips joining the A3 s/b at A3100 using the potential new s/b on-slip, and a further small impact after the Dennis and Cathedral junctions. Scenario 5 shows that the improved A3 not only accommodates the effect of the additional trips but results in an overall enhancement compared with the Do-Minimum.

4.12.6 In the PM peak, **Figure 4.13b** shows that in Scenario 5 journey times between the M25 and Guildford deteriorate further, this being due to a combination of the potential development-related trips and trips re-routing to take advantage of the improvement to the A3 through Guildford. The improved A3 through Guildford has a significant impact, especially when compared with Scenario 3 journey times.

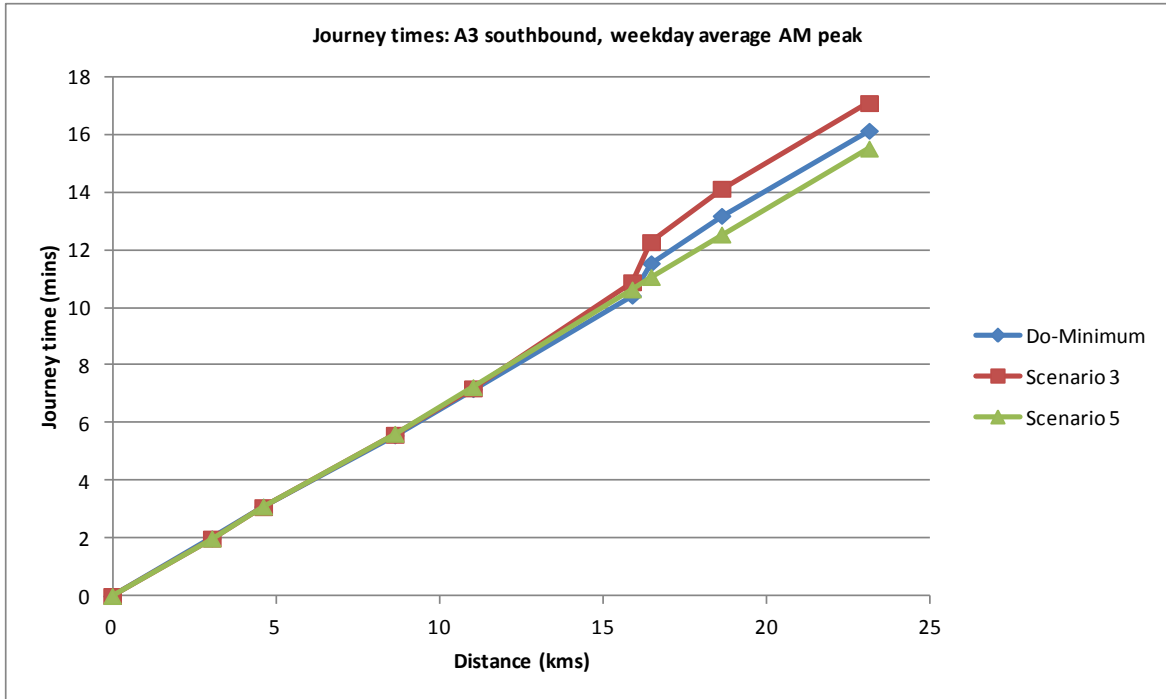


Figure 4.13a: A comparison of journey time, A3 southbound, weekday average AM peak hour

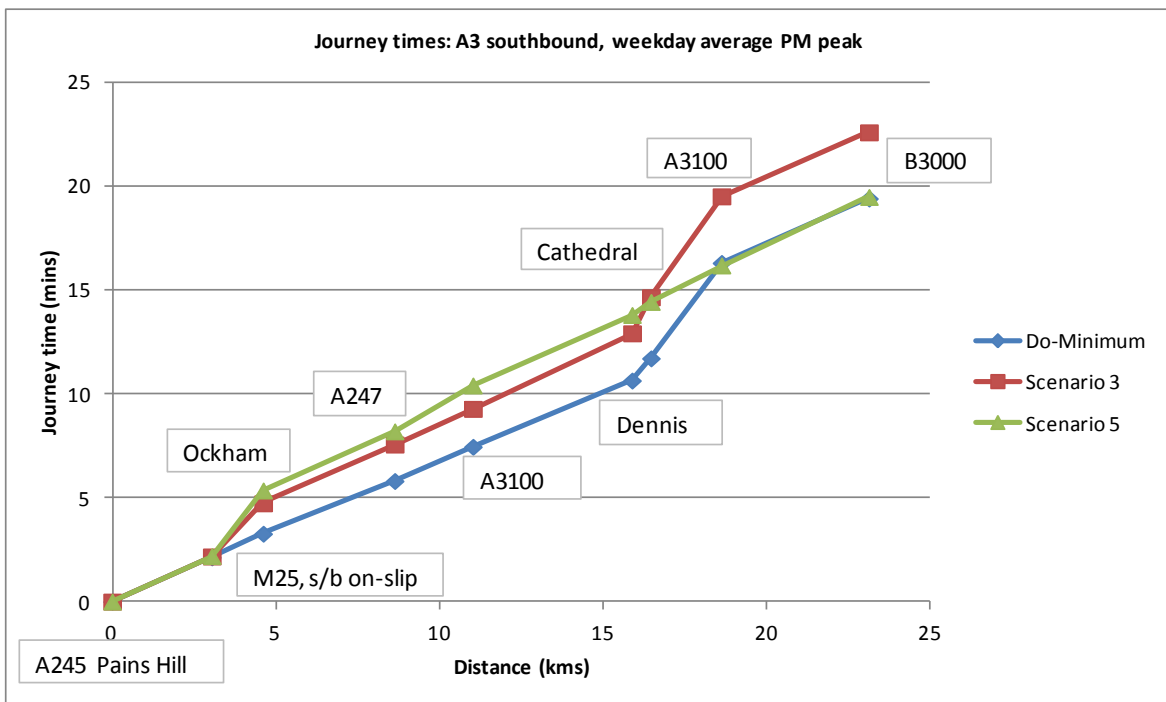


Figure 4.13b: A comparison of journey time, A3 southbound, weekday average PM peak hour

4.13 Cross Boundary Impacts

4.13.1 As well as considering the potential traffic impacts generated from the borough’s Local Plan within Guildford borough’s boundary, potential traffic impacts on the surrounding highway network within other neighbouring borough/district areas are also considered.

4.13.2 **Table 4.13** shows the change in trips crossing the borough boundary in an outward direction in the average AM peak hour, when the Local Plan scenario (Scenario 2) is compared with the Do-Minimum (Scenario 1). **Figure 4.14** shows the location of the links referred to in the table.

Link						Scenario					
Id. No.	Direction	Road number	Name	Location	Adjoining Borough / District	Scenario 1			Scenario 2		
						Capacity	Flow	RFC	Capacity	Flow	RFC
12404, 2	n/b	A3	Ripley Bypass	Wisley	Elmbridge	5700	4977	0.87	5700	5550	0.97
19446, 1	e/b	A246	Leatherhead Rd	Efingham	Mole Valley	1200	906	0.76	1200	892	0.74
19562, 1	e/b	A25	Guildford Rd	Abinger Hammer	Mole Valley	1200	375	0.31	1200	420	0.35
8403, 2	s/b	A281	Horsham Rd	Between Shalford & Bramley	Waverley	1200	463	0.39	1200	480	0.40
8342, 1	s/b	A3100	Old Portsmouth Rd	Guildford Cemetery	Waverley	1200	405	0.34	1200	460	0.38
8514, 1	s/b	A3	Milford Bypass	Eashing	Waverley	3500	1509	0.43	3500	1616	0.46
11788, 2	w/b	A31	Runfold Diversion	Runfold	Waverley	3500	2205	0.63	3500	2553	0.73
18219, 2	w/b	A323	Aldershot Rd	Ash	Rushmoor	1200	776	0.65	1200	731	0.61
11070, 2	n/b	B3411	Ash Hill Rd	Ash Vale	Surrey Heath	800	319	0.40	800	549	0.69
10875, 2	n/b	A324	Guildford Rd	Prbright	Woking	1200	1214	1.01	1200	1300	1.08
9869, 1	n/b	A322	Bagshort Rd	Fox Corner	Woking	1200	961	0.80	1200	994	0.83
15451,2	n/b	A320	Woking Rd	Jacobs Well	Woking	1400	579	0.41	1400	685	0.49
10984, 1	n/b	A247	Send Rd	Send	Woking	1200	789	0.66	1200	870	0.73

Table 4.13: Cross boundary impacts, weekday average AM peak hour, Scenario 2 (Local Plan) compared with Scenario 1 (Do-Minimum)

4.13.3 The RFC column refers to the ratio of flow to capacity, and is calculated by dividing the capacity by the traffic flow. Any stretch of road will have a theoretical capacity, which is the amount of traffic a particular road link will be able to carry within a given time. It is generally expressed as vehicles per hour, and represents the number of vehicles travelling in one direction. However, in reality, as the actual number of vehicles using the road approaches this theoretical capacity, congestion will start to arise resulting in slow moving, stop-start traffic and queuing. Generally it is recognised that such conditions start to occur as the RFC approaches the 0.85 threshold on a link.

4.13.4 Care needs to be taken when interpreting these figures. Attention needs to be focused on the flow differences and the change in RFC coupled with knowledge of existing conditions. The flow figures given are for the average AM peak hour (i.e. the average of the flows for each hour making up the AM peak period) and typically will be lower than flows occurring in the single peak hour except where congestion impedes the flow of traffic in the single peak hour.

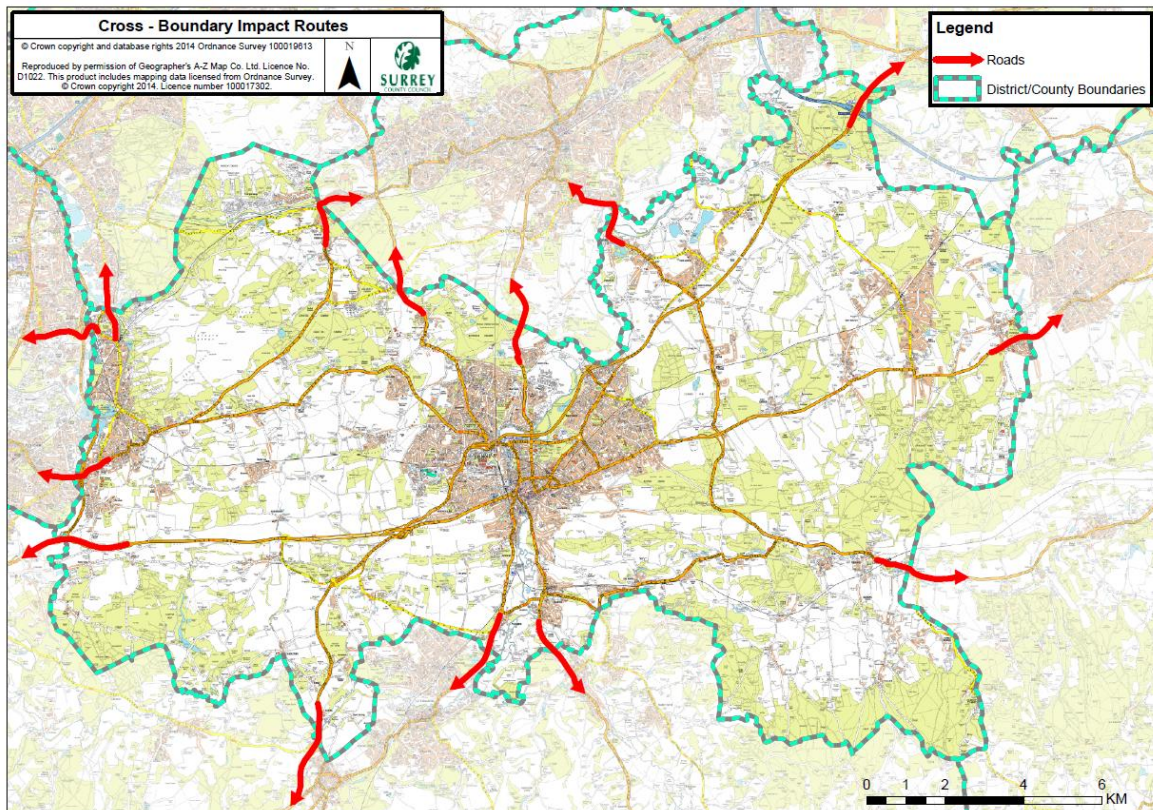


Figure 4.14: Location of cross boundary links from Guildford to neighbouring local authorities

4.13.5 **Table 4.13** indicates that there are some higher cross boundary flows travelling from Guildford borough to a destination in a neighbouring borough/district, or travelling via the highway network in the neighbouring borough/district, when compared to Scenarios 1 in the weekday average AM peak hour.

4.13.6 There is little impact to the east or to the south with only marginal increases forecast to occur on the A246 and A25 towards Mole Valley and on the A281 and A3100 into Waverley. There is forecast to be a modest increase in trips travelling south on the A3 at Milford, and some of these could exit the A3 at this point to destinations either in Waverley or further afield requiring travelling on roads within Waverley. However, these trips will disperse and it is considered the impact on roads in this part of Waverley will be minimal.

4.13.7 As might be expected the northbound A3 shows an increase in trips, and while these might disperse, this part of the network nowadays is already busy and suffers from congestion. The model shows the RFC on the northbound section of the A3 in the vicinity of Wisley rising from 0.87 (i.e. experiencing some delays and stop-start traffic) in Scenario 1 to 0.97 in Scenario 2.

4.13.8 Similarly the model is forecasting a 16% increase in trips travelling west on the A31 towards the A331 Blackwater Valley Route (BVR) and Farnham. While these additional trips will divide with some taking the A331 BVR and some continuing on the A31 to Farnham and beyond, they will have a potential impact on the A31/A331 roundabout junction at Runfold, on other junctions off the A331 BVR and on the network in and around Farnham.

- 4.13.9 However, the greatest potential impacts are seen on the network in the vicinity of Ash / Ash Vale and travelling north into the borough of Surrey Heath. Some of the trips in Ash / Ash Vale will join the A331 BVR to travel further afield, but it is likely that a reasonable proportion will travel into the neighbouring boroughs of Rushmoor and Surrey Heath. Some of these roads already experience congestion, despite the model suggesting that flows in the Do-Minimum scenario are relatively low. Consequently, this shows the importance of studying the increase and effect on the RFC rather than the flow numbers themselves.
- 4.13.10 Similarly some of the roads northbound into the borough of Woking already experience congestion and the model is suggesting that the proposed additional development in Guildford borough will exacerbate existing conditions as trips from these developments travel to destinations in Woking borough and beyond.
- 4.13.11 When considering the results of **Table 4.13**, some thought should be given to how the modelling work for the assessment was undertaken. As explained in **Section 3**, the distribution allocated to new trips generated by and attracted to the proposed additional development is based on one of six area distributions calculated based on observed data. The exception is the proposed former Wisley airfield development, when the trip distribution figures were obtained from the developer's transport assessment document. This assumes that a relatively high proportion of trips in the AM peak will have destinations in Guildford and Woking boroughs. However, in reality much will depend upon the characteristics of the population attracted to live in this new development. Should the development attract people from south west and inner London, then in the short-to-medium term there could be more impact on the A3 and roads in Elmbridge than the model currently suggests due to employment and personal activities still being focused in the area where they have moved from.

5 SUMMARY

- 5.1.1 The traffic impacts of the Guildford borough Proposed Submission Local Plan: strategy and sites (June 2016) has been assessed using SCC's strategic highway transport model for the forecast year of 2031. Both the weekday average AM and PM peak hours have been modelled and reported on. The assessment presented focuses on the weekday average AM peak hour.
- 5.1.2 This study was undertaken at a strategic scale and consequently not all impacts of developments have been identified. Developments of and above certain quantum will require individual transport assessments to be commissioned allowing finer details regarding impacts to be analysed at a more local level.
- 5.1.3 Scenario 1 is the Do-Minimum scenario which represents a future in which there is no development in Guildford borough between 2016 and 2033, but accounts for all planned development proposed in Waverley Borough Council's forthcoming draft Local Plan in the period to 2032 and full development in the rest of the United Kingdom to 2031, based on the Department for Transport's forecasts. Scenario 2 adds all planned development in the Proposed Submission Local Plan to 2033, but with no new highway schemes. In Scenarios 3-5, the key highway schemes from the Proposed Submission Local Plan, and from Waverley Borough Council's forthcoming draft Local Plan, are progressively added in tranches. In summary, the scenarios are as follows:
- Scenario 1: Do-Minimum: Only permitted development in Guildford borough, full development elsewhere, with no new highway schemes;
 - Scenario 2: Local Plan development in Guildford borough and full development elsewhere, with no new highway schemes;
 - Scenario 3: Scenario 2 plus key highway schemes providing access to large development sites and local highway schemes;
 - Scenario 4: Scenario 3 plus key highway schemes in RIS Road Period 1; and
 - Scenario 5: Scenario 4 plus key highway schemes in RIS Road Period 2.
- 5.1.4 With no mitigation, there are significant impacts and overall average network speeds reduce by 5% and 7% in the average AM and PM peak hours respectively. In Scenario 3, there is only a marginal improvement in average speeds in the AM peak compared with Scenario 2. The assessment indicates that to accommodate Proposed Submission Local Plan-related vehicular trips the DfT's RIS schemes would be required. In particular, the RIS Road Period 2 scheme to improve the A3 through Guildford would be necessary and, in turn, this could only be delivered should the RIS Road Period 1 scheme to improve the M25 J10 / A3 Wisley interchange be implemented successfully. In addition, there is likely to be some further local mitigation required.
- 5.1.5 This study is a highway only assessment and is based on observed vehicular trip rates obtained from other similar development sites. As such it does not take into account the opportunity for further mode shift should there be increased investment in sustainable modes as set out in the Proposed Submission Local Plan Appendix C Infrastructure Schedule.
- 5.1.6 The results show that for Scenario 5, which represents the quantum and distribution of development proposed in the Proposed Submission Local Plan together with the key highway schemes, there will not be a severe impact on the local and strategic highway network, when compared against the Do-Minimum Scenario 1.

- 5.1.7 Nevertheless, the results of this assessment indicate that should the RIS schemes not be forthcoming then the residual cumulative impact of the Proposed Submission Local Plan on the highway network could be considered severe. This is evident from considering the results from a comparison of Scenario 2 with the Do-Minimum Scenario 1, and the intermediate Scenarios 3 and 4. To avoid this occurring in such circumstances of the RIS schemes not being forthcoming, then the quantum and location of development as proposed may have to be amended.
- 5.1.8 It should be noted that the strategic highway assessment represents a robust "worst case" in terms of transport demand and supply assumptions as it does not assess and, therefore, does not account for all proposed mitigation. This includes the potential for modal shift encouraged by the new and improved sustainable transport choices provided by the rail, bus and active modes schemes included in the Proposed Submission Local Plan, and the possible increased internalisation of trips within the larger sites.

6 APPENDICES

APPENDIX A – Completed pro-forma

Pro-forma: Residential Completions

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
99	11/P/02267	Land at [REDACTED]	C3		1	0	2	0
73	12/P/01676	Land to the south of Ash Bridge Caravan Park, Aldershot Road, Ash	Vacant		0	0	5	0
162	12/P/01637	[REDACTED]	C3		0	0	1	0
73	12/P/01669	Land off Lysons Avenue, Ash Vale	Vacant		0	0	1	0
281	13/P/00832	South Oaks Caravan Park, Dorking Road, Chilworth	C3		2	0	7	0
281	01/P/02094	Land Adjoining Dalton Hill, Guildford Lane, Albury, Guildford, Surrey, GU5 9bg	Agricultural		0	0	1	0
318	02/P/00815	[REDACTED]	C3		0	0	1	0
296	02/P/01676	Northsite barns at Home Farm, The Street, Shackleford, Godalming, Surrey. GU8	Agricultural		1	0	1	0
104	02/P/01877	Home Farm Buildings, Ripley Road, East Clandon, Guildford, Surrey, GU4 7SG	Agricultural		0	0	1	0
519	02/P/02491	The Manse, Coombe Lane, Worplesdon, Guildford, Surrey, GU3 3PF	C3		0	0	1	0
519	03/P/00210	Jack's Place, Coombe Lane, Worplesdon, Guildford, Surrey, GU3	B8	25	0	0	1	0
73	03/P/01289	Land at rear & adjacent, [REDACTED]	C3		0	0	4	8
137	03/P/01761	Fiona House, 67 York Road, Guildford, GU1 4DG	C3		0	0	0	1
107	03/P/02427	Sandyknowe, By Pass, Compton, Guildford, GU3 1DY	Agricultural		0	0	1	0
281	03/P/02610	Hazel Hall, Pond Lane, Peaslake, Guildford, GU5 9RS	C3		0	0	1	0
119	04/P/00012	Leebrook, Effingham Common Road, Effingham, Leatherhead, Surrey, KT24	C3		1	0	1	0
119	04/P/00039	Land to the rear of, [REDACTED]	C3		0	0	1	0
107	04/P/00055	The Barn, at The Cottage, Withies Lane, Compton, Guildford, GU3	Agricultural		0	0	1	0
502	04/P/00559	Land adjacent to Langton Cottage, Heatherdene, West Horsley, Leatherhead, KT24	C3		0	0	1	0
73	04/P/00649	Frosbury Farm, Gravetts Lane, Worplesdon, Guildford, GU3	B1(c)	400	0	0	1	0
119	04/P/00886	[REDACTED]	C3		1	0	1	0
73	04/P/01592	[REDACTED]	C3		0	0	1	0
73	04/P/01696	[REDACTED]	C3		1	0	2	0
278	04/P/01746	land adjoining [REDACTED]	C3		0	0	1	0
318	04/P/01779	[REDACTED]	B2	713	0	0	0	14
162	04/P/01959	Priory Farmhouse, [REDACTED]	C3		0	0	1	0
298	04/p/02045	[REDACTED]	C3		1	0	0	3
281	04/p/02307	[REDACTED]	C3		1	0	1	0
535	04/p/02410	[REDACTED]	C3		1	0	2	0
99	05/p/00145	[REDACTED]	Sui Generis	300	0	0	0	7

135	05/p/00258	Garage units 1,17 and 18 to rear of Condor Court, Millmead Terrace, Guildford, GU2	C3		0	0	0	3
535	05/p/00455	[REDACTED]	A1	500	0	0	0	11
318	05/p/00691	[REDACTED]	Vacant		0	0	0	1
137	05/p/00717	[REDACTED]	C3		3	0	0	14
539	05/p/00749	BT Car Park, Haydon Place, Guildford, GU1 4NF	Car park		0	0	0	14
549	05/p/01139	[REDACTED]	B1(a)	90	0	0	0	2
551	05/p/01348	[REDACTED]	Commercial	150	0	0	1	0
549	05/p/01824	[REDACTED]	C3		1	0	0	5
281	05/P/01946	[REDACTED]	C3		1	0	1	0
502	05/p/02208	[REDACTED]	C3		1	0	0	2
73	05/p/02401	Land adjacent to [REDACTED]	C3		1	0	1	0
296	05/p/02534	Taylor's Hanger, Hurtmore Road, Hurtmore, Shackleford, Guildford, GU7 2RL	C3		1	0	1	0
73	05/P/02535	[REDACTED]	A1	159	0	0	0	5
281	05/P/02540	Land at 1 [REDACTED]	C3		0	0	2	0
296	06/P/00073	Aldro School, The Limes, Lombard Street, Shackleford, Godalming, GU8 6AS	C3		0	0	0	3
119	06/P/00460	Rustles, Beech Avenue, Effingham, Leatherhead, KT24 5PJ	C3		1	0	1	0
318	06/p/00644	[REDACTED]	C3		1	0	0	4
137	06/p/00727	[REDACTED]	C3		0	2	0	4
162	06/p/01215	Lawn Cottage, Suffield Lane, Puttenham, Guildford, GU3 1BD	C3		1	0	1	0
281	06/p/01237	Home Farm, Rad Lane, Abinger Hammer, Dorking, RH5 6RA	C3		1	0	1	0
281	06/P/01380	Rowley Cottage, White Lane, Guildford, GU4 8PS	C3		1	0	1	0
281	06/P/01587	[REDACTED]	C3		0	2	0	4
314	06/P/01607	[REDACTED]	C3		1	0	1	0
94	06/P/01656	[REDACTED]	C3		0	2	0	4
281	06/P/01690	The Brows, Sutton Place, Abinger Hammer, Guildford, RH5	C3		1	0	1	0
134	06/P/01696	Land adjacent to The Moorings, [REDACTED]	C3		0	0	1	0
119	06/P/01850	Jayswood, Heathview, East Horsley, Leatherhead, KT24 5ED	C3		1	0	1	0
119	06/P/01999	Fircroft, The Highlands, East Horsley, Leatherhead, KT24 5BQ	C3		1	0	1	0
298	06/P/02035	[REDACTED]	C3		1	0	0	2
538	06/p/02045	Birch Tree Cottage, [REDACTED]	C3		0	0	2	0
73	06/p/02092	the Coal Yard, Wanborough Station, Glaziers Lane, Normandy, Guildford, GU3	Vacant		0	0	4	0
519	06/P/02115	Land comprising Malvern, part of Finglebridge, Woking Road & [REDACTED]	C3		2	0	8	0
137	06/P/02117	[REDACTED]	C3		3	0	0	9
119	06/P/02180	Land to the rear of Wayfarers & Millbrook, Surrey Gardens & land at Winton & rear of Evergreens, Forest Road East Horsley, Leatherhead, KT24	C3		1	0	6	0
119	06/P/02341	Land forming part of Kirwan, Highfields, East Horsley, Leatherhead, KT24	C3		0	0	1	0
73	06/P/02374	Warrington, White Lane, Aldershot, GU12 6HW	C3		1	0	1	0
279	06/P/02413	[REDACTED]	C3		0	0	1	0
73	06/P/02556	[REDACTED]	C3		2	0	0	12
80	06/P/02597	[REDACTED]	C3		0	0	0	2
296	06/p/02602	The Bungalow, Norney Wood, Elstead Road, Shackleford, Godalming, GU8 6AY	C3		1	0	1	0

281	06/p/02608	Over Sutton, Woodhouse Lane, Holmbury St. Mary, Dorking, RH5 6NN	C3		1	0	1	0
552	06/P/02618	[REDACTED]	C3		0	0	0	2
310	06/P/02660	[REDACTED]	C3	47	0	0	0	1
551	07/p/00036	[REDACTED]	C3		1	0	0	4
119	07/p/00069	Lyngcroft, The Highlands, East Horsley, Leatherhead, KT24 5BQ	C3		1	0	1	0
318	07/P/00082	[REDACTED]	B2	224	0	0	0	8
502	07/P/00121	Hookwood Farmhouse, Shere Road, West Horsley, Leatherhead, KT24 6ET	Agricultural		0	0	1	0
162	07/P/00185	Diani, Thundery Hill, Seale, Farnham, GU10 1LB	C3		1	0	1	0
73	07/P/00194	Two Chimneys, Pinks Hill, Wood Street Village, Guildford, GU3 3BW	C3		1	0	1	0
80	07/p/00249	[REDACTED]	C3		0	0	1	0
297	07/P/00444	Nelco Works, Station Road, Shalford, Guildford, Surrey, GU4	B2	1871	0	0	7	2
297	07/P/00444	Nelco Works, Station Road, Shalford, Guildford, Surrey, GU4	B1	1777	0	0		
72	07/P/00465	Land at Chesnut and Robinswood, Poplar Road, Shalford, Guildford, GU4	C3		1	0	1	0
80	07/P/00467	[REDACTED]	C3		0	0	1	0
318	07/P/00493	Headway House, North Road, Guildford, GU2 9PU	D1	385	0	0	6	4
297	07/p/00553	[REDACTED]	C3		3	0	6	0
297	07/p/00554	[REDACTED]	C3		4	0	6	0
532	07/p/00744	[REDACTED]	C3		1	0	1	0
72	07/p/00824	Brook House, Horsham Road, Shalford, Guildford, GU4 8EJ	C3		1	0	4	0
281	07/p/00831	Halfpennies, 35 New Road, Gomshall, Guildford, GU5 9LZ	C3		1	0	2	0
541	07/P/00893	[REDACTED]	C3		0	0	1	0
99	07/P/00905	Little Fort, Fort Road, Guildford, GU1 3TE	C3		1	0	1	0
134	07/P/00961	Land rear of, [REDACTED]	C3		0	0	1	0
519	07/P/01068	Avenbury, Woking Road, Guildford, GU4 7PS	C3		0	0	1	0
119	07/P/01084	[REDACTED]	A2	286	0	0	0	5
73	07/p/01161	Hillside, Westwood Lane, Normandy, Guildford, GU3 2JJ	C3		1	0	2	0
294	07/P/01171	Land adjoining, [REDACTED]	C3		0	0	1	0
294	07/P/01173	[REDACTED]	C3		0	0	1	0
281	07/P/01250	Oak House, Sample Oak, Chilworth, Guildford, GU4 8QW	C3		0	1	0	2
278	07/P/01300	[REDACTED]	C3		0	0	2	0
104	07/P/01332	Barn A, Clandon Manor Farm, Back Lane, East Clandon, Guildford, GU4	Agricultural		0	0	2	0
104	07/P/01362	[REDACTED]	C3		1	0	1	0
80	07/P/01435	[REDACTED]	C3		0	0	1	0
94	07/P/01446	Rear of [REDACTED]	C3		0	0	2	0
295	07/P/01485	[REDACTED]	C3		1	0	1	0
104	07/P/01523	[REDACTED]	C3		1	0	1	0
281	07/p/01552	[REDACTED]	C3		1	0	1	0
310	07/P/01560	[REDACTED]	C3		0	0	2	0
310	07/P/01584	[REDACTED]	C3		1	0	1	0
94	07/P/01649	St Mary of Pity Roman Catholic Church & [REDACTED]	Vacant		0	0	32	9
73	07/P/01682	[REDACTED]	C3		0	0	1	0
536	07/P/01767	Former DEFRA site, Epsom Road, Guildford, Surrey, GU1	B1(a)	49000	0	0	144	56
298	07/P/01772	The Meeting Hall, Shepherds Lane, Guildford	D1	470	0	0	7	0

119	10/P/01527	Cir Mhor, The Highlands, East Horsley, Leatherhead, KT24 5BQ	C3		1	0	1	0
297	07/p/01787	The Birches, Old Manor Lane, Chilworth, Guildford, GU4 8NE	C3		0	0	1	0
119	07/p/01808	Trequites, Woodland Drive, East Horsley, Leatherhead, KT24 5AN	C3		1	0	1	0
281	07/p/01915	Runnymead, Queen Street, Gomshall, Guildford, GU5 9LU	D1	54	0	0	0	1
265	07/P/01996	[REDACTED]	C3		1	0	2	0
99	07/p/02050	[REDACTED]	C3		1	0	1	0
73	07/p/02156	Derwent, Glaziers Lane, Normandy, Guildford, GU3 2ED	C3		0	0	1	0
297	07/P/02219	[REDACTED]	C3		1	0	0	3
119	07/P/02268	Land between [REDACTED]	C3		0	0	2	0
281	07/p/02288	Pursers Farm, Pursers Lane, Peaslake, Guildford, GU5 9SJ	Agricultural		0	0	1	0
107	07/p/02309	Royal British Legion Club, The Street, Compton	A4	295	0	0	5	0
260	07/p/02372	[REDACTED]	C3		1	0	0	8
73	07/p/02376	Land between [REDACTED]	C3		0	0	7	0
73	07/p/02378	Garage site at the back of [REDACTED]	C3		0	0	5	0
281	07/P/02448	Copperkins, Burrows Cross, Shere, Guildford, GU5 9QF	C3		1	0	1	0
317	07/P/02449	[REDACTED]	C3		2	0	0	20
318	07/p/02465	[REDACTED]	C3		0	0	3	0
279	07/P/02538	[REDACTED]	C3		0	0	0	2
519	07/P/02626	Former T&R Generator Site, [REDACTED]	B2	3303	0	0	25	13
279	07/P/02647	Land to the rear of [REDACTED]	C3		0	0	2	0
73	07/P/02666	[REDACTED]	C3		0	0	2	0
162	07/P/02684	Woodpeckers, Suffield Lane, Puttenham, Guildford, GU3 1BG	C3		1	0	1	0
162	07/P/02690	Rogate, Seale Lane, Seale, Farnham, Gu10 1LF	C3		1	0	1	0
539	07/P/02714	[REDACTED]	B1	122	0	0	0	2
72	08/P/00003	Orange Court Farm, Littleton Lane, Guildford, GU3 1HW	Agricultural	1390	0	0	3	0
279	08/P/00037	[REDACTED]	C3		0	0	1	0
133	08/P/00064	Alexandra House, Alexandra Terrace, Guildford, GU1 3DA	B1	1615	0	0	0	12
133	08/P/00065	The Western Half Of The Civic Hall Carpark, London Road and Alexandra Terrace, Guildford, Surrey, GU1	B1	43	0	0	0	12
95	08/P/00085	[REDACTED]	C3		0	0	1	0
281	08/P/00182	[REDACTED]	C3		1	0	1	0
294	08/P/00196	[REDACTED]	C3		0	0	12	0
119	08/P/00197	[REDACTED]	C3		1	0	1	0
119	08/P/00258	[REDACTED]	C3		1	0	1	0
519	08/p/00280	[REDACTED]	C3		1	0	1	0
119	08/p/00291	Brockhurst, The Warren, East Horsley, Leatherhead, Surrey. KT24 5RH	C3		1	0	1	0
310	08/P/00336	[REDACTED]	C3		1	0	2	0
278	08/P/00340	[REDACTED]	C3		0	0	1	0
297	08/p/00356	Land to the west of Poplars, Chinthurst Lane, Shalford, Guildford, Surrey, GU4	C3		0	0	1	0
519	08/P/00422	[REDACTED]	C3		0	0	1	0
532	08/p/00452	[REDACTED]	C3		0	0	1	0
119	08/P/00506	Land South of Browns Cottage, The Street, Effingham, Leatherhead, KT24 5LP	C3		0	0	1	0

295	08/p/00730	[REDACTED]	C3		1	0	1	0
94	08/P/00776	[REDACTED]	C3		1	0	2	0
541	08/P/00784	[REDACTED]	Vacant		0	0	4	0
502	08/p/00795	[REDACTED]	C3		1	0	1	0
133	08/P/00821	[REDACTED]	B1(a)	104	0	0	1	0
281	08/P/00891	High Lawns, Woodhouse Lane, Holmbury St Mary, Dorking, RH5 6NN	C3		1	0	1	0
72	08/p/00995	Tilthams Farm, Tilthams Corner Road, Godalming, GU7 3DE	Agricultural		0	0	1	0
119	08/P/00999	[REDACTED]	C3		1	0	1	0
281	08/p/01028	[REDACTED]	C3		0	0	2	0
162	08/p/01042	[REDACTED]	C3		1	0	1	0
294	08/p/01056	[REDACTED]	C3		1	0	2	0
72	08/p/01065	[REDACTED]	C3		1	0	1	0
119	08/p/01098	[REDACTED]	C3		1	0	1	0
279	08/p/01144	[REDACTED]	C3		1	0	0	2
99	08/p/01246	[REDACTED]	C3		1	0	2	0
297	08/p/01322	[REDACTED]	C3		1	0	2	0
294	08/p/01338	[REDACTED]	C3		15	0	27	6
134	08/p/01387	[REDACTED]	C3		0	0	1	0
281	08/p/01433	[REDACTED]	C3		1	0	1	0
73	08/p/01453	Inverurie, Frimley Road, Ash Vale, ALDERSHOT, GU12 5PP	C3		0	0	1	0
119	08/p/01477	[REDACTED]	C3		1	0	1	0
310	08/p/01504	[REDACTED]	C3		0	0	1	0
317	08/p/01509	[REDACTED]	Vacant	333	0	0	6	0
281	08/p/01625	Edmonds Farm House, Station Road, Gomshall, Guildford, Surrey, GU5 9LQ	Agricultural		0	0	1	0
73	08/p/01648	[REDACTED]	C3		1	0	2	0
551	08/p/01674	[REDACTED]	C3		0	0	0	5
73	08/P/01719	East Wyke Farm, Wyke Lane, Ash, ALDERSHOT, GU12 6EE	Agricultural		0	0	1	0
538	08/P/01728	[REDACTED]	C3		0	0	1	0
291	08/p/01731	[REDACTED]	C3		1	0	1	0
281	08/p/01734	[REDACTED]	C3		1	0	1	0
134	08/P/01757	[REDACTED]	C3		0	0	1	0
281	08/P/01824	[REDACTED]	C3		1	0	1	0
119	08/P/01825	Frenchlands Hatch, Ockham Road South, East Horsley	C3		34	0	18	16
535	08/P/01830	Tretower House, Merrow Street, Guildford, GU4 7AT	C3		0	0	13	0
94	08/P/01832	Land adjoining 226, London Road, Guildford	C3		0	0	1	0
94	08/P/01884	[REDACTED]	C3		0	0	1	0
134	08/P/01932	Land rear of, 29 Guildown Road, Guildford, Surrey, GU2	C3		0	0	1	0
551	08/P/01941	[REDACTED]	Vacant		0	0	1	0
296	08/P/02104	Bridge Cottage, LOWER EASHING, GODALMING, GU7 2QF	C3		1	0	1	0
73	08/P/02144	[REDACTED]	C3		1	0	1	0
172	08/P/02181	Land to rear of [REDACTED]	C3		0	0	1	0
134	08/P/02231	Land rear of, [REDACTED]	C3		0	0	1	0
295	08/P/02239	Staddle Stones, Tannery Lane, Send, WOKING, GU23 7EF	C3		1	0	1	0

133	08/P/02282	[REDACTED]	Vacant		0	0	0	13
279	08/P/02298	[REDACTED]	C3		1	0	0	2
162	09/P/00165	[REDACTED]	C3		1	0	1	0
119	09/P/00234	[REDACTED]	C3		1	0	2	0
119	09/P/00259	[REDACTED]	C3		1	0	1	0
281	09/P/00268	[REDACTED]	C3		1	0	1	0
291	09/P/00288	[REDACTED]	C3		1	0	1	0
310	09/P/00314	[REDACTED]	C3		1	0	14	0
107	09/p/00363	[REDACTED]	C3		0	0	1	0
265	09/P/00410	[REDACTED]	B1(a)	108	0	0	0	2
314	09/P/00411	Tyting Fields, HALFPENNY LANE, CHILWORTH, Guildford, GU4 8PZ	C3		1	0	1	0
296	09/P/00421	Upper Eashing Farm, Eashing Lane, Godalming, GU7 2QB	Agricultural		0	0	2	0
119	09/P/00432	[REDACTED]	C3		1	0	1	0
73	09/P/00440	[REDACTED]	C3		1	0	1	0
310	09/P/00461	[REDACTED]	C3		1	0	1	0
73	09/P/00498	[REDACTED]	C3		0	0	1	0
296	09/P/00591	Longacre Barn, Grenville Road, Shackleford, Godalming, GU8 6AX	Agricultural		0	0	1	0
73	09/P/00803	Hunts Farm, Aldershot Road, Worplesdon, Guildford, GU3 3HX	Agricultural		0	0	2	0
281	09/P/00822	Openfield, The Spinning Walk, Shere, Guildford, GU5 9HN	C3		1	0	1	0
279	09/P/00846	Land adjacent to [REDACTED]	C3		0	0	0	3
310	09/P/00910	[REDACTED]	C3		1	0	1	0
318	09/P/00919	131 Manor Road, Guildford, GU2 9NR	Vacant	46	0	0	0	1
541	09/P/01038	[REDACTED]	B1	51	0	0	0	1
162	09/P/01062	[REDACTED]	C3		1	0	1	0
73	09/P/01104	[REDACTED]	C3		1	0	0	2
282	09/P/01134	[REDACTED]	C3		1	0	1	0
298	09/P/01184	[REDACTED]	C3		1	0	0	2
73	09/P/01249	The Oaks Nursery, Foreman Road, Ash, ALDERSHOT, GU12 6HD	C3		0	0	2	0
73	09/P/01299	[REDACTED]	C3		0	0	1	0
294	09/P/01309	[REDACTED]	C3		1	0	1	0
281	09/P/01311	[REDACTED]	C3		0	0	1	0
119	09/P/01367	[REDACTED]	C3		0	0	1	0
281	09/P/01377	[REDACTED]	C3		0	0	1	0
119	09/P/01397	[REDACTED]	C3		1	0	1	0
291	09/P/01401	[REDACTED]	C3		1	0	1	0
502	09/P/01435	[REDACTED]	C3		1	0	2	0
119	09/P/01505	Badgers Farm, High Barn Road, Effingham, Leatherhead, KT24 5PP	Agricultural		0	0	1	0
536	09/P/01508	[REDACTED]	C3		1	0	1	0
119	09/P/01519	[REDACTED]	C3		1	0	2	0
281	09/P/01526	[REDACTED]	C2	2957	0	0	0	12
119	09/P/01531	The Surgery, The Street, Effingham, Leatherhead, KT24 5LN	D1	100	0	0	0	1
281	09/P/01543	[REDACTED]	C3		0	0	1	0

551	09/P/01605		C3		0	1	0	2
291	09/P/01632		C3		1	0	1	0
94	09/P/01654		C3		0	0	1	0
291	09/P/01660	The Hautboy Inn, Ockham Lane, Ockham, WOKING, GU23 6NP	Vacant	866	0	0	0	7
162	09/P/01675		C3		1	0	1	0
95	09/P/01691		C3		2	0	3	0
310	09/P/01712		C3		0	0	1	0
297	09/P/01747		B1(c)	1132	0	0	9	0
137	09/P/01807		D1	130	0	0	0	4
119	09/P/01822		C3		1	0	1	0
104	09/P/01837	The Grange, Oak Grange Road, West Clandon, Guildford, GU4 7UF	C3		1	0	1	0
552	09/P/01861	The Parrot, Slyfield Green, Guildford, GU1 1QR	Vacant	253	0	0	0	6
73	09/P/01867	CCB Sales Ltd, Guildford Road, Normandy, Guildford, Surrey, GU3 2AR	Sui Generis	621	0	0	7	0
162	09/P/01932		C3		0	0	1	0
119	09/P/01961	Land to the rear of, Bishopsmead Parade, East Horsley, Leatherhead, KT24	Vacant		0	0	2	5
281	09/P/02044		C3		0	0	1	0
281	09/P/02048		C3		0	0	1	0
281	09/P/02078		C3		1	0	1	0
162	09/P/02114	Binton Farm, Binton Lane, Seale, Farnham, GU10 1LQ	Vacant	319	0	0	5	0
119	10/P/00030	Littlefold, The Highlands, East Horsley, Leatherhead, KT24 5BQ	C3		1	0	1	0
279	10/P/00161		C3		1	0	2	0
477	10/P/00162		C3		0	0	1	0
291	10/P/00165	Wrens Nest, Wisley Lane, Wisley, Woking, GU23 6QA	C3		1	0	1	0
73	10/P/00178	Minley, Spoil Lane, Tongham, Farnham, GU10 1BP	C3		1	0	1	0
282	10/P/00194	Vapery Lodge, Vapery Lane, Pirbright, Woking, GU24 0QD	C3		1	0	1	0
162	10/P/00245	Hogs Back Lodge & Hayden House, Hogs Back, Seale	C3		2	0	2	0
104	10/P/00274	Summers, The Street, West Clandon, Guildford, GU4 7SU	Agricultural		0	0	0	1
137	10/P/00299	5 Queens Road, Guildford, GU1 4JJ	Vacant		0	0	2	0
73	10/P/00307	Normandy Chapel, Aldershot Road, Normandy	Vacant		0	0	1	0
296	10/P/00392	Broad Firs, Lombard Street, Shackelford, Godalming, GU8 6BH	C3		1	0	1	0
73	10/P/00400	Pound Court Farmhouse, 26/26a Pound Court, Wood Street Village, Guildford, GU3 3DS	C3		0	2	4	0
282	10/P/00409	Lawfield, Guildford Road, Pirbright, Woking, GU24 0LW	Agricultural		0	0	1	0
73	10/P/00529		C3		0	0	1	0
536	10/P/00537		C3		1	0	3	0
542	10/P/00613		C3		0	0	0	3
73	10/P/00652		C3		1	0	1	0
104	10/P/00701	Rosemarie, Tithebarns Lane, Send, Woking, GU23 7LE	Agricultural		0	0	1	0
119	10/P/00711	Silver Birch, Meadow Bank, East Horsley, Leatherhead, KT24 6SW	C3		1	0	1	0
502	10/P/00772	St Alphege Roman Catholic Church, Northcote Road, West Horsley	D1	150	0	0	2	0
317	10/P/00779		A1	39	0	0	0	1
536	10/P/00780		C3		1	0	0	10

295	10/P/00796	37-43, Newark Lane, Ripley, Woking, GU23 6BS	Vacant	640	0	0	0	9
265	13/P/00607	[REDACTED]	c3		1	0	1	0
94	10/P/00965	[REDACTED]	C3		1	0	2	0
72	10/P/01004	[REDACTED]	B2	103	0	0	2	0
94	10/P/01035	[REDACTED]	C3		0	0	1	0
295	10/P/01088	Suzuki Town And Country Cars Garage, High Street, Ripley, Woking, GU23 6AF	Vacant		0	0	9	0
119	10/P/01106	Beavers, Forest Road, East Horsley, Leatherhead, KT24 5DT	C3		1	0	2	0
73	10/P/01171	Parwood Equestrian Centre, Westwood Lane, Normandy, GUILDFORD, GU3 2JE	Agricultural		0	0	0	1
538	10/P/01197	[REDACTED]	C3		0	0	1	0
294	10/P/01198	G [REDACTED]	C3		1	0	1	0
314	10/P/01205	[REDACTED]	C3		1	0	1	0
73	10/P/01349	The Bricklayers Arms, 42 Ash Street, Ash, Guildford, GU12 6LR	A4	365	0	0	4	0
310	10/P/01359	[REDACTED]	C3		0	0	0	1
279	10/P/01416	[REDACTED]	C3		5	0	10	0
162	10/P/01426	Wanborough Youth House, West Flexford Lane, Wanborough, GUILDFORD, GU3 2JW	C3		1	0	1	0
119	10/P/01451	Ranmore Manor, Ranmore Common, Dorking, RH5 6SH	B1(a)	582	0	0	4	0
318	10/P/01543	Parke House, 6 Worplesdon Road, Guildford, GU2 9RW	A2	133	0	0	0	2
282	10/P/01578	Old Forge, The Green, Pirbright, Woking, GU24 0JT	C3		1	0	5	0
135	10/P/01608	20 Bury Fields, Guildford, GU2 4AX	Vacant	439	0	0	0	4
279	10/P/01610	[REDACTED]	C3		0	0	1	0
544	10/P/01652	[REDACTED]	B1(a)	131	0	0	0	2
73	10/P/01678	[REDACTED]	C3		0	0	1	0
119	10/P/01722	St Teresas Preparatory, Grove House, Guildford Road, Effingham, Leatherhead, KT24 5QA	Vacant	3058	0	0	8	10
99	10/P/01723	[REDACTED]	C3		1	0	1	0
99	10/P/01725	Turret House, 1 Jenner Road, Guildford, GU1 3PH	B1(a)	2534	0	0	0	12
73	10/P/01732	[REDACTED]	C3		0	0	1	0
73	10/P/01733	[REDACTED]	C3		0	0	1	0
282	10/P/01779	Berrylands Farm, Stanford Common, Pirbright, Woking, GU24 0DG	C3		0	0	1	0
119	10/P/01796	Larchcroft, Chalk Lane, East Horsley, Leatherhead, KT24 6TJ	C3		1	0	1	0
80	10/P/01819	[REDACTED]	C3		1	0	2	0
294	10/P/01862	Carlton Works, Send Marsh Road, Send, Woking, GU23 7DW	Vacant	512	1	0	4	0
279	10/P/01882	[REDACTED]	C3		2	0	0	4
282	10/P/01942	Woodrush, Ash Road, Fox Corner, Worplesdon, Guildford, GU3 3PP	C3		1	0	1	0
104	10/P/02012	Cedarwood, Tithebarns Lane, Send, Woking, GU23 7LE	C3		1	0	1	0
281	10/P/02125	Titan Shed, Blacksmith Lane, Chilworth, Guildford, GU4 8NQ	Vacant	853	0	0	7	0
536	10/P/02151	The Walled House, 25 Tangier Road, Guildford, GU1 2DF	C3		1	0	1	0
551	10/P/02171	[REDACTED]	D1	91	0	0	0	3
294	10/P/02210	Land between Lucea and Langlands, Send Marsh Road, Ripley, GU23 6JR	C3		0	0	1	0
281	10/P/02257	Oak House, Wonham Way, Gomshall, Guildford, GU5 9NZ	C3		1	0	1	0
73	10/P/02272	Willow Park Fisheries, Youngs Drive, Ash, Guildford, GU12 6RE	C3		0	0	1	0
80	10/P/02276	Kaye Court, Hazel Avenue, Bellfields, Guildford GU1 1LE	C3		0	16	3	14

99	10/P/02295	4 Addison Road, Guildford, GU1 3QG	Vacant	198	0	0	4	0
318	10/P/02308	[REDACTED]	C3		1	0	0	2
294	10/P/02336	[REDACTED]	C3		1	0	2	0
543	10/P/02379	[REDACTED]	B1(a)	527	0	0	0	9
544	10/P/02391	[REDACTED]	B1(a)	131	0	0	0	2
279	11/P/00003	[REDACTED]	C3		0	0	1	0
551	11/P/00022	30-32 Ludlow Road, Guildford, GU2 7NW	Vacant	325	0	0	1	0
541	11/P/00037	Land Rear of [REDACTED]	C3		0	0	0	4
502	11/P/00086	Bramley House, Epsom Road, West Horsley, Leatherhead, KT24 6AP	C3		1	0	1	0
119	11/P/00104	Brooklands, Cobham Way, East Horsley, Leatherhead, KT24 5BH	C3		1	0	1	0
119	11/P/00119	The Cottage, Chalk Lane, East Horsley, Leatherhead, KT24 6TH	C3		1	0	1	0
119	11/P/00210	Spindle Wood, 6 Heath View, East Horsley, LEATHERHEAD, KT24 5ED	C3		1	0	1	0
296	11/P/00251	The Barn, Molly Mackerels, Attleford Lane, Shackleford, Godalming, GU8 6BL	Agricultural		0	0	1	0
519	11/P/00291	Finglebridge, Woking Road, Guildford, GU4 7PS	C3		1	0	2	0
281	11/P/00292	Hazelbrow Farm, Rad Lane, Peaslake, Guildford, GU5 9PB	C3		1	0	1	0
502	11/P/00293	Tondeleyo, Northcote Road, West Horsley, Leatherhead, KT24 6LT	C3		1	0	1	0
281	11/P/00381	Albury House, The Street, Albury, Guildford, GU5 9AE	Vacant	423	0	0	3	0
519	11/P/00409	Guildford Shades Marquees, Keens Lane, Guildford, GU3 3JS	B1(c)	1392	0	0	14	0
310	11/P/00564	[REDACTED]	C3		1	0	1	0
162	11/P/00583	[REDACTED]	C3		1	0	1	0
281	11/P/00651	Beaufield Mews, Middle Street, Shere, Guildford, GU5 9HF	B1(a)	221.5	0	0	2	0
310	11/P/00668	[REDACTED]	C3		1	0	1	0
279	11/P/00701	[REDACTED]	C3		0	0	1	0
278	11/P/00735	[REDACTED]	C3		0	0	1	0
502	11/P/00736	Land Adjacent Greenacre, Ockham Road North, West Horsley, Leatherhead, KT24 6PF	C3		0	0	1	0
294	11/P/00867	Vanni, Sandy Lane, Send, Woking, GU23 7AP	C3		1	0	2	0
295	11/P/00868	The Cow Shed, Grove Heath North, Ripley, Woking	Agricultural		0	1	0	2
265	11/P/00903	Thorn Chace School, 27-29, Grove Road, Guildford, GU1 2HL	Vacant		0	0	7	4
278	11/P/00941	Carrich House, Curling Vale, Guildford, GU2 7QA	C3		0	0	0	2
80	11/P/01014	[REDACTED]	C3		1	0	2	0
73	11/P/01019	Southlands, Horseshoe Lane, Ash Vale, Guildford, GU12 5LJ	C3		1	0	1	0
281	11/P/01146	[REDACTED]	C3		0	0	1	0
536	11/P/01159	St Thomas of Canterbury Primary School Playing Fields, Greencroft, Guildford	D1		0	0	5	0
162	11/P/01255	[REDACTED]	C3		1	0	4	0
294	11/P/01261	Moorings, Boughton Hall Avenue, Send, Woking, GU23 7DD	C3		1	0	2	0
73	11/P/01275	Land adjoining, 43 Potters Crescent, Ash, Aldershot, GU12	Vacant		0	0	4	0
119	11/P/01307	Neilsdene, High Park Avenue, East Horsley, Leatherhead, KT24 5DE	C3		1	0	1	0
502	11/P/01314	Nightingales, Tintells Lane, West Horsley, Leatherhead, KT24 6JD	C3		0	0	1	0
279	11/P/01328	[REDACTED]	C3		1	0	2	0
119	11/P/01391	[REDACTED]	C3		0	0	1	0
282	11/P/01433	Westholme, School Lane, Pirbright, Woking, GU24 0JR	C3		1	0	1	0
119	11/P/01457	Lawn View, Orestan Lane, Effingham, LEATHERHEAD, KT24 5SN	C3		1	0	1	0

295	11/P/01473		C3		0	0	1	0
551	11/P/01625	Office Rear Of Lantern Yard, 32 Ludlow Road, Guildford, GU2 7NW	Vacant		0	0	1	0
281	11/P/01688		C3		0	0	1	0
119	11/P/01694	Moth Cottage, Guildford Road, East Horsley, Leatherhead, KT24 5RY	C3		1	0	1	0
95	11/P/01716		B1(a)	166	0	0	2	0
544	11/P/01790	16 Quarry Street, Guildford, GU1 3UY	Vacant	1852	0	0	1	0
318	11/P/01806		C3		0	1	0	2
119	11/P/01884	Land rear of Kerri, Ranmore, The Brambles and Snowfields, Forest Lane, East Horsley, Leatherhead,KT24 5HU	C3		0	0	3	0
119	11/P/01887	The Old Rectory, Ockham Road South, East Horsley, Leatherhead, KT24 6QJ	C3		0	0	1	0
281	11/P/01976	Pipers Wood, Mackies Hill, Peaslake, Guildford, GU5 9RH	C3		1	0	1	0
104	11/P/01995	Little Wood, Oak Grange Road, West Clandon, Guildford, GU4 7TZ	C3		1	0	1	0
282	11/P/02008	Land to the rear of Tangles, Mill Lane, Pirbright, Woking, GU24 0LS	C3		0	0	1	0
542	11/P/02037		A1	62	0	0	0	3
542	11/P/02048	Part of first floor of Norfolk House and second floor Pannels Court, 187 High Street, Guildford, GU1 3AW	Vacant	143	0	0	0	4
73	11/P/02099	Land adjacent to	C3		0	0	1	0
73	11/P/02173	Ashleigh, Drovers Way, Ash, Guildford, GU12 6HZ	C3		1	0	1	0
135	11/P/02202	Guildford School Of Acting And Dance, Millmead Terrace, Guildford, GU2 4AT	Vacant		0	0	0	11
265	11/P/02261		C3		0	0	1	0
297	12/P/00024	Nelco Works, Station Road, Shalford, Guildford, Surrey, GU4	Vacant		0	0	9	0
318	12/P/00046		B1(c)	84.7	0	0	2	0
281	12/P/00066	Restharrow, Wonham Way, Gomshall, GUILDFORD, GU5 9NZ	C3		1	0	1	0
119	12/P/00083	Oakwood, Highfields, East Horsley, Leatherhead, KT24 5AA	C3		1	0	1	0
135	12/P/00099	Bar, 16 Park Street, Guildford, GU1 4XB	C3		1	0	0	6
119	12/P/00131	Ashcroft, Forest Road, East Horsley, Leatherhead, KT24 5BB	C3		1	0	1	0
73	12/P/00161	Lynburn, White Lane, Ash, Guildford, GU12 6HW	C3		1	0	1	0
281	12/P/00189	Touchwood, Crest Hill, Peaslake, Guildford, GU5 9PE	C3		1	0	1	0
544	12/P/00210	9 Quarry Street, Guildford, GU1 3UY	Vacant	126	0	0	1	0
281	12/P/00263	Mardons, Shophouse Lane, Albury, Guildford, GU5 9EQ	C3		1	0	1	0
281	12/P/00277	The Hurtwood Inn, Walking Bottom, Peaslake, Guildford, GU5 9RR	C1	235	0	0	2	0
73	12/P/00303	Land off Beech Lane, Normandy	Vacant		0	0	8	8
119	12/P/00354	Cottleston, Park Horsley, East Horsley, Leatherhead, KT24 5RZ	C3		1	0	1	0
295	12/P/00359	White Hart Court and adjacent car park, White Hart Meadows, Ripley, Woking, GU23	Vacant	3263	0	0	24	21
502	12/P/00486	Neals Courtyard, 5 East Lane, West Horsley, Leatherhead, KT24 6HJ	Vacant	71	0	0	1	0
162	12/P/00615	Little Tithe, Elstead Road, Seale, Farnham, GU10 1JA	D1	26	0	0	0	1
298	12/P/00618		C3		1	0	0	2
72	12/P/00634		C3		2	0	5	0
73	12/P/00645	Land at, Ash Green Lane West, Ash	Agricultural	2.34	0	0	60	0
107	12/P/00652	Land Adjacent To The Old Forge, The Street, Compton	C3		0	0	1	0
295	12/P/00713	y Police Office, High Street, Ripley, Woking, GU23 6AE	Vacant		0	0	3	0
281	12/P/00728	Beaufield Mews, Middle Street, Shere, Guildford, GU5 9HF	B1(a)	53.5	0	0	0	1
294	12/P/00736		C3		1	0	1	0

282	12/P/00785	Berrylands Farm, Stanford Common, Pirbright, Woking, GU24 0DG	C3		1	0	1	0
134	12/P/00821	[REDACTED]	B1(a)	111	0	0	1	0
282	12/P/00832	Law Meadows, Guildford Road, Pirbright, WOKING, GU24 0LW	C3		0	0	5	0
282	12/P/00850	Chiff Chaffs, Aldershot Road, Pirbright, WOKING, GU24 0DJ	C3		1	0	1	0
314	12/P/00880	Broken Hill, Warren Road, Guildford, GU1 2HQ	C3		1	0	1	0
502	12/P/00894	[REDACTED]	B1(c)	280	0	0	1	0
502	12/P/00922	Bonny Bank, Shere Road, West Horsley, Leatherhead, KT24 6EW	C3		1	0	1	0
294	12/P/00926	Moonrakers, Boughton Hall Avenue, Send	C3		1	0	1	0
162	12/P/00933	The Stables, Suffield Farm, Suffield Lane, Puttenham, Guildford, GU3 1BD	Vacant		0	0	2	0
502	12/P/00984	[REDACTED]	C3		1	0	1	0
281	12/P/01036	Land to the rear of Trenchmore, The Spinning Walk, Shere, Guildford, GU5	C3		0	0	1	0
295	12/P/01134	Land adjoining Wyllie and Mar, High Street, Ripley, Guildford, Surrey, GU23 6AY	A1	268	0	0	8	0
295	12/P/01134	Land adjoining Wyllie and Mar, High Street, Ripley, Guildford, Surrey, GU23 6AY	B2	192	0	0	0	0
134	12/P/01141	Coach House, 26 Guildown Road, Guildford, Surrey, GU2	C3	100	0	0	1	0
107	12/P/01158	Fairfield, The Avenue, Compton, Guildford, GU3 1JW	C3		1	0	1	0
542	12/P/01184	Norfolk House, [REDACTED]	B1(a)	201	0	0	0	2
73	12/P/01219	Land adjacent to [REDACTED]	C3		0	0	1	0
99	12/P/01224	The Forresters, Cooper Road, Guildford, GU1 3LY	A4	162	0	0	2	2
162	12/P/01264	Westwood, Crooksbury Lane, The Sands, Seale, Farnham, GU10 1ND	C3		1	0	1	0
281	12/P/01268	New Road, Gomshall, Guildford, GU5 9LZ	C3		0	16	22	5
297	12/P/01382	Land rear of 33 Station Road, Shalford, GUILDFORD, GU4 8HA	Vacant	87.3	0	0	4	0
73	13/P/00124	[REDACTED]	C3		1	0	1	0
119	12/P/01424	Pilgrims, Ockham Road South, East Horsley, Leatherhead, KT24 6RZ	C3		1	0	2	0
278	12/P/01471	[REDACTED]	C3		1	0	2	0
281	12/P/01486	Rad Farm, Rad Lane, Abinger Hammer, Dorking, RH5 6RA	Agricultural		0	0	1	0
297	12/P/01495	1 & 2 Oakford Mews, Station Road, Shalford, Guildford, Surrey, GU4 8HA	Vacant	160	0	0	2	0
73	12/P/01526	Land adjacent to 72 Wyke Avenue, Ash, Guildford, GU12 6EA	Vacant		0	0	3	0
294	12/P/01537	Land at [REDACTED]	C3		0	0	1	0
119	12/P/01540	Honeypots, Lower Farm Road, Effingham, Leatherhead, KT24 5JL	C3		1	0	1	0
502	12/P/01547	Neals Courtyard, 5 East Lane, West Horsley, LEATHERHEAD, KT24 6HJ	Vacant	71	0	0	1	0
73	12/P/01572	[REDACTED]	C3		0	0	1	0
73	12/P/01588	Tatra, Westwood Lane, Normandy, Guildford, GU3 2JG	Vacant	698	1	0	5	0
73	12/P/01589	[REDACTED]	C3		1	0	1	0
134	12/P/01599	[REDACTED]	B1(a)	235	0	0	1	0
548	12/P/01623	Land adjoining, 4 Walnut Tree Close, Guildford, Surrey, GU1 4UW	Vacant		0	0	2	0
541	12/P/01661	[REDACTED]	C3		0	0	0	1
294	12/P/01693	Sandy Lea, Sandy Lane, Send, Woking, GU23 7AP	C3		1	0	1	0
281	12/P/01694	Martello's Kitchen, Dorking Road, Abinger Hammer, Dorking, RH5 6SA	C3		1	0	1	0
295	12/p/01735	Garage next to [REDACTED]	C3		0	0	1	0
99	12/P/01758	[REDACTED]	C3		0	1	0	2
294	12/P/01811	The Flat Chestnut, Sandy Lane, Send, Woking, GU23 7AP	C3		0	0	1	0
538	12/P/01834	Lawlyn, Abbotswood Close, Guildford, GU1 1XA	C3		0	0	1	0

552	12/P/01849	Land to the rear of [REDACTED]	C3		0	0	2	0
137	12/P/01853	15 London Road, Guildford, GU1 2AA	Vacant		0	0	0	1
295	12/P/01870	[REDACTED]	B1(a)	32	0	0	0	1
119	12/P/01910	Copseham Rise, Pine Walk, East Horsley, Leatherhead, KT24 5AG	C3		0	0	1	0
282	12/P/01935	Blanketmill Farm Cottage, Goose Rye Road, Worplesdon, Guildford, GU3 3RQ	C3		0	0	1	0
281	12/P/01998	Belmont, Crest Hill, Peaslake, Guildford, GU5 9PE	C3		1	0	1	0
119	12/P/02016	Holcombe, Forest Road, Effingham Junction, Leatherhead, KT24 5HL	C3		1	0	1	0
279	12/P/02079	[REDACTED]	C3		1	0	2	0
318	12/P/02083	[REDACTED]	C3		0	0	0	1
541	12/P/02112	[REDACTED]	C3		1	0	0	2
310	12/P/02147	[REDACTED]	C3		1	0	1	0
73	12/P/02167	The George, Frimley Road, Ash Vale, Guildford, GU12 5PD	Vacant	548	0	0	8	0
544	12/P/02171	[REDACTED]	B1(a)	329	0	0	0	5
297	13/P/00016	Shalford Green Service Station, 20 Kings Road, Shalford, GUILDFORD, GU4 8JU	Vacant		0	0	4	0
119	13/P/00052	Kildonan, Chalk Lane, East Horsley, Leatherhead, KT24 6TH	C3		1	0	1	0
534	13/P/00076	Land at Elgin Gardens, Elgin Gardens, Guildford, GU1	C3		0	63	0	76
73	13/P/00110	[REDACTED]	C3		0	0	1	0
310	13/P/00121	Cobblers, East Shalford Lane, Guildford, GU4 8AF	C3		1	0	1	0
281	13/P/00127	The Hut, Mackies Hill, Peaslake, Guildford, GU5 9RH	C3		1	0	1	0
532	13/P/00154	[REDACTED]	C3		1	0	0	2
502	13/P/00165	Cranmore School, Epsom Road, West Horsley, Leatherhead, Surrey, KT24	D1	100	0	0	0	2
281	13/P/00169	Sunnyside Bungalow, Mackies Hill, Peaslake, Guildford, GU5 9RH	C3		1	0	1	0
278	13/P/00202	[REDACTED]	C3		1	0	3	0
544	13/P/00215	[REDACTED]	B1(a)	45	0	0	0	3
297	13/P/00392	Formerly Nelco Works, Kings Road, Shalford, Guildford, GU4 8JU	Vacant		0	0	4	0
279	13/P/00430	[REDACTED]	C3		0	0	0	2
162	13/P/00480	[REDACTED]	C3		0	0	9	0
502	13/P/00498	Acreholme, Silkmore Lane, West Horsley, Leatherhead, KT24 6JB	C3		1	0	1	0
265	13/P/00513	[REDACTED]	C3		1	0	2	0
281	13/P/00553	Yew Thatch, Woodhouse Lane, Holmbury St Mary, Dorking, RH5 6NN	C3		1	0	1	0
294	13/P/00616	Send Hill Farm, Potters Lane, Send, Woking, GU23 7JJ	C3		0	0	1	0
80	13/P/00640	[REDACTED]	B2	136	0	0	1	0
294	13/P/00643	Sherborne Nursery, 37 Potters Lane, Send, Woking, GU23 7AJ	C3		0	0	1	0
73	13/P/00667	[REDACTED]	C3		1	0	1	0
73	13/P/00717	The Croft, Foreman Road, Ash, Guildford, GU12 6HD	Vacant		1	0	31	8
278	13/P/00749	Land to the rear of, 2 Curling Vale, Guildford, GU2 7PJ	C3		0	0	2	0
135	13/P/00762	[REDACTED]	Vacant	73	0	0	1	0
281	13/P/00780	Keepers Cottage, Row Lane, Albury, Guildford, GU5 9EL	C3		1	0	1	0
542	13/P/00884	[REDACTED]	Vacant		0	0	4	0
298	13/P/00901	[REDACTED]	C3		1	0	1	0
552	13/P/00977	[REDACTED]	C3		0	0	0	2
73	13/P/01035	Little Flexford, Flexford Road, Normandy, Guildford, GU3 2EE	C3		1	0	1	0

94	13/P/01183	Land to the rear of [REDACTED]	C3		0	0	4	0
119	13/P/01195	Land to the rear of [REDACTED]	B8	141	0	0	0	2
310	13/P/01220	[REDACTED]	C3		1	0	1	0
541	13/P/01231	The Willows, Gardner Road, Guildford, GU1 4PG	B1(a)	77	0	0	2	0
99	13/P/01342	Trelawne, Fort Road, Guildford, GU1 3TE	C3		1	0	1	0
551	13/P/01437	[REDACTED]	C3		0	1	0	3
72	13/P/01526	Land adjacent to, 35 Orchard Road, Shalford, Guildford, GU4 8ER	C3		0	0	1	0
73	13/P/01582	The Willows & Surrey Hills, Mobile Parks, Guildford Road, Normandy, Guildford, Surrey, GU3	Agricultural		0	0	4	0
119	13/P/01609	Norrels Lodge South, Norrels Drive, East Horsley, Leatherhead, KT24 5DR	C3		0	0	0	1
318	13/P/01621	[REDACTED]	C3		1	0	5	0
80	13/P/01639	[REDACTED]	C3		0	0	1	0
295	13/P/01652	Clifford James, High Street, Ripley, Woking, GU23 6AF	C3		0	0	5	0
72	13/P/01665	[REDACTED]	C3		1	0	1	0
73	13/P/01814	Ashfield Lodge Farm, Bailes Lane, Normandy, Guildford, GU3 2BA	C3		1	0	1	0
162	13/P/01884	Dongela, Seale Lane, Seale, Farnham, GU10 1LF	C3		1	0	1	0
294	13/P/01998	The Flat, Chestnut, Sandy Lane, Send, Woking, GU23 7AP	C3		1	0	1	0
551	13/P/02001	[REDACTED]	Vacant	134	0	0	1	0
291	13/P/02018	Rydings Farm, Long Reach, Ockham, Woking, GU23 6PF	C3		1	0	1	0
281	13/P/02098	Twiga Lodge, Wonham Way, Gomshall, Guildford, GU5 9NZ	C3		1	0	1	0
119	13/P/02179	[REDACTED]	B1(a)	36	0	0	0	1
282	13/P/02199	Hollyhurst, The Green, Pirbright, Woking, GU24 0JE	C3		1	0	2	0
294	13/P/02206	The Flat, Cartbridge House, Broadmead Road, Send, Woking, GU23 7AD	C3		1	0	1	0
162	13/P/02215	The Flat Squires Holt, Hogs Back, Seale, Farnham, GU10 1HE	Vacant	110	1	0	1	0
99	13/W/00004	[REDACTED]	B1(a)	107.2	0	0	1	0
544	13/W/00005	[REDACTED]	B1(a)	58	0	0	1	0
119	13/W/00007	The Lodge, 17 Bishopsmead Parade, East Horsley, Leatherhead, KT24 6RT	B1(a)	52	0	0	1	0
133	13/W/00031	[REDACTED]	B1(a)	55	0	0	0	1
119	13/w/00046	4 Home Barn Court, The Street, Effingham, Leatherhead, KT24 5LG	Vacant		0	0	1	0
281	13/W/00053	Farriers Workshop, The Street, Albury, Guildford, GU5 9AE	B1(a)	174	0	0	1	0
540	13/W/00059	Woodbridge Chambers, Woodbridge Road, Guildford, GU1 4QB	B1(a)	550	0	0	0	8
134	13/W/00062	[REDACTED]	B1(a)	300	0	0	1	0
543	13/W/00079	[REDACTED]	B1(a)	187	0	0	0	5
279	13/W/00074	[REDACTED]	B1(a)	78	0	0	1	0
135	13/W/00081	William House, 45 Bury Fields, Guildford, GU2 4AZ	B1(a)	471	0	0	0	3
542	13/W/00087	[REDACTED]	B1(a)	154	0	0	1	0
119	14/P/00071	Tresanton, Park Horsley, East Horsley, Leatherhead, KT24 5RZ	C3		1	0	1	0
502	14/P/00078	[REDACTED]	C3		1	0	2	0
94	14/P/00110	[REDACTED]	C3		1	0	5	0
310	14/P/00114	Land west of, 17 Fort Road, Guildford, GU1 3TD	C3		0	0	1	0
99	14/P/00118	64 Epsom Road, Guildford, GU1 3PB	Vacant	306	0	0	1	0
291	14/P/00124	The Pavilion, Hatchford End, Old Lane, Cobham, Guildford, KT11 1NJ	C3		0	0	1	0
104	14/P/00178	The Fylde, Lime Grove, West Clandon, Guildford, GU4 7UT	C3		1	0	2	0

119	14/P/00277	Land at Railway Cottages, 2 Station Approach, East Horsley, Leatherhead, KT24 6QX	Vacant		1	0	8	0
502	14/P/00364	[REDACTED]	B1(a)	144	0	0	0	4
294	14/P/00394	[REDACTED]	C3		2	0	6	0
104	14/P/00438	The Gate House at Little Oaks, Malacca Farm, West Clandon, Guildford, GU4 7UQ	C3		1	0	1	0
310	14/P/00460	[REDACTED]	C3		1	0	1	0
119	14/P/00480	Thorn Tree House, High Park Avenue, East Horsley, Leatherhead, KT24 5DE	C3		1	0	1	0
502	14/P/00484	St Marys, Mount Pleasant, West Horsley, Leatherhead, KT24 6BJ	C3		1	0	2	0
279	14/P/00606	[REDACTED]	C3		1	0	0	2
310	14/P/00639	[REDACTED]	C3		1	0	1	0
532	14/P/00663	78 Epsom Road, Guildford, GU1 2BX	Vacant		0	0	0	9
279	14/P/00782	[REDACTED]	C3		1	0	0	2
281	14/P/01021	Denton Barn Loft, Upper Street, Shere, Guildford, GU5 9JE	C3		1	0	1	0
502	14/P/01254	[REDACTED]	C3		1	0	1	0
291	14/P/01271	Blue Ryde Lodge, The Drift, East Horsley, Leatherhead, KT24 6NU	C3		1	0	1	0
544	14/P/01550	44 Quarry Street, Guildford, GU1 3XQ	Vacant	340	0	0	1	0
119	14/P/01678	[REDACTED]	C3		1	0	1	0
104	14/P/01820	Kawartha Lodge, Oak Grange Road, West Clandon, Guildford, GU4 7UD	C3		1	0	1	0
72	14/P/01919	[REDACTED]	C3		1	0	2	0
295	14/P/01982	Land adjacent to [REDACTED]	C3		0	0	3	0
99	14/P/02067	William Swayne House (north wing), 71-73 York Road, Guildford, GU1 4EB	C3		0	0	0	5
119	14/P/02097	[REDACTED]	C3		1	0	1	0
94	14/P/02235	[REDACTED]	C3		1	0	1	1
99	14/P/02330	[REDACTED]	B1(a)	51	0	0	1	0
295	14/W/00058	Aston House (Ground Floor), Portsmouth Road, Ripley, WOKING, GU23 6EW	B1(a)	962	0	0	0	4
295	14/W/00078	Lutidine House, Newark Lane, Ripley, Woking, GU23 6BS	B1(a)	516	0	0	0	18
281	15/P/00434	Cheynes Cottage, Brook Lane, Albury, GU5 9DH	C3		1	0	1	0
99	15/P/00518	[REDACTED]	D1	60	0	0	0	1
544	15/P/00618	Castle Gate House, 8 Quarry Street, Guildford, GU1 3UY	B1(a)	423	0	0	1	0
119	97/P/01726	Orestan Farm House, Orestan Lane, Effingham	C3		1	0	1	0
296	98/P/00546	Land formerly known as Hurtmore Garage, Hurtmore Road, Shackleford	C3		0	0	2	0

Pro-forma: Residential Commitments

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
73	12/P/02100	Land south of, Guildford Road, Ash	Greenfield		0	0	4	0

162	14/P/01058	Ipsley Lodge Stables Ipsley Lodge, Hogs Back, Seale	C3		0	0	2	0
318	02/P/01731	[REDACTED]	C3		0	0	1	0
172	02/P/02505	University of Surrey, Manor Park, Guildford, Surrey	greenfield land		0	0	0	100
298	04/P/01275	[REDACTED]	C3		1	0	0	2
502	04/p/02531	Wix Farm, Epsom Road, West Horsley, Leatherhead, Surrey, KT24 6DX	Agricultural		0	0	2	0
544	05/p/00517	[REDACTED]	B1(a)	95	0	0	1	0
281	05/p/01686	Kings Yard, Burrows Lane, Gomshall, Shere, Guildford, GU5 9QE	B2	661	0	0	0	1
73	06/P/01996	Ash Vale Evangelical Church Hall, LTR of 1-4 Denton Cottages, Frimley Road, Ash Vale, GU12 5PJ	D1	216	0	0	10	0
502	06/P/02137	Wix Hill House, Blakes Lane, West Horsley, Leatherhead, KT24 6DY	B1	608	0	0	1	0
317	06/p/02309	[REDACTED]	B1(a)	2016	0	0	0	177
294	07/P/00644	Aldertons, Send Marsh Road, Send, Woking, GU23 7DJ	Agricultural		0	0	1	0
137	07/P/00959	Sheridan, [REDACTED]	C3		1	0	0	3
279	07/p/01063	[REDACTED]	C3		0	0	1	0
477	07/p/01830	[REDACTED]	C3		1	0	0	2
107	07/p/02284	Two Firs, Priorswood, Compton, Guildford, GU3 1DS	C3		1	0	1	0
278	07/P/02657	Safeguard Coaches, Ridgemount, Guildford, GU2 7TH	B2	775	0	0	0	13
73	08/P/00181	[REDACTED]	C3		1	0	1	0
162	08/P/00380	The White House, Littleworth Road, The Sands, Farnham, GU10 1JW	C3		1	0	1	0
541	08/p/00934	[REDACTED]	C3		1	0	0	2
532	08/p/01103	[REDACTED]	C3		1	0	1	0
295	08/P/01616	Fairwater, Brook Lane, Send, Woking, GU23 7EH	C3		1	0	1	0
281	08/P/01751	Lansdowne, Hound House Road, Shere, Guildford, GU5 9JJ	C3		1	0	1	0
310	08/P/01826	Land rear of [REDACTED]	C3		0	0	1	0
119	09/P/00113	The Croft, Glendene Avenue, east Horsley, Leatherhead, KT24 5EA	C3		1	0	1	0
104	09/P/00323	Land Adjoining, Meadowlands, West Clandon	greenfield		0	0	8	6
314	09/P/00492	St Marthas Priory, HALFPENNY LANE, CHILWORTH, GUILDFORD, GU4 8PZ	C3		1	0	1	0
279	09/P/00685	[REDACTED]	C3		0	0	1	0
281	09/P/00705	Beagle Cottage, Hound House Road, Shere, Guildford, GU5 9JJ	C3		1	0	1	0
519	15/P/00495	Littlefield Manor Cottage Littlefield Common, Aldershot Road, Worplesdon, GUILDFORD, GU3 3HJ	C3		1	0	1	0
281	09/P/01149	Little Chellyn, Mackies Hill, Peaslake, Guildford, GU5 9RH	C3		1	0	1	0
532	09/P/01380	[REDACTED]	C3		1	0	2	0
72	09/P/01846	Farley Hill, Meadow, Unsted, Godalming	C3		1	0	1	0
119	10/P/01279	The Long Barn, High Barn Road, Effingham, Leatherhead, KT24	C3		1	0	1	0
502	10/P/01550	Waterloo Farm, Ockham Road North, West Horsley, Leatherhead, KT24 6PE	Agricultural	0	0	0	2	2
134	10/P/01959	Land rear of, [REDACTED]	C3		0	0	1	0
119	11/P/00264	Burnside, Heath View, East Horsley, Leatherhead, KT24 5EA	C3		1	0	1	0
119	11/P/01011	White Cottage, Lower Farm Road, Effingham, Leatherhead, KT24 5JL	C3		1	0	1	0
502	11/P/01173	Derryallen, Shere Road, West Horsley, Leatherhead, KT24 6EW	C3		1	0	1	0
162	11/P/02079	The Orchard, Thundery Hill, Seale, Farnham, GU10 1LB	C3		1	0	1	0
281	11/P/02103	Spinners, Church Hill, Shere, GUILDFORD, GU5 9HL	C3		3	0	3	0
310	15/P/01179	[REDACTED]	C3		1	0	1	0
80	12/P/00151	[REDACTED]	C3		0	0	1	0

542	12/P/00180		A1	264	0	0	0	1
94	12/P/00198		C3		1	0	2	0
295	12/P/00325	Florence House, High Street, Ripley, Woking, GU23 6AU	B1(a)	135	0	0	1	0
534	12/P/00355		C3		1	0	2	0
281	12/P/00592	The Mansion, Albury Park, New Road, Albury, Guildford, GU5 9BB	C3		0	19	0	20
119	12/P/00632	South Cottage, Glendene Avenue, East Horsley, Leatherhead, KT24 5AY	C3		1	0	1	0
544	12/P/00636	The Founders Studio, Guildford School Of Acting, Millbrook, Guildford, GU1 3TZ	Vacant	320	0	0	0	6
314	12/P/00639	Chantry House, White Lane, Guildford, GU4 8PR	C3		1	0	1	0
296	12/P/00767	Shackleford Mushroom Farm, Shackleford Road, Shackleford, Godalming, GU8	Agricultural	11000	0	0	9	0
310	12/P/00768		C3		0	0	1	0
294	12/P/00774	Builders Yard, Woodhill, Send, Woking, GU23 7JP	B2	60	0	0	2	0
317	12/P/00802	Guildford Fire Station (West Site), Ladymead, Guildford	C2		0	7	12	0
317	12/P/00802	Guildford Fire Station (West Site), Ladymead, Guildford	B8	150	6	0	0	0
278	12/P/00837		C3		0	0	1	0
279	12/P/00858		C3		1	0	0	2
294	12/P/00936	Former St William Of York Roman Catholic Church, Send Marsh Road, Send, Woking, GU23 7DG	Vacant	119	0	0	1	0
73	12/P/01005	Lakeside Close Gbc Private, Lakeside Close, Ash Vale	C3		30	0	27	8
539	12/P/01020	Bellerby Theatre Site (land bounded by York Rd, Leapale Lane, College Rd & Haydon Place), Guildford, GU1 4QG	C3	271	0	31	3	45
539	12/P/01020	Bellerby Theatre Site (land bounded by York Rd, Leapale Lane, College Rd & Haydon Place), Guildford, GU1 4QG	A4	271	0	31	0	0
539	12/P/01020	Bellerby Theatre Site (land bounded by York Rd, Leapale Lane, College Rd & Haydon Place), Guildford, GU1 4QG	D1	1214	0	31	0	0
539	12/P/01020	Bellerby Theatre Site (land bounded by York Rd, Leapale Lane, College Rd & Haydon Place), Guildford, GU1 4QG	D2	705	0	31	0	0
104	12/P/01074	The Old Dairy, Ripley Road, East Clandon, Guildford, GU4 7SG	B1(a)	75	0	0	1	0
104	12/P/01074	The Old Dairy, Ripley Road, East Clandon, Guildford, GU4 7SG	B8	150	0	0	0	0
295	12/P/01173		B1(a)	130	0	0	2	0
519	12/P/01195	The Ship Inn, Worplesdon Road, Worplesdon, Guildford, GU3 3LB	A4	132	0	1	1	0
519	12/P/01263	Land adjacent to Old Mill House, Fox Corner, Worplesdon, Guildford, GU3	Vacant land		0	0	1	0
295	12/P/01269	Green View and Toad Hall, The Green, Ripley, Woking, GU23 6AH	C3		2	0	3	0
99	12/P/01291		C3		1	0	1	0
119	12/P/01319	2 Cobham Way, East Horsley, Leatherhead, KT24 5BH	Vacant	465	0	0	3	0
294	15/P/01482		C3		1	0	1	0
119	12/P/01512		C3		1	0	1	0
162	12/P/01514	Kingston House, 112 Poyle Road, Tongham, Farnham, GU10	Agricultural		1	0	35	0
73	12/P/01534	Land to the south of Foreman Park and west of Foreman Road, Foreman Road, Ash, Aldershot, GU12	C3		0	0	26	0
279	12/P/01720		C3		0	0	1	0
532	12/P/01771	Blanes Court Hotel, 4 Albury Road, Guildford, GU1 2BT	Vacant	664	0	0	1	0
532	12/P/01788	Welland House, Albury Road, Guildford, GU1 2BY	C3		1	0	0	8
134	14/P/00116		C3		1	0	1	0
574	12/P/01973	Land South of Ash Lodge Drive, Ash, Guildford	Agricultural		0	0	400	0

281	12/P/02042	Hollybush Tavern, Holmbury St. Mary, Dorking, RH5 6PD	Vacant	240	1	0	0	4
265	12/P/02048	[REDACTED]	C3		1	0	1	0
279	12/P/02070	Rear of [REDACTED]	C3		0	0	1	0
279	12/P/02087	[REDACTED]	C3		1	0	0	2
73	13/P/00093	The Conifers, Hunts Hill Road, Normandy, Guildford, GU3 2AH	C3		1	0	1	0
119	13/P/00101	Oakland, Forest Road, East Horsley, Leatherhead, KT24 5BT	C3		1	0	1	0
541	13/P/00118	Land adjacent to [REDACTED]	C3		0	0	1	0
295	13/P/00134	Land rear of South Cottage, White Horse Lane, Ripley, Woking, GU23 6BJ	C3		0	0	1	0
95	13/P/00193	[REDACTED]	C3		0	0	1	0
502	13/P/00198	Camborne, Northcote Road, West Horsley, Leatherhead, KT24 6LS	C3		1	0	1	0
119	13/P/00254	Homedale, Orestan Lane, Effingham, Leatherhead, KT24 5SN	C3		1	0	1	0
137	13/P/00290	2 Queens Road, Guildford, GU1 4JJ	Vacant	61	0	0	2	0
73	13/P/00342	Phoenix House, Ash Street, Ash, Guildford, GU12 6LA	Vacant		0	0	1	0
297	13/P/00474	Beevers Farm, Chinthurst Lane, Bramley, GUILDFORD, GU5 0DR	C3		1	0	1	0
134	13/P/00527	Land Rear of High Bourne, [REDACTED]	C3	0	0	0	1	0
73	13/P/00571	Beckdale House, White Hart Lane, Wood Street Village, Guildford, GU3 3EA	C3		1	0	1	0
119	13/P/00769	Oakwood House, Norrels Drive, East Horsley, Leatherhead, KT24 5DL	C3		1	0	1	0
119	15/P/00599	Byways, High Park Avenue, East Horsley, LEATHERHEAD, KT24 5DE	C3		1	0	1	0
119	13/P/00886	Cherrycroft, High Park Avenue, East Horsley, Leatherhead, KT24 5DE	C3		1	0	1	0
297	13/P/00966	[REDACTED]	C3		0	0	1	0
281	13/P/00994	Teasel Cottage, Hoe Lane, Abinger Hammer, Dorking, RH5 6RH	C3		1	0	1	0
544	13/P/01049	[REDACTED]	C3		1	0	1	0
73	13/P/01093	Mulysa, Ash Green Road, Ash, Guildford, GU12 6JB	C3		0	0	4	0
544	13/P/01096	[REDACTED]	B1	207	0	0	0	4
80	13/P/01133	[REDACTED]	C3		0	0	1	0
519	13/P/01142	Land to the rear of White Bungalow, Aldershot Road, Worplesdon, GUILDFORD, GU3 3HF	C3		1	0	2	0
80	13/P/01173	Land Adjacent, [REDACTED]	C3	0	0	0	1	0
94	13/P/01187	[REDACTED]	C3		1	0	10	0
544	13/P/01310	[REDACTED]	A1	100	0	0	0	3
297	13/P/01332	The Granary, Foxburrow Hill Road, Bramley, Guildford, GU5 0BP	C3		1	0	1	0
73	13/P/01354	[REDACTED]	C3		1	0	2	0
281	13/P/01375	The Old Squash Court, Upper Street, Shere, Guildford, GU5 9JF	C3		0	0	1	0
281	13/P/01410	Oakridge Nurseries, Hoe Lane, Peaslake, Guildford, GU5 9SW	A1	7700	1	0	1	0
99	13/P/01514	[REDACTED]	D1	178	0	0	0	0
99	13/P/01514	[REDACTED]	C3		0	2	0	0
134	13/P/01583	[REDACTED]	C3		1	0	2	0
281	13/P/01599	Kinghams Restaurant, Gomshall Lane, Shere, Guildford, GU5 9HE	A3		0	0	1	0
99	13/P/01602	[REDACTED]	C3		0	0	2	0
295	13/P/01651	[REDACTED]	C3		0	0	1	0
282	13/P/01663	Manyuema, Stanley Hill, Pirbright, Woking, GU24 0DN	Vacant		0	0	1	0
281	13/P/01680	Treetops, Shophouse Lane, Albury, Guildford, GU5 9EH	C3		1	0	1	0
318	13/P/01757	250 Worplesdon Road, Guildford, GU2 9XH	Vacant	45	0	0	1	0

281	13/P/01767	Shepherds Hill, Broadfield Road, Peaslake, Guildford, GU5 9TB	C3		1	0	1	0
119	13/P/01805	Crosslands Forge, Beech Avenue, Effingham, Leatherhead, KT24 5PE	Vacant		0	0	1	0
543	13/P/01822	[REDACTED]	C3		0	4	0	8
317	13/P/01829	170 Walnut Tree Close, Guildford, GU1 4UB	Vacant		0	0	0	68
73	13/P/01836	[REDACTED]	A1	109	0	1	0	4
73	13/P/01836	[REDACTED]	C3	109	0	1	0	4
310	13/P/01852	[REDACTED]	C3		0	0	1	0
107	13/P/01875	The Rectory, The Street, Compton, Guildford, GU3 1ED	C3		0	0	1	0
278	13/P/01940	[REDACTED]	C3		0	1	0	3
291	13/P/01944	Land adjacent to The Hautboy Hotel, Ockham Lane, Ockham, WOKING, GU23 6NP	Vacant		0	0	2	0
502	13/P/01977	[REDACTED]	C3		1	0	1	0
134	13/P/01987	Langton Priory, Portsmouth Road, Guildford, GU2 4WA	B1(a)	698	0	0	0	12
119	13/P/01988	Wildflower Cottage, Chalk Lane, East Horsley, Leatherhead, KT24 6TH	C3		1	0	1	0
318	13/P/01990	[REDACTED]	C3		1	0	1	0
281	13/P/02021	Spinners, Church Hill, Shere, GUILDFORD, GU5 9HL	C3		3	0	3	0
278	13/P/02051	Land adjacent to, [REDACTED]	C3		0	0	1	0
260	13/P/02166	[REDACTED]	C3		1	0	1	0
519	13/P/02183	Vision Engineering Ltd, Send Road, Send, Woking, GU23 7ER	B1(a)	334	0	0	19	4
519	13/P/02183	Vision Engineering Ltd, Send Road, Send, Woking, GU23 7ER	B1(b)	335	0	0	0	0
519	13/P/02183	Vision Engineering Ltd, Send Road, Send, Woking, GU23 7ER	B1(c)	2674	0	0	0	0
310	13/P/02194	[REDACTED]	C3		1	0	1	0
119	13/P/02196	Cornerways, The Highlands, East Horsley, Leatherhead, KT24 5BG	C3		1	0	1	0
541	13/W/00029	[REDACTED]	B1(a)	363	0	0	0	6
542	13/W/00044	Norfolk House, 187 High Street, Guildford, GU1 3AW	B1(a)	1021	0	0	0	12
297	13/W/00076	The Triangle, 32A Kings Road, Shalford, GUILDFORD, GU4 8JX	B1(a)	60	0	0	1	0
297	13/W/00091	Thursley House, 53 Station Road, Shalford, Guildford, GU4 8HA	B1(a)	100	0	0	1	0
543	13/W/00092	Ward House, 6 Ward Street, Guildford, GU1 4LH	B1(a)	177	0	0	0	3
543	13/W/00093	Haydon Court, 14-16 Haydon Place, Guildford, GU1 4LL	B1(a)	39	0	0	0	5
317	13/W/00094	Ambersham House, 45 Woodbridge Road, Guildford, GU1 4RN	Vacant		0	0	0	4
260	14/P/00068	Mathon Lodge, Cross Lanes, Guildford, GU1 1SY	C3		0	5	0	7
134	14/P/00090	[REDACTED]	C3		0	0	3	0
294	14/P/00107	Aldertons Farm, Send Marsh Road, Send, WOKING, GU23 7DJ	C3		0	0	6	0
134	14/P/00108	Croquet, Upper Guildown Road, Guildford, GU2 4EZ	C3		1	0	2	0
551	14/P/00150	[REDACTED]	C3		0	0	2	0
542	14/P/00188	City View Place, 67 Sydenham Road, Guildford, GU1 3RY	B1(a)	860	1	0	1	0
502	14/P/00202	[REDACTED]	C3		1	0	1	0
552	14/P/00249	Jacobs Yard, Slyfield Green, Guildford, GU1 1RL	C3		0	0	10	0
265	14/P/00250	[REDACTED]	C3		1	0	1	0
94	14/P/00266	[REDACTED]	C3		0	1	0	2
519	14/P/00273	Asperion Hillside Hotel, Perry Hill, Worplesdon, Guildford, GU3 3RF	C1	500	1	0	1	0
298	14/P/00294	Woodbridge Hill Filling Station, Aldershot Road, Guildford, GU2 8AG	Sui generis	533	0	0	6	0
544	14/P/00396	55-56 Quarry Street, Guildford, GU1 3UA	Vacant	626	0	0	2	0
99	14/P/00431	Braemar Court Nursing Home, 16 Sydney Road, Guildford, GU1 3LJ	Vacant	213	0	0	2	0

551	14/P/00447	5 Madrid Road, Guildford, GU2 7NU	Vacant	33	0	0	0	3
279	14/P/00449	[REDACTED]	C3		0	0	1	0
294	14/P/00450	[REDACTED]	B1(a)	86.7	1	0	0	0
294	14/P/00450	[REDACTED]	C3		1	0	2	0
298	14/P/00474	Park Barn Drive Garages, Park Barn Drive Access To Garages, Guildford	C3		0	0	0	4
544	14/P/00504	The Fountain Head, 20 Quarry Street, Guildford, GU1 3UY	B1(a)	388	0	0	1	0
281	14/P/00514	Merrydown, White Lane, Guildford, GU4 8PS	C3		1	0	1	0
519	14/P/00554	Land at Cosy Cottage, Clay Lane, Jacobs Well, GUILDFORD, GU4 7PF	C3	0	0	0	1	0
119	14/P/00563	Lawn View, Orestan Lane, Effingham, LEATHERHEAD, KT24 5SN	C3	110	1	0	1	0
538	14/P/00589	Land adjacent to [REDACTED]	C3		1	0	1	0
298	14/P/00634	[REDACTED]	C3		1	0	2	0
281	15/P/00189	Dilton Farm, Ponds Lane, Albury, GUILDFORD, GU5 9JN	C3		0	0	1	0
136	14/P/00695	Fairview, 3 Poyle Terrace, Guildford, GU1 3RU	Vacant	720	1	0	3	0
295	14/P/00707	Barn Yard, White Horse Lane, Ripley, Woking, GU23 6BJ	Vacant	384	0	0	4	0
281	14/P/00732	Drynoch, Wonham Way, Peaslake, GUILDFORD, GU5 9PA	C3		1	0	1	0
532	14/P/00862	[REDACTED]	C3		1	0	2	0
282	14/P/00869	[REDACTED]	C3		1	0	2	0
281	14/P/00887	Land beside Creg Ny Baa, CHURCH LANE, ALBURY, GU5 9AL	open space	0	0	0	1	0
519	14/P/00927	White House, Woking Road, Guildford, GU4 7PS	Agricultural	0	0	0	1	0
279	14/P/00964	Land rear of [REDACTED]	C3		0	0	3	0
95	14/P/00979	Great Goodwin Drive Garages, Great Goodwin Drive, Guildford	C3		0	0	6	0
279	14/P/00980	Shalford Methodist Church, Kings Road, Shalford, GU4 8JU	D1	228	0	0	1	0
99	14/P/01006	[REDACTED]	C3	0	0	10	4	10
296	14/P/01011	Upper Eashing Farm, Eashing Lane, Godalming, GU7 2QB	Agricultural	0	0	0	1	0
296	14/P/01025	Beechwood Farm, Elstead Road, Shackleford, Godalming, GU8 6AY	C3		3	0	3	0
119	14/P/01028	Ranmore Manor, Ranmore Common, Dorking, RH5 6SH	Vacant		0	0	2	0
104	14/P/01047	[REDACTED]	C3	0	1	0	2	0
542	14/P/01087	City View Place, 67 Sydenham Road, Guildford, GU1 3RY	B1(a)	860	0	0	0	8
536	14/P/01113	[REDACTED]	C3	500	1	0	6	0
519	14/P/01146	Brook Farm, Worplesdon Road, Worplesdon, Guildford	Agricultural		0	0	3	0
318	14/P/01160	90 Worplesdon Road, Guildford, GU2 9RT	Vacant	27	0	0	0	1
260	14/P/01220	[REDACTED]	C3		0	0	1	0
551	14/P/01246	[REDACTED]	C3		1	0	4	10
119	14/P/01319	Lyncroft, High Park Avenue, East Horsley, Leatherhead, KT24 5DE	C3		1	0	1	0
119	14/P/01331	Petit Tor, Norrels Drive, East Horsley, Leatherhead, KT24 5DL	C3		1	0	1	0
119	14/P/01372	Ye Olde Shoppe, Ockham Road South, East Horsley, Leatherhead, KT24 6RR	B1(a)	100	0	0	1	0
73	14/P/01394	Land adjacent to College Copse, White Lane, Ash, Aldershot, GU12 6HJ	Agricultural	0	0	0	1	0
137	14/P/01396	44 Falcon Road, Guildford, GU1 4JD	Vacant		0	0	0	5
502	14/P/01403	The White House, Fairwell Lane, West Horsley, Leatherhead, KT24 6DE	C3	0	1	0	2	0
80	14/P/01485	[REDACTED]	C3		1	0	2	0
519	14/P/01497	The Coach House, Holly House, Goose Rye Road, Worplesdon, Guildford, GU3	C3		0	0	1	0
544	14/P/01519	14-15 Quarry Street, Guildford, GU1 3UY	Vacant		0	0	0	9
532	14/P/01544	80 Epsom Road, Guildford, GU1 2BX	Vacant		0	0	0	12
532	14/P/01598	[REDACTED]	C3		0	0	1	0

94	14/P/01822	Land rear of [REDACTED]	C3		0	0	2	0
314	14/P/01838	Chantry House, White Lane, Guildford, GU4 8PR	C3		1	0	1	0
281	14/P/01875	The Bungalow, Shophouse Lane, Albury, Guildford, GU5 9EQ	C3		1	0	1	0
135	14/P/01886	St Nicolas House, 14 The Mount, Guildford, GU2 4HN	Vacant		0	0	1	0
73	14/P/01896	[REDACTED]	C3		1	0	1	0
281	14/P/01914	[REDACTED]	C3		1	0	1	0
532	14/P/01963	[REDACTED]	C3		1	0	1	0
95	14/P/01977	[REDACTED]	C3		1	0	2	0
519	14/P/02131	Perry Hill Lodge, Perry Hill, Worplesdon, Guildford, GU3 3RF	Vacant		0	0	1	0
73	14/P/02155	[REDACTED]	C3		0	0	2	0
162	14/P/02163	Little Close, School Lane, Puttenham, Guildford, GU3 1AS	C3		1	0	1	0
543	14/P/02180	The Former Basketworks, 10 Sydenham Road, Guildford, GU1 3RT	B8	563	0	0	0	9
532	14/P/02191	[REDACTED]	C3		0	0	1	0
310	14/P/02256	[REDACTED]	C3		0	0	1	0
306	14/P/02259	Corporation Club, Slyfield Green, Guildford, GU1 1FR	D2	470.8	0	0	12	0
314	14/P/02262	Tyting Farm, Halfpenny Lane, Chilworth, Guildford, GU4 8PZ	Vacant		0	0	5	0
119	14/P/02291	The Waters Edge, Ockham Road South, East Horsley, Leatherhead, KT24 6RZ	C3		0	0	1	0
317	14/P/02303	Ambersham House, 45 Woodbridge Road, Guildford, GU1 4RN	Vacant		0	0	0	1
542	14/P/02322	[REDACTED]	B1(a)	442	0	0	0	7
317	14/P/02356	25 Recreation Road, Guildford, GU1 1HQ	Vacant		0	0	0	1
119	14/P/02374	[REDACTED]	C3		1	0	1	0
162	14/P/02375	Land between Ringmore & The Vicarage, Poyle Road, Tongham, Farnham, GU10 1DS	C3		0	0	4	0
72	14/P/02396	Broadford Coach House, Broadford, Shalford, Guildford, GU4 8DW	Vacant		0	0	1	0
162	14/P/02398	Land adjacent to Grange Farm, Grange Road, Tongham, Farnham, GU10 1DN	Greenfield		0	0	44	6
73	14/P/02403	Juniper House, White Lane, Ash, Guildford, GU12 6HJ	C3		0	0	1	0
80	15/P/00069	[REDACTED]	C3		1	0	2	0
295	14/W/00009	Thomas Ford & Sons, High Street, Ripley, Woking, GU23 6AF	B1(a)	116	0	0	0	2
294	14/W/00033	Vine House and Swift House, Walnut Tree Place, Send, Guildford, GU23 7HL	B1(a)	600	0	0	0	6
548	14/W/00070	Blenheim House, 1-2 Bridge Street, Guildford, GU1 4RY	Vacant		0	0	0	12
542	14/W/00118	Graham House, Pannells Court, Guildford, GU1 4EU	B1(a)	750	0	0	0	15
291	14/W/00121	Stumps Grove Farm, Whitehill Lane, Ockham, Woking, GU23 6PB	Agricultural		0	0	1	0
291	14/W/00136	Old Forge Studio, Ockham Lane, Ockham, WOKING, GU23 6NP	Vacant		0	0	1	0
73	14/W/00146	The Old Barn, Chapel Farm, Guildford Road, Normandy, Guildford, GU3 2AU	Vacant		0	0	1	0
135	14/W/00154	Buryfields House, Bury Fields, Guildford, Surrey GU2 4AZ	B1(a)	1935	0	0	0	28
540	15/P/00025	[REDACTED]	B1(a)	93	0	0	4	0
278	15/P/00037	[REDACTED]	C3		0	0	1	0
552	15/P/00099	[REDACTED]	C3		1	0	2	0
95	15/P/00148	[REDACTED]	C3		0	0	1	0
95	15/P/00149	[REDACTED]	C3		1	0	1	0
73	15/P/00167	Land west of, Spoil Lane, Tongham, Farnham, GU10 1BP	Greenfield		0	0	26	0
134	15/P/00168	Barratt House, Chestnut Avenue, Guildford, GU2 4HF	B1(a)	855	0	0	8	6
99	15/P/00172	[REDACTED]	C3		0	0	1	0
281	15/P/00210	The Tannery, Queen Street, Gomshall, Guildford, GU5 9LY	B1(a)	351	0	0	6	0

119	15/P/00211	Greenaway, Norrels Drive, East Horsley, Leatherhead, KT24 5DL	C3		1	0	1	0
99	15/P/00212	Lincoln House, West Road, Guildford, GU1 2AR	C3		1	0	1	0
73	15/P/00291	[REDACTED]	C3		1	0	1	0
119	15/P/00305	Land to the rear of, 6 Station Parade, East Horsley, Guildford, Surrey	Vacant	111	0	0	0	3
73	15/P/00313	Standard Of England, 158 Ash Hill Road, Ash, Guildford, GU12 5DP	Vacant	337	0	0	0	1
297	15/P/00321	[REDACTED]	C3		1	0	1	0
536	15/P/00328	[REDACTED]	C3		1	0	1	0
281	15/P/00346	Land adjacent to The Old Post Office, Horsham Road, Holmbury St Mary, Shere, Guildford, RH5 6NP	C3		0	0	1	0
119	15/P/00356	Greenacres, High Barn Road, Effingham, Leatherhead, KT24 5PT	C3		1	0	1	0
119	15/P/00384	Dunley Hill Farm, Ranmore Common, Dorking, RH5 6SX	Vacant		0	0	1	0
119	15/P/00408	[REDACTED]	C3		1	0	1	0
519	15/P/00409	Former Bonsai Centre, St Marys Garden, Perry Hill, Worplesdon, Guildford, GU3 3RE	Vacant		0	0	1	0
282	15/P/00435	[REDACTED]	C3		1	0	1	0
281	15/P/00439	[REDACTED]	C3		1	0	1	0
502	15/P/00485	Post Office And Newsagents, 12 The Street, West Horsley, Leatherhead, KT24 6AX	Vacant	37	0	1	0	3
104	15/P/00487	[REDACTED]	C3		1	0	1	0
281	15/P/00499	Lane End Farm, Lawbrook Lane, Gomshall, Guildford, GU5 9QN	Agricultural		0	0	2	0
119	15/P/00519	[REDACTED]	C3		0	0	3	0
162	15/P/00582	The Old Dairy, Flexford Farmhouse, East Flexford Lane, Wanborough, Guildford, GU3 2JP	Agricultural		0	0	3	0
281	15/P/00586	Hillside Kennels, Shere Road, Albury, Guildford, GU5 9BW	C3		0	0	1	0
73	15/P/00594	[REDACTED]	C3		1	0	1	0
281	15/P/00616	Twiga Lodge, Wonham Way, Gomshall, Guildford, GU5 9NZ	C3		1	0	1	0
281	15/P/00617	White Lane Farm Buildings, White Lane Farm, Guildford, GU5 9BQ	Agricultural		0	0	1	0
119	15/P/00627	Kayos Cottage, Guildford Road, Effingham, Leatherhead, KT24 5QQ	C3		1	0	1	0
281	15/P/00773	The Old Pump House, Kingswood Hanger, Colekitchen Lane, Gomshall, Guildford, GU5 9QB	Vacant		0	0	1	0
295	15/P/00776	Teulon House, High Street, Ripley, Woking, GU23 6AY	A1	321	0	0	0	2
295	15/P/00797	Devonia Farm, Portsmouth Road, Ripley, WOKING, GU23 6ER	B8	290	1	0	1	0
282	15/P/00847	Golf Course Gole Farm, Gole Road, Pirbright	Vacant		0	0	1	0
281	15/P/00913	Fairhaven, Radnor Lane, Holmbury St Mary, Dorking, RH5 6NW	C3		1	0	1	0
134	15/P/00929	Lamber Green, [REDACTED]	C3		1	0	1	0
314	15/P/00955	Spring Hill, [REDACTED]	C3		1	0	1	0
281	15/P/00959	Dilton Farm, Ponds Lane, Albury, GUILDFORD, GU5 9JN	C3		1	0	1	0
94	15/P/00994	[REDACTED]	C3		1	0	2	0
73	15/P/01004	[REDACTED]	C3		0	0	1	0
281	15/P/01006	Northfields, Church Lane, Albury, Guildford, GU5 9AN	Vacant		0	0	1	0
119	15/P/01027	Ye Olde Shoppe, Ockham Road South, East Horsley, Leatherhead, KT24 6RR	B1(a)	209	0	0	0	2
281	15/P/01082	Former Dairy, Tower Hill Farm, Towerhill, Gomshall, Guildford, GU5 9LP	Vacant		0	0	1	0
134	15/P/01084	Land to the rear of 22 Guildown Avenue (registered as Geldedone), The Mount, Guildford, GU2 4RH	C3		0	0	1	0

544	15/P/01098		Vacant		0	0	1	0
119	15/P/01101	Taplow Farm, Salmons Road, Effingham, Leatherhead, KT24 5QH	Agricultural		0	0	1	0
104	15/P/01153	High Clandon Farm, High Clandon, East Clandon, Guildford, GU4 7RP	C3		1	0	1	0
260	15/P/01162		C3		1	0	0	5
119	15/P/01259	Tollgate Farm, Guildford Road, Effingham, Leatherhead, KT24 5QL	B8	677	0	0	1	0
543	15/P/01266		A1	692	0	0	0	6
542	15/P/01268		B1(a)	1728	0	0	0	4
295	15/P/01305	Dunsborough Farm, Dunsborough Park, Ripley, Woking, GU23 6AL	Vacant		0	0	1	0
162	15/P/01329	Land to the east of 8 Dark Lane, Puttenham GU3 1AY	Agricultural		0	0	5	0
502	15/P/01495	Winly, Shere Road, West Horsley, Leatherhead, KT24 6EW	C3		1	0	1	0
119	15/P/01510	Hawthorn Cottage, Manor Close, East Horsley, Leatherhead, KT24 6SB	C3		1	0	1	0
295	15/P/01568	Lutidine House, Newark Lane, Ripley, Woking, GU236BS	B1(a)	59	0	0	2	0
99	15/P/01621		C3		0	0	1	0
265	15/P/01678		B1(a)	13	0	0	1	0
502	15/P/01771	The Cottage, Fairwell Lane, West Horsley, Leatherhead, KT24 6DE	C3		1	0	1	0
119	15/P/01997	Elm Cottage, High Park Avenue, East Horsley, Leatherhead, KT24 5DD	C3		1	0	1	0
72	15/P/02015		C3		1	0	1	0
119	15/P/02072	Avilla, Woodland Drive, East Horsley, Leatherhead, KT24 5AN	C3		1	0	1	0
532	15/P/02101	Hexdown,	C3		1	0	1	0
281	15/P/02102	Peaslake Surgery, Peaslake Lane, Peaslake, Guildford, GU5 9RJ	Vacant		0	0	1	0
541	15/W/00003		B1(a)	659	0	0	1	0
542	15/W/00004		B1(a)	400	0	0	1	0
99	15/W/00006		B1(a)	270	0	0	1	0
541	15/W/00021		A1	56	0	0	0	1
294	15/W/00035	Send Post Office, 93 Send Road, Send, Woking, GU237HN	A1	79	0	0	0	1
291	15/W/00080	Nutberry Fruit Farm, Portsmouth Road, Ripley, WOKING, GU23 9XX	Agricultural		0	0	2	0
543	15/W/00087		B1	187	0	0	0	6
541	15/W/00131	The Old Coach House, Wharf Road, Guildford, GU1 4RP	B1(a)	125	0	0	1	0
119	15/W/00140	Lovelace Barn, Bridge End Farm, Hatch Lane, Ockham, Woking, GU23 6NU	Agricultural		0	0	1	0
543	15/W/00145		B1(a)	140	0	0	0	1

Pro-forma: Residential Strategic

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Number of Houses	Proposed Number of Flats
Large Guildford Urban area site								
306	245	Land adjacent to Slyfield Industrial Estate (SARP)	Sui Generis	0	0	0	650	350
306	245	Land adjacent to Slyfield Industrial Estate (SARP)	Sui Generis	0	0	0	4	0

Large Green Belt and Countryside sites (including strategic sites)								
574	2247	Extension to Ash and Tongham urban area (LAA site 2247)	green field	0	0	0	811	456
575	94	Extension to Guildford urban area NE (Gosden Hill Farm) (LAA site 46)	green field	0	0	0	1300	700
575	94	Extension to Guildford urban area NE (Gosden Hill Farm) (LAA site 46)	green field	0	0	0	8	0
576	311	Extension to Guildford urban area SW (Blackwell Farm) (LAA site 311)	green field	0	0	0	1170	630
576	311	Extension to Guildford urban area SW (Blackwell Farm) (LAA site 311)	green field	0	0	0	8	0
577	53	Former Wisley Airfield (LAA site 53)	greenfield / brownfield	0	0	0	1300	700
577	53	Former Wisley Airfield (LAA site 53)	greenfield / brownfield	0	0	0	8	0
578	73	Greater Normandy and Flexford	greenfield	0	0	0	715	385
578	73	Greater Normandy and Flexford	greenfield	0	0	0	6	0
Adjacent to villages/urban area in the Green Belt								
502	975	Land Adjacent to Waterloo farm Land behind Ockham Road North, East Horsley (C14-a)	greenfield	0	0	0	78	42
502	15	Land at Manor Farm East Lane, West Horsley (C14-c)	greenfield	0	0	0	117	63
502	2063	land between East Lane and Lollesworth Wood West Horsley	greenfield	0	0	0	79	43
502	240	Land near Horsley Railway Station, Ockham Road North	greenfield	0	0	0	65	35
580	2258	Land south east of London Road Land south east of London Road, Send (part of B13-d) (known as Burnt Common)	greenfield	0	1	0	260	140
519	126	Land north of Keens Lane, Guildford	greenfield	0	0	0	91	49
73	2011	Land to east of Flexford The Paddocks, Normandy	greenfield	0	0	0	33	18
73	2002	Land to the east of White Lane, Ash Green	greenfield	0	0	0	40	22
73	2001	Land to the east of White Lane and west of Drovers Way, Ash Green	greenfield	0	0	0	38	20
73	2083	land to the east of College Copse	greenfield	0	0	0	10	5
294	2081 & 163	Land at Send Hill	greenfield	0	0	0	26	14
LAA sites (urban)								
Ash and Tongham urban area								
73	2324	Stadium Works, Oxenden Road, Tongham	B2	376	0	0	4	2
73	1339	[REDACTED]	Vacant	372	0	0	8	4
73	506	Land to the rear of,Grange Road, including The Coppins,Ash,GU12 6EU	C3		1	0	8	5
162	1121	Works,Poyle Road,Tongham, Ash,GU10 1DS	B8	576	0	0	3	2
162	1139	Public House, The Cricketers,The Moors and Oxenden Road,Tongham, Ash,GU10 1AF	A4	233	0	0	10	5
162	2097	Land at [REDACTED]	C3		1	0	3	2
73	533	The Forge, [REDACTED]	B2	228	0	0	3	2
73	1118	Land off Kings Court, Oxenden Road, Tongham GU10 1AH	C3		0	0	6	4
73	1077	Land to the rear of,Grange Road, including The Coppins,Ash,GU12 6EU	C3		1	0	3	2
73	2327	Courier House, Aldershot Road	B1(a)	200	0	0	10	5
73	2327	Courier House, Aldershot Road	B8	100	0	0	10	5
73	2127	Land south of Guildford Road, Ash	C3		4	0	6	0
73	2106	Lakeview, Lakeside Road, Ash Vale	C3		1	0	4	0
Guildford urban area (excluding Town Centre)								
94	2276	Police buildings, garages and property at Coltsfoot Drive and Bryony Road	Sui Generis	1157	0	0	17	9

94	2276	Police buildings, garages and property at Coltsfoot Drive and Bryony Road	C3	1157	1	0	0	0
534	615	Land rear of [REDACTED]	C3		0	0	5	3
317	2183	Kernal Court, Walnut Tree Close, Guildford	B1(c)	2000	0	0	65	35
134	1454	[REDACTED]	B1(a)	380	0	0	7	4
317	2218	Guildford Methodist Church, Woodbridge Road, Guildford, GU1 4RP	D1	1000	0	0	0	25
99	1170	Dryden Court, Lower Edgeborough Road	C3		0	4	0	10
137	2222	British Rail Staff Association Club	D2	375	0	0	3	5
545	50	Guildford Cathedral, Stag Hill, Guildford, GU2 7UP	open space and residential		7	0	65	35
279	34	Tony Purslow Limited, Aldershot Road, Guildford, GU2 8BX	Vacant		0	0		38
279	1584	Former Pond Meadow School, Pond Meadow, Guildford	D1		0	0	11	
536	512	[REDACTED]	C3		2	0		10
317	939	[REDACTED]	C3		0	0		6
541	1262	[REDACTED]	B1(a)	200	0	0	0	7
298	1104	Framptons Yard, Bryanstone House, Bryanstone Avenue	B8	750	0	0	0	0
298	1104	Framptons Yard, Bryanstone House, Bryanstone Avenue	C3	750	1	0	7	4
95	1147	Land behind Horsehoe Lane West	C3		0	0	5	0
317	2226	Wey Corner, Walnut Tree Close, Guildford	B8	1560	0	0	0	35
536	1103	[REDACTED]	C3		1	5	1	12
172	2331	Land between Gill Avenue and Rosalind Frankin Close	C3		0	389	0	450
279	2319	The Apple Tree Pub, Southway, Guildford	A4		0	0	0	18
534	2323	Land at Guildford college, Guildford	D1	4660	0	0	0	100
Guildford Town Centre (within Guildford urban area)								
551	129	Farnham Road Hospital, Farnham Road, Guildford, GU2 7LX	D1 vacant land as part of hospital		0	0	0	14
135	134	Guildford Plaza, Portsmouth Road, Guildford, GU2 4DH	Vacant		0	0		70
548	171	Land at buildings at Guildford Railway Station, The Billings, Guildford, GU1 4JY	sui generis		0	0	0	350
136	174	Bright Hill Car Park, Sydenham Road, Guildford, GU1 3RH	car park		0	0	0	60
477	178	Guildford Park Car Park, Guildford Park Road, Guildford, GU2 7NJ	car park		0	0	27	133
540	205	North Street redevelopment	C3		0	62	0	262
136	236	Old Reservoir, Oxford Terrace, off Sydenham Road, Guildford	vacant land		0	0	0	5
542	525	Buildings at Chertsey Street, Chertsey Street, Guildford, GU1 4HD	B1	2000	0	0	0	20
543	817	[REDACTED]	A1	199	0	0	0	8
543	817	[REDACTED]	D2	490	0	0	0	8
317	1107	Warehouse, Walnut Tree Close, Guildford, GU1 4UB	sui generis	4000	0	0	0	125
542	1309	Kingdom Hall, 236, High Street, Guildford, GU1 3JF	D1	910	0	0	0	6
540	230	BT Telephone exchange, Leapale Road, Guildford	sui generis	9000	0	0	0	100
135	2181	Land between Farnham Road and the Mount, alongside the multi storey car park	Vacant		0	0	0	70
135	2216	Finance House, Park Street, Guildford, GU1 4XB	BA(a)	500	0	0	0	6
135	2216	Finance House, Park Street, Guildford, GU1 4XB	D2	1845	0	0	0	6
LAA sites - Villages (inset gap sites and within village)								
519	165	Land at Cobbetts Close, Normandy	C3		17	0	20	0

73	241	Whittles Drive Normandy	C3		12	0	14	0
119	164	Land at Home Farm, Effingham	Greenfield		0	0	6	0
73	2115	Palm House Nurseries, Normandy	C3		0	0	6	0
73	2116	Land to the north of Green Lane East, Normandy	C3		0	0	4	0
297	2120	Valley Park Equestrian Centre, East Shalford Lane, Shalford	C3		0	0	5	0
73	2118	The Orchard (land adjoining Wancom), Puttenham Heath Road, Puttenham	C3		0	0	1	0
73	2114	Land to rear of Roundabout, White Hart Lane, Wood Street Village	C3		0	0	1	0
519	2119	Four Acre Stables, Aldershot Road	C3		0	0	4	0
295	2125	The Paddocks, Rose Lane, Ripley	C3		0	0	1	0
119	2296	land east of Effingham Common Road	Greenfield		0	0	9	0
119	2177	Land at Fangate Manor	Greenfield		0	0	10	
297	2286	Old Manor Farm	Greenfield		0	0	15	
502	16	Bell and Colvill site and land to the rear, Epsom Road, West Horsley	sui generis	600	0	0	26	14
294	52	Land off Heath Road, Send	Vacant		0	0	16	0
294	58	Land off Send Hill, Send	C3		0	0	10	0
73	82	Land rear of Wanborough station, Flexford, Normandy	Vacant		0	0	0	8
119	99	Land at Church Street, Effingham	Vacant		0	0	11	11
73	115	Land at [REDACTED]	B1(a)	720	0	0	6	6
119	1040	The Barn The Street Effingham, Leatherhead KT24 5LP	C3		1	0	10	6
294	1183	Land rear [REDACTED]	C3		0	0	13	7
297	1264	Land rear of Greenhill and Burnside, Chinthurst Lane, Shalford	Vacant		0	0	20	0
295	1440	Land behind The Talbot Inn behind White Horse Lane	Vacant		0	0	12	6
294	2082	Clockbarn Nursery Tannery Lane, Send, GU23 7EF	Vacant		0	0	29	16
502	2292	Paddock Adjacent to Cranmore Lane	Sui Generis		0	0	15	
297	1179	Land to the rear of Copse Close, GU4 8LY	C3		0	0	0	12
297	81	Land at Shalford Station, Station Approach, Shalford	B8		0	0	0	11
119	90 & 353	East Horsley countryside depot and the adjoining telephone exchange, St Martins Close, East Horsley, KT24 6SU	B8 and telephone exchange	227	0	0	0	22
519	369	Grouville and Kings Yard,Oak Tree Close,Jacobs Well, Guildford,GU4 7PU	C3	122	1	0	7	0
519	369	Grouville and Kings Yard,Oak Tree Close,Jacobs Well, Guildford,GU4 7PU	B2	122	1	0	7	0
72	917	Warns Garage, The common, Horsham Road, Shalford, Guildford,GU4 8DA	sui generis	340	0	0	8	0
297	1006	[REDACTED]	C3		3	0	13	0
281	1017	Land at Old Manor Gardens, Old Manor Gardens, Chilworth, Guildford,GU4 8NE	C3		2	0	8	0
73	1049	Land adjacent to Mariners House, Guildford Road, Normandy, Guildford,GU3 2DG	C3		0	0	7	0
281	1094	Rack Close, The Spinning Walk, Shere, Guildford,GU5 9HN	C3		1	0	9	0
297	1180	Shalford Social Club, [REDACTED]	D2	600	0	0	0	5
73	1265	[REDACTED]	C3		1	0	8	0
297	1267	Tangley Lea,New Road,GU4 8LZ	C3		1	0	6	0
294	1268	Oakhaven, Webbers Post & Springfields, Clandon Road & Field Way,GU23 6HJ	C3		3	0	10	0
294	1274	Land rear of [REDACTED]	C3		0	0	6	0
502	1275	Hall,Weston Lea,KT24 6LG	D1	177	0	0	10	0
282	1328	Land to the rear of [REDACTED]	C3		0	0	9	0

119	2044	Ramada Hotel, Guildford Road	C1	6000	0	0	0	48
295	2055	Hurst House, High Street, Ripley	A2	110	0	0	5	0
295	2055	Hurst House, High Street, Ripley	B1c	440	0	0	0	0
119	350 & 1219	Bell and Colville Motor Showrooms, Epsom Road KT24 6AA	Sui Generis	425	0	0	15	0
297	572	Land to the rear of [REDACTED]	C3		0	0	5	2
119	1038	Orchard Walls, Beech Avenue, Effingham, Leatherhead, KT24 5PG	C3		1	0	6	0
LAA sites (PDL in the Green Belt)								
119	N/a	Effingham Lodge Farm	C3		4	0	20	11
73	35	Land at Oak Hill, Wood Street Village	C3	600	3	0	14	8
73	35	Land at Oak Hill, Wood Street Village	B1 (c)	600	3	0	0	0
72	1164	Surrey Police Headquarters, Mount Browne, Sandy Lane, Guildford	B1(a)	30000	0	0	75	41
519	1363	Scrapyard Aldershot Road	C3 and sui generis		2	0	7	4
291	1502	Tyrrells Long Reach	B1c	1881	0	0	8	4
295	1582	The Shed Factory, Portsmouth Road, Ripley	A1	1200	0	0	8	4
73	2115	Builders Yard (Elms Garden), Glaziers Lane, Normandy, GU3 2ED	B2	750	0	0	10	5
73	2115	Builders Yard (Elms Garden), Glaziers Lane, Normandy, GU3 2ED	B8	750	0	0	0	0
72	2118	Treetops Kennels and Loxhill Nursery, Old Portsmouth Road	Sui Generis	2046	0	0	8	4
72	2186	Broadford Business Park, Shalford, Guildford, GU4 8ED	(B1a)	4000	0	0	25	75
72	2186	Broadford Business Park, Shalford, Guildford, GU4 8ED	(B1c)	2440	0	0	0	0

Pro-forma: Employment Completions

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Proposed B1a and B1b GFA (m ²)	Proposed B1c, B2 and B8 GFA (m ²)
543	09/P/00719	168 High Street, Guildford, GU1 3HW	Vacant	0	0	0	A1	755	0
543	09/P/00719	168 High Street, Guildford, GU1 3HW	Vacant	0	0	0	B1(a)	509	0
542	09/P/00877	[REDACTED]	B1(a)	104	0	0	B1	-52	0
135	12/P/00099	Bar, 16 Park Street, Guildford, GU1 4XB	Vacant	85	0	0	B1(a)	66	0
162	11/P/00122	Telephone Exchange, PUTTENHAM HEATH ROAD, PUTTENHAM, Guildford, GU3 1AP	Vacant	101	0	0	B1(c)	0	101
282	13/P/00776	Vines Farm, Mill Lane, Pirbright, Woking, GU24 0BS	Sui Generis	unknown	0	0	B1(c)	0	356
535	11/P/00197	Surrey County Council Merrow Depot, Merrow Lane, Guildford, GU4 7BQ	B1(a)	1290	0	0	B1(a)	1443	0
317	11/P/01336	[REDACTED]	B1(a)	11,090	0	0	B1(a)	11655	0
291	15/P/00116	Forest View, Long Reach, Ockham, WOKING, GU23 6PG	Sui Generis	196*	0	0	B1(a)	196	0

534	09/P/01207	Guildford Spectrum Leisure Complex, Parkway, Guildford, GU1 1UP	C3	117	0	1	B1	117	0
318	11/P/00126	Heritage House, Worplesdon Road, Guildford, GU2 9XN	B1a	80	0	0	B1(a)	80	0
545	13/P/01052	5G centre Building, University Of Surrey, Guildford, GU2 7XH	other		0	0	B1(b)	3455	0
543	09/P/01169	[REDACTED]	C3		1	0	B1(a)	19	0
107	07/p/02254	Watts Gallery, Down Lane, Compton, Guildford, GU3 1DQ	C3	0	0	3	A1	70	0
548	09/P/00816		B1(c)	348	0	0	B1(a)	348	-348
317	10/P/01597	Top Floor, Chancery House, 11-17 Leas Road, Guildford, GU1 4QW	Vacant	149.6	0	0	D1	75	0
135	08/P/01953	Finance House, Park Street, Guildford, GU1 4XB	Vacant	218.9	0	0	B1(a)	219	0
135	08/P/01953	Finance House, Park Street, Guildford, GU1 4XB	Vacant	218.9	0	0	A2	219	0
137	07/P/00959	[REDACTED]	C3	approx 300	1	0	B1(a)	100	0
294	07/P/02296	Send Barns Stables, Woodhill, Send, Woking, GU23 7BT	agricultural and b1	61.82	0	0	B1(a)	115	0
282	06/p/02183	Potting Sheds, Grove Farm Nursery, The Green, Cemetery Pales, Brookwood, Woking, GU24	Vacant	220	0	0	B1(a)	220	0
135	06/P/01112	William House, 45 Bury Fields, Guildford, GU2	C3	Unknown	0	1	B1(a)	367	0
306	08/P/00935	14 Slyfield Industrial Estate, Westfield Road, Guildford, GU1 1RR	Vacant	753	0	0	B2	0	753
317	10/P/00876	1-2 Dapdune Farm, William Road, Guildford, GU1 4QZ	Sui Generis	197	0	0	Sui Generis	0	197
306	11/P/01375	[REDACTED]	B1(c)	873	0	0	B2	0	873
281	07/P/00615	The Barn, Albury Sandpit, Shere Road, Albury	B1(a)	560	0	0	B8	-560	560
306	08/P/01821	6 Westfield Road, Slyfield Industrial Estate, Guildford, GU1	Vacant	610	0	0	B8	0	610*
296	03/P/02361	Home Farm, By-Pass Road, Hurtmore, Shackleford, Godalming, GU8 6AD	B8	395	0	0	B1a	125	395
73	14/P/02328	Land to the south east of, Pirbright Road, Normandy, GU3 2HS	B2	1000	0	0	B2	0	1000
73	14/P/02328	Land to the south east of, Pirbright Road, Normandy, GU3 2HS	B8	1000	0	0	B8	0	1000
502	15/P/00065	Foxbury Barn, Epsom Road, West Horsley, Leatherhead, KT24 6AR	B1(a)	76	0	0	B1(a)	76.23	0
502	15/P/00065	Foxbury Barn, Epsom Road, West Horsley, Leatherhead, KT24 6AR	B8	224	0	0	Sui Generis	76.23	0
99	10/P/01725	Turret House, 1 Jenner Road, Guildford, GU1 3PH	Vacant				B1	373 new. 2534 to be lost	0

Pro-forma: Employment Committed

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Proposed B1a and B1b GFA (m ²)	Proposed B1c, B2 and B8 GFA (m ²)
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295	10/P/01088	Suzuki Town And Country Cars Garage, High Street, Ripley, Woking, GU23 6AF	Vacant	Unknown	0	0	A1	117	0*
295	10/P/01088	Suzuki Town And Country Cars Garage, High Street, Ripley, Woking, GU23 6AF	Vacant	Unknown	0	0	B1a	133	0*
282	13/P/02170	Pirbright Laboratory Institute For Animal Health, Ash Road, Pirbright, Woking, GU24 0NF	vacant	0	0	0	B1(b)	8020	0
295	14/P/00045	Valentines Farm, Rose Lane, Ripley, WOKING, GU23 6NE	Vacant	1054	0	0	B1(c)	0	1054
282	13/P/01791	Army Training Regiment, Pirbright Camp, Brookwood, Woking, Surrey, GU24 0QQ	Vacant	0	0	0	B8	0	264
107	12/P/01006	Compton Nursery, A3 Road, Compton	Vacant	196	0	0	B1(c)	0	196
282	10/P/02307	Land adjoining Building 25, Union Street, off Brunswick Road, Brunswick Camp, Pirbright, GU24 0QQ	Vacant	0	0	0	B1(a)	0	161
296	10/P/01509	Barn 4 adjacent to Halfway Courtyard, Halfway Lane, Godalming, GU7 2QQ	B8	350	0		B8	0	350
73	10/P/01008	Phase 12, Surrey Research Park, Priestley Road, Guildford, GU2	other	0	0	0	B1(b)	0	168
281	09/P/01203	Surrey Hills Micro Brewery, Old Scotland Farm, Staple Lane, Shere, Guildford, GU5 9TE	other	128.6	0	0	B1(c)	0	196
519	09/P/01025	Land adjacent to The Hollies, Salt Box Road, Worplesdon, GUILDFORD, GU3 3TA	B8	2464	0	0	B8	0	2464
72	09/P/00762	Unit 3, Quadrum Park, Old Portsmouth Road, Artington, Guildford, Surrey, GU3	B8	600	0	0	B8	0	50
502	09/P/00771	Openview Farm, Epsom Road, West Horsley, Leatherhead, KT24 6AP	B1(c)	281.5		0	B1(c)	0	143 (+existing)
295	09/P/00395	Papercourt Farm, Papercourt Lane, Ripley, Woking, GU23 6DT	Sui Generis	58	0	0	Sui Generis	0	58
73	08/P/02163	Chapel Farm, Guildford Road, Normandy, Guildford, GU3 2AU	B8	690	0	0	B8	0	280 (+existing)
317	09/P/00295		B1(c)	184	0	0	B1(a)	1044	-184
281	09/P/00404	Ideal Case And Pallett Company, Sample Oak Lane, Chilworth, Guildford, GU4 8QR	B8	0	0	0	B1(a)	14	12
73	09/P/00557		C3	65	1	0	B1(a)	65	0
72	10/P/00026	Unit 18, The Sussex Barn, Loseley Park, Littleton Lane, Artington, Guildford	Vacant	287	0	0	B1(a)	72	215
72	10/P/00026	Unit 18, The Sussex Barn, Loseley Park, Littleton Lane, Artington, Guildford	Vacant	287	0	0	B8	72	215
107	12/P/00110	Roseberry Farm, New Pond Road, Compton, GUILDFORD, GU3 1HU	Agricultural	115.5	0	0	B1(a)	115	0
306	11/P/02090		B1(a)	76	0	0	B1(a)	216	0
306	11/P/02090		B1(c)	394	0	0	B1(c)	394	0
306	11/P/02090		B8	41	0	0	B8	20	0
73	09/P/01170	Great Westwood, Westwood Lane, Normandy, Guildford, GU3 2JE	C3	140	0	0	B1(a)	150	0
282	13/P/00715	Pirbright Laboratory, Institute for Animal Health, Ash Road, Pirbright, Woking, Surrey, GU240NF	other	0	0	0	B1(b)	417	0
296	13/P/02141	Former Shackleford Mushroom Farm, Shackleford Road, Shackleford, Godalming, GU8	Open Space	0	0	0	B8	0	21

119	13/P/00097	Limekiln Farm, Dog Kennel Green, Ranmore Common, Effingham, Dorking, RH5 6SS	Agricultural	108	0	0	B8	0	108
291	11/P/02187	Barn B Guileshill Farm, Guileshill Lane, Ockham, Woking, GU23	Agricultural	185	0	0	B8	0	185
291	11/P/01406	Barn 1, Guileshill Farm, Guileshill Lane, Ockham, Woking, GU23 6NG	Agricultural		0	0	B8	0	28
281	11/P/01374	Sample Oak Farm, Sample Oak Lane, Chilworth, Guildford, GU4	Agricultural	114	0	0	B1(a)	114	0
104	10/P/00247	Land to North of Temple Court, Clandon Park, West Clandon, Guildford, GU4	Agricultural	1885	0	0	B1(a)	1259	0
104	10/P/00247	Land to North of Temple Court, Clandon Park, West Clandon, Guildford, GU4	Agricultural	1885	0	0	B8	0	290
172	13/P/00628	Faraday Court, Priestley Road, Surrey Research Park, Guildford, GU2 7YD	other	0	0	0	B1(b)	7680	0
543	09/P/00824	The Old Cloth Hall, North Street, Guildford, GU1 4AW	A1	473	0	0	B1(a)	334	0
543	09/P/00824	The Old Cloth Hall, North Street, Guildford, GU1 4AW	A1	473	0	0	A1	139	0
73	11/P/01281	Unit 3 & 4, 248 Shawfield Road, Ash, Guildford, GU12 5DJ	Vacant	100	3	0	B1(a)	50	0
543	09/P/00339	83-87, North Street, Guildford, Surrey, GU1	Vacant	523	0	5	B1(a)	390	0
519	13/P/00032	Guildford Flooring Company Limited, One Acre, Aldershot Road, Worplesdon, Guildford, GU3 3HQ	B1(a)	30	0	0	B1(a)	89	0
519	13/P/00032	Guildford Flooring Company Limited, One Acre, Aldershot Road, Worplesdon, Guildford, GU3 3HQ	B8	102	0	0	B8*	0	122
119	15/P/01259	Tollgate Farm, Guildford Road, Effingham, Leatherhead, KT24 5QL	B8	677	0	0	B1(c)	0	99
544	10/P/00477	Weymead House, Millbrook, Guildford, GU1 3YA	Vacant	200	0	0	B1(a)	98	0
544	10/P/00477	Weymead House, Millbrook, Guildford, GU1 3YA	Vacant	200	0	0	A4	98	0
548	15/P/01912	Tickled Ivory, Tempus Court, Onslow Street, Guildford, GU1 4SS	A4	274	0	0	B1(a)	274	0
281	12/P/01486	Rad Farm, Rad Lane, Abinger Hammer, Dorking, RH5 6RA	Agricultural	135 (+ other uses)	1	0	B1	0	135
135	15/P/01940	Ground Floor First House, Park Street, Guildford, GU1 4XB	Vacant	223	0	0	B1(a)	223	0
134	15/P/00766	Piccards Farm, Sandy Lane, Guildford, GU3 1HD	Vacant	335.3	0	0	B1(c)	0	225*
134	15/P/00766	Piccards Farm, Sandy Lane, Guildford, GU3 1HD	Vacant	335.3	0	0	B8	0	225*
317	10/P/02181	Addison Glassworks, Walnut Tree Close, Guildford, GU1 4TX	B1(c)	95	0	0	B1(c)	0	98
317	12/P/00528	Walnut Tree Business Park, Walnut Tree Close, Guildford, GU1 4TR	A1	160	0	0	B1(a)	3918 (net increase of 124)	0
317	12/P/00528	Walnut Tree Business Park, Walnut Tree Close, Guildford, GU1 4TR	B1(a)	3794	0	0	B1	3918 (net increase of 124)	0
107	12/P/02155	Brooklea (formerly known as Roseberry Farm), New Pond Road, Compton, Guildford, GU3 1HU	B1(a)	115.5	0	0	B1(a)	164	0
297	09/P/01747		B1(c)	1132	0	0	B1(a)	167	-1132
291	09/P/01873	Forest View, Long Reach, Ockham, WOKING, GU23 6PG	B1(a)	196			B1(a)	40 (+ existing)	0
519	13/P/02142	Grove Farm, FROG GROVE LANE, WOOD STREET VILLAGE, Guildford, GU3 3HD	Sui Generis	445	0	0	Sui Generis	0*	-445

282	15/P/01656	Institute For Animal Health, Ash Road, Pirbright, WOKING, GU24 0NF	B1(b)	45920	0	0	B1(b)	148	0
73	12/P/01551	The Kepler Building, 10 Stephenson Road, Surrey Research Park, Guildford, GU2 7YE	B1(b)	2492	0	0	B1(b)	205	0
294	13/P/02183	Vision Engineering Ltd, Send Road, Send, Woking, GU23 7ER	B1(a)	334	0	0	B1(a)	743	0
294	13/P/02183	Vision Engineering Ltd, Send Road, Send, Woking, GU23 7ER	B1(b)	335	0	0	B1(b)	744	0
294	13/P/02183	Vision Engineering Ltd, Send Road, Send, Woking, GU23 7ER	B1(c)	2674	0	0	B1(b)	0	5947
73	15/P/00183	Cobbett Hill Earth Station (former Wireless Station), Cobbett Hill, Normandy, Guildford, GU3	B1(b)	1894	0	0	B1(b)	644 + existing	0
306	11/P/01553	Moorfield House, 37-39 Slyfield Industrial Estate, Moorfield Road, Guildford, GU1 1RU	Vacant	1073	0	0	B1(a)	-536	703
135	12/P/00208		B1(a)	440	0	0	B1(a)	104	0
73	14/P/01054	Henley Business Park, Pirbright Road, Normandy, Guildford, GU3 2DX	vacant	0	0	0	B1(a)	1087	11282
73	14/P/01054	Henley Business Park, Pirbright Road, Normandy, Guildford, GU3 2DX	vacant	0	0	0	B2	1087	11282
535	14/P/00921	Genesis House , Unit 2a Perram Works, Mellow Lane, Guildford, GU4 7BP	B2	509	0	0	B2	0	300
546	13/P/01891	Unit 1a Cathedral Hill Industrial Estate, Cathedral Hill, Guildford, GU2 7YB	Sui Generis	555	0	0	SG	0	555
295	12/P/01939	Homewood Farm, Newark Lane, Ripley, Woking, GU23 6DJ	B2	446	0	0	B8	0	446
295	15/P/01021	Lovelace Works, High Street, Ripley, Woking, GU23 6AF	Vacant	729	0	0	B2	0	729 B2*
548	10/P/01422	Pembroke House, Mary Road, Guildford, GU1 4QU	B8	1740	0	0	B1(a)	3080 (net increase of 2509)	-1169
519	14/P/01942	Gravetts Lane Farm, Gravetts Lane, Guildford, GU3 3JR	B8	332.9	0	0	B8	0	322 (net loss of 10)
72	14/P/00284	Honey Brothers, New Pond Road, Peasmarsh, Guildford, Surrey, GU3 1JR	B8	403	0	0	B8	0	674 (net increase of 271)
532	14/P/00635	The Mews, Elmdon House, 116 London Road, Guildford, GU1 1TN	Vacant	128	0	0	B1(a)	128	0
548	14/P/02026		D1	110	0	0	B1(a)	110	0
532	14/P/01115	Elmdon House, 116 London Road, Guildford, GU1 1TN	Vacant	318	0	0	B1(a)	159	0
532	14/P/01115	Elmdon House, 116 London Road, Guildford, GU1 1TN	Vacant	318	0	0	D1	159	0
543	13/P/01315	8 Milkhouse Gate, Guildford, GU1 3EZ	Vacant	47	0	0	B1(a)	25	0
543	13/P/01315	8 Milkhouse Gate, Guildford, GU1 3EZ	Vacant	47	0	0	D1	25	0
552	15/P/01674	Guildford Boxing Club, Stoke And District Horticultural Society Hall, BELLFIELDS ROAD, GUILDFORD	Vacant	120	0	0	B8	0	120
540	15/P/00480	Stamford House, 91 Woodbridge Road, Guildford, GU1 4QD	Vacant	160	0	0	B8	166	0
107	15/P/00215	The Barn, Monkshatch, Hogs Back, Compton, Guildford, GU3 1DL	Sui Generis	0	0	0	B8	0	177
162	15/P/00092	Tigden Farm, Suffield Lane, Puttenham, Guildford, GU3	Vacant	180	0	0	B1(c)	0	180
134	14/P/01136	Piccards Farm, SANDY LANE, GUILDFORD, GU3 1HD	Sui Generis	0	0	0	B1(c)	0	385

281	14/P/01407	Sherbourne Farm, Shere Road, Albury, Guildford, GU5 9BW	Agricultural	385	0	0	B1(c)	0	108
519	14/P/00209	Grove Farm, FROG GROVE LANE, WOOD STREET VILLAGE, Guildford, GU3 3HD	B8	335	0	0	B8	0	335
294	13/P/00863	Clockbarn Nursery, Tannery Lane, Send, WOKING, GU23 7EF	Vacant	558	0	0	B8	0	558
99	13/P/00438	Air raid shelter on land adjacent to 11 Baillie Road, Guildford, GU1 3LN	Vacant	44	0	0	B8	0	44
162	12/P/01861	Flexford Chase, East Flexford Lane, Wanborough, Guildford, GU3 2JP	B8	111	0	0	B8	32	73
519	14/P/01389	Unit 1, Grove Farm, Frog Grove Lane, Wood Street Village, Guildford, GU3 3HD	Sui Generis	74	0	0	B1(a)	74	0
99	08/P/02277	Eldonway House, Alexandra Place, Guildford, GU1 3QH	B8	234	0	0	B1(a)	234	0
72	12/P/01866	Orange Court Farm, Littleton Lane, Guildford, GU3 1HW	Vacant	278	0	0	B8	0	278
282	13/P/01005	Institute For Animal Health, Ash Road, Pirbright, WOKING, GU24 0NF	B1(b)	233	0	0	B1(b)	3955	0
282	13/P/01572	Army Training Regiment Alexander Barracks, Union Road, Pirbright Camp, Pirbright, Woking, Surrey, GU24 0DT	vacant	0	0	0	B1(a)	472	0

Pro-forma: Employment Strategic

Zone Number	Planning Application Number / Reference	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Proposed B1a and B1b GFA (m ²)	Proposed B1c, B2 and B8 GFA (m ²)
Large Guildford Urban area sites								
306	SARP (SHLAA site 245) Land adjacent to Slyfield Industrial Estate	B1(c)	0	0	0	B1c		6500
Large Green Belt and Countryside sites (including strategic sites)								
575	Extension to Guildford urban area NE (Gosden Hill Farm) (SHLAA site 46)	green field	0	0	0	B1(a)	10000	0
575	Extension to Guildford urban area NE (Gosden Hill Farm) (SHLAA site 46)	green field	0	0	0	B1(b)	2500	0
576	Extension to Guildford urban area SW (Blackwell Farm) (SHLAA site 311)	green field	0	0	0	B1(b)	10333	0
576	Extension to Guildford urban area SW (Blackwell Farm) (SHLAA site 311)	green field	0	0	0	B1(b)	10333	0
576	Extension to Guildford urban area SW (Blackwell Farm) (SHLAA site 311)	green field	0	0	0	B1(b)	10333	0
577	Former Wisley Airfield (SHLAA site 53)	greenfield / brownfield	0	0	0	B1a	1790	2500
577	Former Wisley Airfield (SHLAA site 53)	greenfield / brownfield	0	0	0	B2	1790	1250
577	Former Wisley Airfield (SHLAA site 53)	greenfield / brownfield	0	0	0	B2	1790	1250
Adjacent to villages/urban area in the Green Belt								
580	Burnt Common - Land south east of London Road Land south east of London Road, Send (part of B13-d) Send (SHLAA site 152)	greenfield	0	0	0	B1(c)	0	2333
580	Burnt Common - Land south east of London Road Land south east of London Road, Send (part of B13-d) Send (SHLAA site 152)	greenfield	0	0	0	B2	0	2333

580	Burnt Common - Land south east of London Road Land south east of London Road, Send (part of B13-d) Send (SHLAA site 152)	greenfield	0	0	0	B8	0	2333
LAA sites (PDL in the Green Belt)								
282	15/P/01656 - Pirbright Laboratory Institute For Animal Health, Ash Road, Pirbright, Woking, GU24 0NF	B1(b)	34237	0	0	B1(b)	58503	0

Pro-forma: Retail Completions

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Proposed A1 class GFA (m ²)	Proposed A2-A5 class GFA (m ²)
544	13/P/01756	25-26 FRIARY STREET, GUILDFORD, GU1 4EH	Vacant	309			A3	0	309
542	15/P/01106	181 High Street, Guildford, GU1 3AW	Vacant	109			A1	0	0
542	14/P/00994	197-199 High Street, Guildford, GU1 3AW	Vacant	165			A2	0	165
544	10/P/00477	Weymead House, Millbrook, Guildford, GU1 3YA	Vacant	200			A4	0	102
94	15/P/00192	Sainsbury Superstore, Clay Lane, Guildford, GU4 7JU	A1	0			A1	13	0
543	14/P/02046	No 2 Telephone Box to the south east of Tunsgate Arch, Tunsgate, Guildford, GU1 3HQ	sui generis	1			A1	1	0
547	14/P/01916	Unit 29a, The Friary Shopping Centre Level Two, Guildford, GU1 4YN	Vacant	60			A1	60	0
544	14/P/01644	[REDACTED]	A1	489			A3	0	489
94	13/P/02028	The Green Man, 93 London Road, Burpham, Guildford, GU1 1YT	Vacant				A1	1380	0
579	12/P/01020	Bellerby Theatre Site (land bounded by York Rd, Leapale Lane, College Rd & Haydon Place), Guildford, GU1 4QG	A4	271			A1	3310	0
579	12/P/01020	Bellerby Theatre Site (land bounded by York Rd, Leapale Lane, College Rd & Haydon Place), Guildford, GU1 4QG	D1	1214			D1	382	0
579	12/P/01020	Bellerby Theatre Site (land bounded by York Rd, Leapale Lane, College Rd & Haydon Place), Guildford, GU1 4QG	D2	705				0	0
73	10/P/01474	Former Tyre and Exhaust Depot, Lysons Avenue, Ash Vale, Aldershot, GU12 5QF	Vacant				A1	530	0
544	09/P/01072	[REDACTED]	A1	26			Sui Generis	0	0
547	11/P/00107	The Friary Centre, The Friary, Guildford, GU1	A3	12			A1	12	0
547	11/P/00798	The Friary Centre, The Friary, Guildford, GU1	A1	0			A1	22	0
73	08/p/02232	Vale Furnishers, WHARF ROAD, ASH VALE, Aldershot, GU12 5AS	A1	2979			A1	3351	0
543	09/P/00719	168 High Street, Guildford, GU1 3HW	Vacant	862			A3	755	0
306	09/P/00793	Moorfield House, 37-39 Slyfield Industrial Estate, Moorfield Road, Guildford, GU1 1RU	B1(a)	134			A3	0	134
539	09/P/01630	55 Haydon Place, Guildford, GU1 4NE	Vacant	95			A4	0	95
317	11/P/01325	Unit 4, Europa Park Road, Ladymead Retail Park, Guildford, GU1 1AJ	A1	2015			A1	3271	0

317	10/P/01780	B And Q Store, Europa Park Road, Guildford, GU1 1AJ	A1	4191			A1	7380	0
547	10/P/02044	The Friary Centre, The Friary, Guildford, GU1	D2	649			A1	662	0
317	12/P/01346	[REDACTED]	A1	1858			A1	3500	0
294	14/P/00257	Shell Burnt Common Service Station, Portsmouth Road, Send, Woking, GU23 7JY	sui generis	58			Sui Generis	152	0
543	09/P/00719	168 High Street, Guildford, GU1 3HW	Vacant	869			A1, B1(a)	755	0
278	09/P/00412	Little Chef, GUILDFORD - GODALMING BY PASS, GUILDFORD, GU2 7TW	A3	220			A3	290	0
297	12/P/02024	Hartonleigh, Station Approach, Shalford, GUILDFORD, GU4 8JZ	Vacant	47			A1	84	0
295	13/P/00180	Lovlace Works, High Street, Ripley, Woking, GU23 6AF	Vacant	617			A1	617	0
317	09/P/00772	Woodbridge House, Woodbridge Meadows, Guildford, GU1	Vacant				A1	678	0
99	10/P/00788	Sandford Garage, 60 Epsom Road, Guildford, GU1 3PB	sui generis	225			A1	225	0
548	14/P/01280	[REDACTED]	A1/B1a)				A1/B1(a)	630	0
318	12/P/00380	128 Worplesdon Road, Guildford, GU2 9RT	Vacant	93			A2	0	93
544	12/P/01230	[REDACTED]	A1	809			A2	0	809
543	10/P/01674	Brew House, 155 High Street, Guildford, GU1 3AJ	D1	28			A2	0	28
279	09/P/00105	115-117 Aldershot Road, Guildford, GU2 8BE	Vacant	38			A3	0	38
544	09/P/00290	13 FRIARY STREET, GUILDFORD, GU1 4EN	Vacant	535			A3	0	557
119	09/P/01348	[REDACTED]	A1	100			A3	0	50
547	10/P/00554	[REDACTED]	A1	118			A3	-81.82	118
544	10/P/00954	[REDACTED]	A1	314			A3	0	314
547	11/P/00994	[REDACTED]	A1	50			A3	0	50
278	11/P/01145	[REDACTED]	A1	58			A3	0	58
543	11/P/01394	6 Tunsgate, Guildford, GU1 3QT	Vacant	88			A3	0	88
544	11/P/02260	7-8 FRIARY STREET, GUILDFORD, GU1 4EH	Vacant	150			A3	0	150
547	12/P/00657	Unit SU63 The Friary Shopping Centre, Guildford, GU1 4YT	Vacant	169			A3	0	169
543	12/P/00949	The Angel Hotel, 91 High Street, Guildford, GU1 3DP	A1	11			A3	0	11
295	15/P/00743	Ripley Post Office, High Street, Ripley, WOKING, GU23 6AA	Vacant	79			A3	0	79
548	09/P/00173	Odeon Cinema, Bedford Road, Guildford, GU1 4SJ	D2	0			A3	0	12
544	10/P/00675	40-42 Castle Street, Guildford, GU1 3UQ	sui generis	46			A3	0	46
99	12/P/00023	15 Epsom Road, Guildford, GU1 3NA	Vacant	112			A5	0	112
544	10/P/00152	7 Phoenix Court, Guildford, GU1 3EG	Vacant	47			A1	47.38	0

Pro-forma: Retail Permitted

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Proposed A1 class GFA (m ²)	Proposed A2-A5 class GFA (m ²)
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544	09/P/00566	Land at the rear of 1-5 Chapel Street and 3, The Shambles, Guildford	Vacant	40			A3	-40	222
541	10/P/01528	62 Markenfield Road, Guildford, GU1 4PE	Vacant	175			A1	175	0
551	10/P/01995	7a Madrid Road, Guildford, GU2 7NU	Vacant	40			A2	0	40
279	10/P/01612	27 Woodbridge Hill, Guildford, GU2 9AA	Vacant	55			A2	0	55
543	11/P/00190	4 North Street, Guildford, GU1 4AF	Vacant	130			A2	0	130
317	11/P/00181	Currys + PC World Superstores, Stage house, Woodbridge Road, Guildford, GU1 1EE	A1	2370			A1	3887	0
119	11/P/00498	[REDACTED]	A1	67			A2	0	67
544	11/P/00800	19 Swan Lane, Guildford, GU1 4EQ	Vacant	55			A1	70	0
543	11/P/00804	4 North Street, Guildford, GU1 4AF	Vacant	140			A3	0	140
318	11/P/01190	134 & 134a Worplesdon Road, Guildford, GU2 9RX	sui generis	172			A5	0	172
73	11/P/01281	[REDACTED]	A1	50			A2	0	50
544	11/P/00026	Old River Cottage, Millbrook, Guildford, GU1 3XJ	Vacant				A3	0	202
546	11/P/01827	Guildford Business Park, Guildford Business Park Road, Guildford, GU2 8JZ	Vacant				A3	0	189
546	11/P/01827	Guildford Business Park, Guildford Business Park Road, Guildford, GU2 8JZ	Vacant				B1(a)	0	0
542	11/P/02037	[REDACTED]	A1	62			A1	77	0
279	11/P/02089	27 Woodbridge Hill, Guildford, GU2 9AA	Vacant	73			A5	73	0
318	12/P/00663	5 The Parade, Burden Way, Guildford, GU2 9PB	Vacant	73			A2	73	0
544	12/P/00636	The Founders Studio, Guildford School Of Acting, Millbrook, Guildford, GU1 3TZ	Vacant				A1	160	0
73	12/P/00687	[REDACTED]	A1	85			A3	0	85
73	12/P/01947	120 Ash Street, Ash, Guildford, GU12 6LL	Vacant	274			A1	371.5	0
543	13/P/00580	23 - 25 Chapel Street, Guildford, GU1 3UL	Vacant	33			A2	0	33
281	13/P/00932	Gomshall Post Office, Gomshall Stores, 49 Station Road, Gomshall, Guildford, GU5 9LA	Vacant				A1/B1a	11	0
543	13/P/01560	121 High Street, Guildford, GU1 3DP	Vacant	240			D2	0	0
542	13/P/01675	5, Pannells Court, Guildford, GU1 4EU	Vacant	74			A2	0	74
73	13/P/00857	[REDACTED]	A1	83			A5	0	77
73	13/P/00857	[REDACTED]	A1	83			Sui generis	0	0
73	13/P/01669	[REDACTED]	A2	77			Sui generis	77	0
317	13/P/01318	3-5 Woodbridge Meadows, Guildford, GU1 1BA	Vacant				A1	2829	0
119	13/P/02043	Old Trees, Green Dene, East Horsley, Leatherhead, KT24 5RF	Vacant	26			A1	29	0
119	13/P/02115	[REDACTED]	A1	38			A3	0	38
279	14/P/00299	[REDACTED]	A1	62			Sui generis	0	0
162	14/P/00254	[REDACTED]	A1	136			A1	252	0
119	13/P/01290	The Vineries, Lower Road, Effingham, Leatherhead, KT24 5JP	sui generis	6550			A1	6550	0
543	14/P/00759	9 North Street, Guildford, GU1 4AF	Vacant	158			A3	0	158
542	14/P/00825	278 High Street, Guildford, GU1 3JL	Vacant	89			A2	0	89
73	14/P/01579	Racing Green Cars Limited, Guildford, GU12 5QD	Vacant	1486			A1	1486	0
544	14/P/02249	The Legion, Millbrook, Guildford, GU1 3XJ	A4	118			A4 / D1	0	78
544	14/P/02249	The Legion, Millbrook, Guildford, GU1 3XJ	A4	118			D1	0	78

543	14/P/02078	Tunsgate Shopping Centre 98/110, High Street, Guildford, Surrey, GU1	A1	6046.8			A1	4591	0
543	14/P/02078	Tunsgate Shopping Centre 98/110, High Street, Guildford, Surrey, GU1	A3	107.2			A3	0	3343
543	14/P/02078	Tunsgate Shopping Centre 98/110, High Street, Guildford, Surrey, GU1	B1(a)	523.1				0	0
541	15/P/00554	Unit 3, 75-78, Woodbridge Road, Guildford, GU1 4QH	Vacant	80			Sui generis	80	0
540	15/P/00805	86 Haydon Place, Guildford, GU1 4LR	Vacant	17			Sui generis	0	0
295	15/P/00776	[REDACTED]	A1	321			A1	171	0
544	15/P/01238	24 Friary Street, Guildford, GU1 4EH	Vacant	147			A3	0	147
543	15/W/00111	[REDACTED]	A1	39			A3	0	39
543	15/P/01627	23b Chapel Street, Guildford, GU1 3UL	Vacant	32			A1	32	0
543	15/P/01703	[REDACTED]	D2	223			A1	223	0
73	15/P/00313	Standard Of England, 158 Ash Hill Road, Ash, Guildford, GU12 5DP	Vacant	337			A1	376	0
135	15/P/01940	Ground Floor First House, Park Street, Guildford, GU1 4XB	Vacant	148			A1	74	74
544	09/P/00566	Land at the rear of 1-5 Chapel Street and 3, The Shambles, Guildford	Vacant	40			A3	-40	222

Pro-forma: Retail Strategic

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Proposed A1 class GFA (m ²)	Proposed A2-A5 class GFA (m ²)
Large Green Belt and Countryside sites (including strategic sites)									
575	46	Extension to Guildford urban area NE (Gosden Hill Farm)	greenfield	0			A1	600	550
575	46	Extension to Guildford urban area NE (Gosden Hill Farm)	greenfield	0			A1	500	550
575	46	Extension to Guildford urban area NE (Gosden Hill Farm)	greenfield	0			A2	1100	137.5
575	46	Extension to Guildford urban area NE (Gosden Hill Farm)	greenfield	0			A3	1100	137.5
575	46	Extension to Guildford urban area NE (Gosden Hill Farm)	greenfield	0			A4	1100	137.5
575	46	Extension to Guildford urban area NE (Gosden Hill Farm)	greenfield	0			A5	1100	137.5
576	311	Extension to Guildford urban area SW (Blackwell Farm)	greenfield	0			A1	660	550
576	311	Extension to Guildford urban area SW (Blackwell Farm)	greenfield	0			A1	550	550
576	311	Extension to Guildford urban area SW (Blackwell Farm)	greenfield	0			A2	1160	137.5
576	311	Extension to Guildford urban area SW (Blackwell Farm)	greenfield	0			A3	1160	137.5
576	311	Extension to Guildford urban area SW (Blackwell Farm)	greenfield	0			A4	1160	137.5
576	311	Extension to Guildford urban area SW (Blackwell Farm)	greenfield	0			A5	1160	137.5
577	53	Former Wisley Airfield	greenfield	0			A1	660	550
577	53	Former Wisley Airfield	greenfield	0			A1	500	550
577	53	Former Wisley Airfield	greenfield	0			A2	1120	137.5
577	53	Former Wisley Airfield	greenfield	0			A3	1120	137.5
577	53	Former Wisley Airfield	greenfield	0			A4	1120	137.5
577	53	Former Wisley Airfield	greenfield	0			A5	1120	137.5
578	368	Greater Normandy and Flexford	greenfield	0			A1	400	400

578	368	Greater Normandy and Flexford	greenfield	0			A1	300	400
578	368	Greater Normandy and Flexford	greenfield	0			A2	700	100
578	368	Greater Normandy and Flexford	greenfield	0			A3	700	100
578	368	Greater Normandy and Flexford	greenfield	0			a4	700	100
578	368	Greater Normandy and Flexford	greenfield	0			A5	700	100
LAA sites (urban)									
Ash and Tongham urban area									
162	1121	Works,Poyle Road,Tongham, Ash,GU10 1DS	B8	576			A1	550	0
Guildford urban area (excluding Town Centre)									
317	15/P/02450	Former fire station, Ladymead, Guildford	Vacant				A1	3725	0
Guildford Town Centre (within Guildford urban area)									
548	2229	Guildford cinema	A3	87			A3	0	1000
548	171	Land at buildings at Guildford Railway Station, The Billings, Guildford, GU1 4JY	A1	472			A1	725	1656
548	171	Land at buildings at Guildford Railway Station, The Billings, Guildford, GU1 4JY	A3	269			A1	450	1656
540	205	North Street redevelopment	A1	15100			A1	60100	4000
540	205	North Street redevelopment	A3	1000			A3	60100	4000
544	11/P/01500	White Lion Walk	A1	53454			A1	53654	0
LAA sites - Villages (inset gap sites and within village)									
295	1440	Former petrol station, south of Talbot Inn, High Street, Ripley	Vacant				A1	40	0
295	1440	Former petrol station, south of Talbot Inn, High Street, Ripley	Vacant				A2	0	40
295	1440	Former petrol station, south of Talbot Inn, High Street, Ripley	Vacant				A3	0	40
295	1440	Former petrol station, south of Talbot Inn, High Street, Ripley	Vacant				A4	0	40
295	1440	Former petrol station, south of Talbot Inn, High Street, Ripley	Vacant				A5	0	40

Pro-forma: Other Completed

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Number of Units
477	12/P/00181	Prospect House, Guildford Park Road, Guildford, GU2	Vacant	770	0	0	Student accommodation	26

Pro-forma: Other Permitted

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Number of Units
317	14/P/00253	Unigate Dairy, Walnut Tree Close, Guildford, GU1 4TP	Vacant	397	0	0	Student accommodation	141

Pro-forma: Other Strategic

Zone Number	Planning Application Number / Reference	Address	Existing Landuse	Existing Gross Floor Area (GFA) (m ²)	Existing Number. Houses	Existing Number of Flats	Proposed Landuse	Number of Units / Pupils / GFA
Large Green Belt and Countryside sites (including strategic sites)								
575	46	Extension to Guildford urban area NE (Gosden Hill Farm) (SHLAA site 46)	green field	0	0	0	Primary school	420
575	46	Extension to Guildford urban area NE (Gosden Hill Farm) (SHLAA site 46)	green field	0	0	0	Secondary school	720
576	311	Extension to Guildford urban area SW (Blackwell Farm) (SHLAA site 311)	green field	0	0	0	Primary school	420
577	53	Former Wisley Airfield (SHLAA site 53)	greenfield / brownfield	0	0	0	Secondary school	600
577	53	Former Wisley Airfield (SHLAA site 53)	greenfield / brownfield	0	0	0	Primary school	420
577	53	Former Wisley Airfield (SHLAA site 53)	greenfield / brownfield	0	0	0	Care Home	100
578	368	Greater Normandy and Flexford	greenfield	0	0	0	primary school	420
578	368	Greater Normandy and Flexford	greenfield	0	0	0	Secondary school	1260
578	368	Greater Normandy and Flexford	greenfield	0	0	0	60 bed care home	60
519	2018		greenfield	0	0	0	Burial ground	

72	1210	The University of Law, Guildford	car park	0	0	0	Sui generis	160
Adjacent to urban area in the Green Belt								
519	126	Land north of Keens Lane, Guildford	greenfield	0	0	0	C2	60
LAA sites (urban)								
Guildford urban area (excluding Town Centre)								
548	2229	Guildford cinema	D2				D2	1800
172	131	Temporary car park (south of Royal Surrey Hospital), Rosalind Franklin Close, Guildford					B1(b)	
477	178	Guildford Park Car Park, Guildford Park Road, Guildford, GU2 7NJ	car park	400 spaces			C3 and multi storey car park	439 spaces
95	2235	Redwood Care Centre, 179	Vacant	51 bed spaces	51 bed spaces	0	C2	51
Guildford Town Centre (within Guildford urban area)								
548	171	Land at buildings at Guildford Railway Station, The Billings, Guildford, GU1 4JY	sui generis		0	0	Gym	1394
540	205	North Street redevelopment			0	0	Gym	1394