



WEST CLANDON PARISH COUNCIL

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Clerk: Mr John Stone, Hunters End, Lime Grove, West Clandon, Guildford GU4 7UT
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Development at Gosden Hill Farm

West Clandon Parish Council objects to the proposals for the development of this land.

- Much of the site is in the parish of West Clandon. The development would extend the urban edge of Guildford well into the parish.
- It is green belt land and there is no statement of the exceptional circumstances required to remove it from the green belt.
- It is a hillside sloping down to the A3. Unlike earlier developments along the A3 at Burpham, it is unlikely that the development can be screened by bunds and planting. It will therefore detract from the “soft green edge” to Guildford at this point. This will be compounded by the proposed commercial developments at Send/Burnt Common which will also be very visible from the A3 approach to the town. Guildford from the North will seem to begin at the A3 over bridge at Send instead of as now seeming to begin near the Stoke Road exit.
- West Clandon will be affected by the proposed developments at Gosden Hill Farm, the Merrow Depot, Ripley/Send, and Wisley Airfield because of the likely significant increase in traffic. The plan does not identify the combined impact of all these developments or show how they will be accommodated. The evidence base does not include traffic data which takes adequate account of the proposed developments. The A3 is already overloaded but the Local Plan makes reference to new off and on slip roads at Gosden Hill. By themselves, these cannot do anything to solve the A3 problem and indeed may serve to create additional “rat runs” on local roads. The Borough Council does not control the A3 and the Highways Agency has not put any plans into the public domain.
- The Local Plan also makes reference to a new railway station at Merrow Depot in the context of the Gosden Hill development. Guildford Borough Council has no control over the running of trains and there is nothing in the Local Plan to suggest that the idea is even viable. Without a station, it is very likely that London commuters would drive to West Clandon, exacerbating the problem with the A247 by adding to the traffic problems which will be caused by the proposed school in the village.
- It seems to the residents that the developer is likely to resist being asked to provide extremely expensive infrastructure at the planning application stage. Residents are very concerned that there will be development without adequate infrastructure or that the required infrastructure will be provided only after a long period of disruption.
- People will not be allowed to comment on the adequacy or acceptability of the infrastructure options or their timeframe. The Topic Paper “Infrastructure and delivery” states that this will be finalized to accompany the submission of the Local Plan. This is a very serious drawback given that infrastructure is a hot topic with residents and is admitted to be poor by the leader of the Borough Council.

- As a general point it is in our view unacceptable for the Local Plan to go out to what is effectively final consultation, without a much clearer definition of the infrastructure required to support such huge housing developments.

John Stone

Clerk to West Clandon Parish Council

20th Sept 2014