



WEST CLANDON PARISH COUNCIL

Chairman: Mr Terence Patrick , Stoney Royd, Woodstock, West Clandon, Guildford, GU4 7UJ

Clerk: Mr John Stone, Hunters End, Lime Grove, West Clandon, Guildford GU4 7UT
01483 385187: clerk@westclandon.org.uk : www.westclandon.org.uk

16th October 2018

Guildford Submission Local Plan: Strategy and Sites - Main Modifications

Dear Sir/Madam,

Thank you for the opportunity to respond to the consultation on the above.

West Clandon Parish Council has very grave concerns about many of the proposed main modifications within the proposed plan and the subsequent impact on increased traffic problems on The Street, West Clandon (A247) which is already totally inappropriate to be classed as an A road and experiences many difficulties.

The road does not have the capacity to carry the expected increase in traffic. Problems already include:

- 1. The sharp bend at the Lime Grove junction with The Street (A247) where traffic routinely exceeds the 30mph limit.*
- 2. The dangerous junction with the approach road to Clandon Station where the exit sight line to the North is limited by the hump and parapet of the bridge over the railway. The visibility of traffic emerging from the station road is also poor for traffic approaching the bridge from the North because of the hump.*
- 3. The site lines for the exit of the Onslow Arms car park.*
- 4. The narrowness of the road near Summers.*
- 5. Heavy lorries and buses being unable to pass each other in the narrow parts of the road without mounting the pavement.*
- 6. The sharp bend near Clandon Regis.*
- 7. The narrowness of the road at the Bull's Head Public House.*
- 8. The speed of traffic past Clandon Junior School and in places the narrow footpath for children walking to school.*
- 9. The sharp bend with poor sight lines in either direction at the Church.*
- 10. The lack of a continuous footpath through the length of the village*
- 11. The speed of traffic*
- 12. The classification as an A-road without it having the capability of an A-road.*

Our concerns also include the following:

Policy S2 MM2

We believe the OAN included in the Plan may be overstated. We note the latest ONS household projections and current uncertainties over the methodology to be used in the calculation of the OAN. These issues must be fully explored and outstanding issues resolved before the housing need is finalised if we are to have any confidence in the figure adopted.

We also object to any unmet need for housing in the Woking area being added to the Guildford Plan

when the review of the Woking Plan provides an alternative mechanism for correcting any shortfall within the Woking area.

Guildford has been obliged to introduce additional green belt sites in the early years of the plan. Should these prove to be unnecessary, Green Belt will have been damaged without good reason.

There will be greatly increased traffic flow because of the following modifications:

1. MM41. The development of 550 houses at Garlick's Arch (an addition of 150) with the main entrance/exit on the A247.
2. MM35 The development of 1800 houses at Gosden Hill.
3. MM44 The development of 120 houses (new site) at Alderton's Farm, Send Marsh.
4. MM42 The development of an industrial estate at Burnt Common. At greater than 1.4ha, this is now doubled in size from the previous consultation and presumably will generate at least double the amount of commercial traffic.
5. A43a The opening of North-facing slip roads to/from the A3 at Burnt Common. The timing of the building of these North facing slip roads now appears to be unconnected with the timing of possible relief measures by Highways England for the A3. The implication is that traffic facing continued congestion on the A3 will divert along the A247. We object to the proposed opening of the Burnt Common Rds as this will direct additional traffic along an unsuitable road. In any event this should not be considered until the A3 widening is completed.

As an alternative to access to the A3 at Burnt Common further consideration should be given to South facing slip roads at Ockham Park which will have less negative impact on unsuitable local roads.

In any event Policy ID2 (MM27) generally gives insufficient assurance that developments will not be allowed before the A3 widening scheme is committed in that it appears to allow a series of incremental developments each in itself unlikely to make an already difficult situation much worse. Cumulatively we are concerned that the severe impacts envisaged will occur by stealth.

We are pleased to see allowance made for environmental and traffic mitigation measures on the A247 through Clandon. Funding for this scheme is specifically linked in the Plan to MM41 Garlicks Arch and MM42 Burnt Common. Other schemes likely to have an impact on the A247 include MM35 (Gosden Hill) and A35 (Wisley Airfield) which do not have such a condition at present. This should be rectified in the final plan.

We note however, that while it may be possible to implement measures which have a positive impact on traffic speed and vehicle/pedestrian safety there is no easy solution to the problems of increased traffic volume that the above developments will produce. The development of Park Lane/Merrow Lane as an alternative route to the A3 and the improvement of the Railway Bridge at Merrow Park remain the only long-term solution and provision for a future scheme should be included in the Plan.

Yours faithfully,



John Stone
Parish Clerk
West Clandon Parish Council