



WEST CLANDON PARISH COUNCIL

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Guildford Local Plan Examination

Presentation by Councillor Chris Dean, West Clandon Parish Council

Joint submission to the examination of the Guildford Local Plan by the Parish Councils of East and West Clandon and The Clandon Society, the residents' association covering both villages.

We direct our comments to No. 9 of the Inspector's Matters but there is clearly an overlap with the Gosden Hill and Garlick's Arch sites in No. 11

Impact on the A247 of the Burnt Common Slip Roads

The proposed developments at Gosden Hill and Garlick's Arch will add very large volumes of traffic including commercial and heavy goods vehicles and the slip roads proposals will radically change the traffic patterns around North East Guildford. Together they will have a very serious adverse impact on the village of West Clandon because of the significantly increased through traffic on the A247 and on the road through East Clandon because of "rat-running".

There is nothing proposed in the infrastructure section of the Local Plan which is intended to or would in fact mitigate the impact on the West Clandon section of the A247. It may be thought that the plans for "modal shift" schemes will reduce traffic. This may well be true for town centre congestion but it is highly unlikely that they will reduce commuter and commercial traffic headed elsewhere.

The Local Plan

The Plan proposals include: -

- Developing 400-650 houses on the land at Garlick's Arch with yards for travelling showmen
- Developing 1850 houses on the land At Gosden Hill together with commercial premises, a railway station, park and ride and new A3 south-bound off & on slip roads
- Developing land at Burnt Common as an expanding industrial estate. Initially 0.7ha but the Local Plan states that 9ha could be available for future needs
- N- and S-bound slip roads at the A247/A3 at Burnt Common to make this an all-ways junction
- A road to this junction from the Gosden Hill development to allow traffic to go North on the A3 and on the A247 through West Clandon and Send

We believe that exceptional circumstances have not been identified by Guildford Borough Council to justify the removal of the land at Gosden Hill, Garlick's Arch and Burnt Common from the green belt so that it can be built on. Together, these developments will extend Guildford in a ribbon along the A3 but more importantly will generate very large amounts of domestic and commercial traffic which will be very detrimental to our villages.

The Strategic Highway Assessment

This assessment, presented as part of the evidence base for the Local Plan, states:

"The potential new n/b on-slip at Burnt Common 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...."

This south part of the A247 is **The Street** and **Clandon Road** through the centre of West Clandon village. The Assessment indicates that this traffic is additional to that using the road at present. The development of the new houses and commercial premises will account for a proportion of this but the

Assessment also acknowledges that this junction will attract existing traffic which will change routes to take advantage of the new access to the A3. Traffic from Burpham, Merrow, the A246 and the A 25 will be attracted to this junction. All this traffic will use the A247 through West Clandon village. As detailed later, this road is quite incapable of fulfilling that function.

Potentially just as serious is the impact of the S-bound off-slip road proposed at this junction. Traffic on the A3 for anywhere on the East side of Guildford and the A25 (particularly in the evening peak time) will use the slip road and the A247 in preference to the Stoke Rd. junction nearer Guildford town centre. The link road from the Gosden Hill development to the all-ways junction at Burnt Common will provide a route along the A247 for traffic wishing to access the A25 avoiding the narrow railway underpass and traffic lights at the Merrow Lane / New Inn Lane junction.

Thus traffic issues at Ripley and Burpham caused by developments proposed in the Plan are being solved at the expense of the A247 and the residents of West Clandon.

We submit that the combination of the proposed developments and the slip roads will have a disastrous effect on the A247 through West Clandon-a village which is to remain washed over by the Green Belt. The Assessment also notes that the proposed Wisley development will generate traffic on Guilehill Lane, Hungry Hill Lane and Tythebarns Lane to access the junction with the A3 at Burnt Common to go South on the A3. This will be exacerbated when the A247 has an all- ways junction with the A3. These roads have the characteristics of sealed country lanes being narrow, with eroded edges and soft shoulders.

The Assessment concludes that if Highways England does not go ahead with mitigation measures on the A3 from the M25 to the Hogs Back, "then the quantum and location of development as proposed may have to be amended." **Note:** the slip roads are not a Highways England scheme nor are they proposed as mitigation for the A247. They were introduced into the Local Plan at the last minute associated with the Garlick's Arch development without any published analysis of their purpose or impact. The Developers of the Wisley site then proposed them as a way of mitigating the impact of their development on the A3 and Ripley to be paid for by the developer. At the planning appeal for the Wisley development, Highways England objected to the slip roads on the grounds that they would not achieve the necessary traffic mitigation and indeed would be likely to increase traffic on the A3 in this section of it.

Village Characteristics

West Clandon

The A247:-

- Runs S-N through the length of the village
- Is very narrow-in places only 4.2m/14ft wide
- Has 2 sharp bends, one of them blind, one of them with a side road at its apex
- Has a hump-backed bridge over the railway with a road leading off either side of it. One of these, the access to the station, has a very poor site line for vehicles leaving the station and joining the A247. Oncoming traffic is obscured by the hump of the bridge and the bridge parapet.
- Has no continuous footpath and in places the footpath is very narrow, requiring pedestrians to cross the road to progress and access houses.
- Has a junior school, the only access to which for many of the pupils is to walk on the narrowest part of the footpath at the narrowest part of the road.
- Has a well-used church on the blind bend
- Regularly experiences large commercial vehicles mounting the kerb to pass other similar vehicles, sometimes at speed
- Has a dangerous right turn off the A247 to access the slip road onto the A3 going south
- Has 2 busy public houses, one of which has a car park exit with poor sight lines to the north

East Clandon

The Street through East Clandon village is narrow with a sharp, blind bend and in places no footpath on either side. North of the village, The Street turns into Ripley Lane which has the same characteristics as Guilehill Lane et al mentioned above. It is already used as a back-route from the A246 to Tythebarns Lane for access the A247 at Burnt Common. There is no reference to this in the Assessment but residents are concerned that the attraction of the all-ways junction will cause a material increase in traffic.

Conclusion

The villages of West Clandon and East Clandon are washed over by the green belt and this is set to continue in the Local Plan because the villages are considered to contribute to the openness of the Green Belt. It is therefore perverse that, as the Strategic Highways Assessment makes clear, the traffic on the A247 through West Clandon is expected to increase materially as a consequence of the developments proposed in the Local Plan. As shown above, this road cannot cope but there are no measures proposed in the Plan to mitigate the impact.

West Clandon Parish Council
7th May 2018