

Comments on Proposals for Development of Gosden Hill

The Merrow Residents' Association is grateful to have the opportunity to comment upon the presentation made on Gosden Hill to the meeting in Burpham on the 13th of September.

Our comments follow those that we made to Guildford Borough Council at the time that the Local Plan was being prepared and which we presented to the Inspector at the time that the Local Plan was been examined in public.

Herewith the answers to the three questions which were put before the meeting in Burpham.

Question 1. Do you have any general comments on transport and access to the Gosden Hill site

We continue to hold the view that there should be a four-way junction with the A3 **on** the Gosden Hill site. This is important to ensure that traffic travelling Northwards from the Gosden Hill site does not have to go through Burpham or into the outskirts of Merrow to Join the A3

We appreciate that there is likely to be resistance from the Highways Authority to the suggestion for a four-way junction with the A3 on the Gosden Hill site.

Therefore, if a four-way junction is not possible then the requirement laid down in the transport strategy at sub paragraph (1) of the Local Plan Policy A25 should be met in full, This means that a two way junction with the southbound carriageway of the A3 should be constructed at the same time as the development of the Gosden Hill site. Any development of the site, however small, should take place at the same time as the development of the two-way junction with the southbound carriageway of the A3 as required by policy A25 of the Local Plan.

The master plan for the site should include the deliberative process covered in subparagraph (2) of the transport strategy of policy A25 and consideration should be given to an all-movement junction on the A3 trunk road with the A3100 London Road, the B2215 London Road, and the A247 Clandon Road.

We note that land has to be safeguarded for the possible provision of a connecting road to the B2215 London Road//A247 London Road and this also needs to be incorporated into the Gosden Hill masterplan.

Question 2 do you have any comments on the option for an access to the site at the south end of Merrow Lane where it currently intersects with New Inn Lane

We appreciate that there needs to be a southern access to the Gosden Hill site, and we are also aware that consideration has been given over time to the possibility of access through the Common Land in Merrow Lane. This gateway is an unofficial

gateway and was created without authority, but it is appreciated that this access point is likely to be one of the preferences for Martin Grant Homes. We had some detailed correspondence with Guildford Borough Council legal department on the unofficial use of this gateway In 2017.

Since this unofficial and unapproved access gateway passes through Common Land any proposal to use this entrance to Gosden Hill would have to be subject to a detailed planning application to the Secretary of State for the Department for Environment Food and Rural Affairs. If this were to happen then there would be a need for the Gosden Hill developers to consider offering up some land as Common Land to replace the land lost for this unofficial gateway that was opened to allow access to the railway line substation.

It would appear to be sensible to have a substantial roundabout at the southern end of Merrow Lane but this will have to encroach upon other Common Land to cater for the movement of the substantial traffic that, even now, uses New Inn Lane and traffic from Park Lane in Merrow. This would also require a detailed planning application to the Secretary of State for the Department for Environment, Food and Rural Affairs alongside the application mentioned above.

Question 3 Do you have any comments on the options to downgrade the southern section of Merrow Lane to pedestrians and cycling only

We have given some detailed consideration to this option at the meeting that took place between the MRA and Martin Grant Homes in January 2024 and at a more recent meeting of the MRA executive committee. We are unable to understand the planning rationale for this option and making Merrow Lane into a pedestrian and cycling restricted area because the Lane wouldn't link with any existing pedestrian or cycling pathway. It follows that we do not support this suggestion and we believe that Merrow Lane should remain open not only for access to those from Gosden Hill and elsewhere but equally important for the existing houses on Merrow Lane.

We hope that you find these comments helpful but if you have any queries, please do not hesitate to come back to us.

Regards
Andrew Strawson
Chairman