

POLICY A25: Gosden Hill Farm, Merrow Lane, Guildford

<p>Allocation</p>	<p>This is a residential led mixed use development, allocated for:</p> <ol style="list-style-type: none"> (1) Approximately 1,800 homes of which a minimum of 1,700 homes (C3) will be delivered within the plan period, including some specialist housing and self-build plots and (2) 6 Gypsy and Traveller pitches and (3) Approximately 10,000 sq m of employment floorspace (B1a/b) and (4) Approximately 500 sq m of comparison retail (A1) in a new Local Centre and (5) Approximately 600 sq m of convenience retail (A1) in a new Local Centre and (6) Approximately 550 sq m services in a new Local Centre (A2 –A5) and (7) Approximately 500 sq m of community uses in a new Local Centre (D1) and (8) A primary school (D1) (two form entry) and (9) A secondary school (D1) (four form entry, of which two forms are needed for the housing on the site, and the remainder for the wider area)
<p>Requirements</p>	<p><u>Transport strategy</u></p> <ol style="list-style-type: none"> (1) An improved junction on the A3 comprising the relocated A3 southbound off-slip, a new A3 southbound on-slip and connection via a new roundabout to the A3100, with associated infrastructure on the A3100 corridor within Burpham (2) Deliberative process of consideration to be undertaken as part of the development management process of the potential opportunity to provide an all movements junction of the A3 trunk road with the A3100 London Road, the B2215 London Road and the A247 Clandon Road. Land could potentially be required to be safeguarded for the provision of a connector road to the B2215 London Road/A247 Clandon Road (3) Land and park and ride facility of a sufficient scale as required by projected demand and in order to operate without public subsidy in perpetuity (4) The provision of the eastern route section of the Sustainable Movement Corridor on-site, and a necessary and proportionate contribution to delivering the eastern route section off-site, having regard to the Sustainable Movement Corridor Supplementary Planning Document (5) The provision of extended and/or new bus services to serve the site and which will also serve the eastern suburbs of Guildford and the town centre (6) Permeability for pedestrians and cyclists into and from the development (7) Land made available for Guildford East (Merrow) railway station, and necessary and proportionate contribution towards the provision of the station (8) Other off-site highway works to mitigate the impacts of the development

Other infrastructure

- (9) When determining planning application(s), and attaching appropriate conditions and obligations to planning permission(s), regard will be had to the delivery and timing of delivery of the key infrastructure requirements on which the delivery of the plan depends, set out in the Infrastructure Schedule in the latest Infrastructure Delivery Plan, or otherwise alternative interventions which provide comparable mitigation
- (10) Other supporting infrastructure must be provided on the site, including a local retail centre including a GPs surgery and community building; early years provision; open space (not associated with education provision) including playgrounds and allotments; and a two-form entry primary school to serve the development
- (11) Secondary educational need will be re-assessed at the time a planning application is determined at which time any recent new secondary school provision will be taken into account. The associated off site playing fields must be dual use and secured through the planning application process. The location of a secondary school should be carefully considered so as to ensure convenient access from the proposed Park and Ride / public transport.
- (12) Bespoke SANG to avoid adverse effects on the integrity of the SPA (See the IDP for further information)
- (13) Green corridors and linkages to habitats outside of the site, and the adjoining SNCI
- (14) Minimise surface water flood risk through appropriate mitigation, to ensure that run-off from the site is no greater than run-off rates from the site before development

Traveller pitches (public)

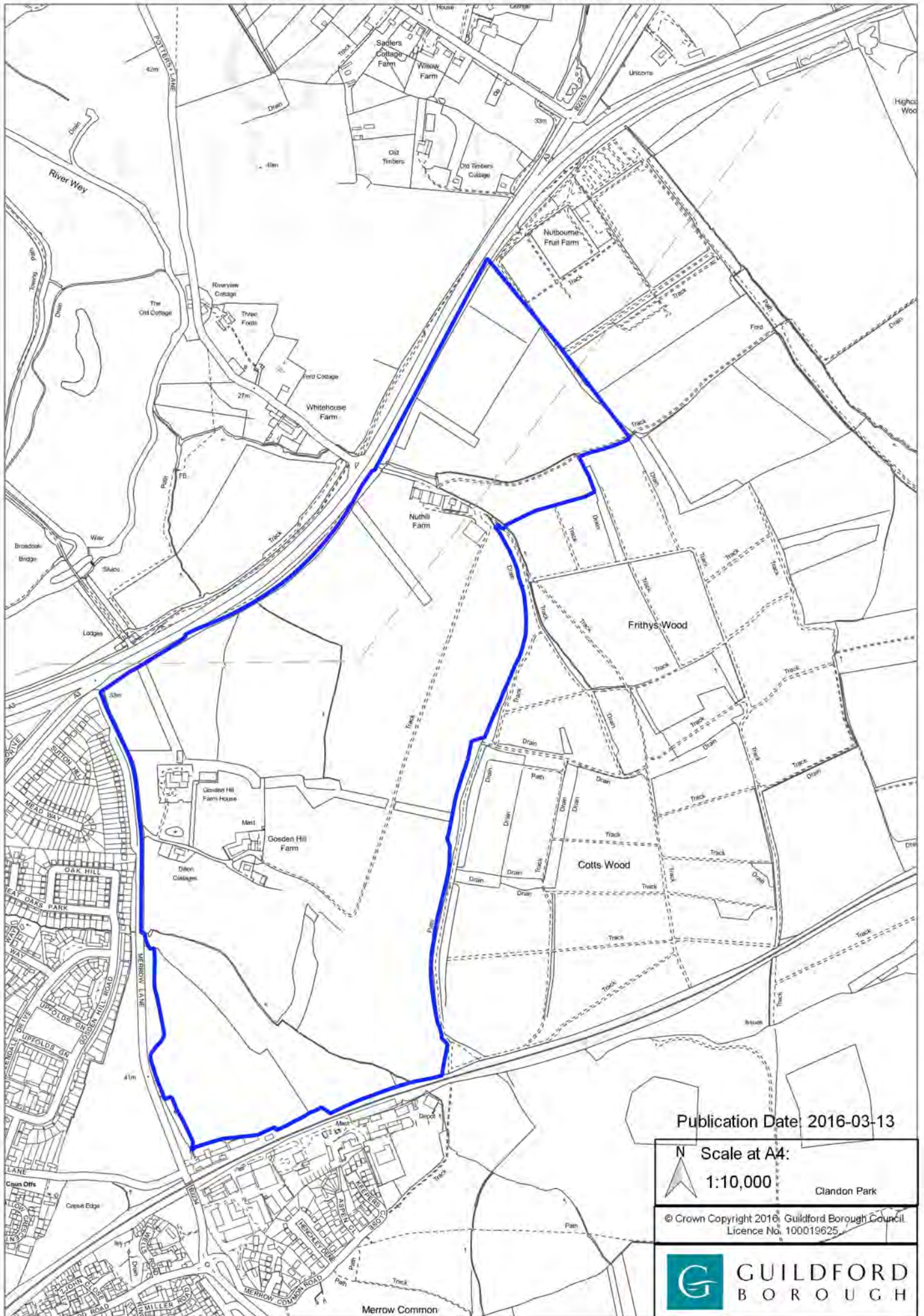
- (15) The pitches will be public (tenure) forming part of the affordable housing contribution (1 pitch equates to 1 affordable home)
- (16) Once completed, the pitches will be provided to the registered provider, for the Local Authority to allocate the occupancy and manage
- (17) Traveller pitches should reflect modern Traveller lifestyles. They should be serviced pitches, providing hard standing, garden and connections for drainage, electricity and water. Service meters should be provided. Utility blocks are not required
- (18) Traveller pitches should not be isolated, and should be reasonably integrated with other residential development, with services and facilities accessible, helping to create sustainable, mixed and inclusive communities for all
- (19) The pitches should not be enclosed with hard landscaping, high walls or fences, to an extent that suggests deliberate isolation from the community
- (20) Within the area set aside to provide pitches, bricks and mortar housing, or any buildings capable of being converted to bricks and mortar housing, is not appropriate and will be resisted
- (21) Delivery to be phased alongside delivery of new homes (C3), with two Traveller pitches completed per 500 homes (C3) completed

	<p><u>Other issues</u></p> <p>(22) The employment floorspace (B1a/b) to be split over two parts of the site. When developed the new employment area on the north side of the site is expected to deliver a new HQ building of around 7,000 sq m and will be treated as an Office and Research & Development Strategic Employment Site. Employment on the remainder of the site is likely to be delivered as part of the new local centre</p> <p>(23) Sensitive design at site boundaries that has significant regard to the transition from urban to greenfield</p> <p>(24) In order to ensure that sufficient separation is maintained between the site and Send Marsh, part of the site adjacent to the A3, will need to remain open as a green buffer</p> <p>(25) Increased landscaped buffer/strategic planting with frontage development set back from the A3 with significant additional measures to mitigate the visual impact of development in this location</p> <p>(26) Create unique places that combine the highest standards of good urban design with well-designed streets and spaces</p> <p>(27) Incorporate high quality architecture that responds to the unique context of the site</p> <p>(28) Create a sustainable urban extension with bus, cycle and pedestrian links into the adjoining urban area, and the town centre</p>
Opportunities	<p>(1) Potential to provide a through route within the site to divert the B2234 to form a more direct link to the A3 at the improved junction</p> <p>(2) Reduce the risk of flooding elsewhere as far as practicable</p> <p>(3) Provide land on-site which would form part of the future route of a connector road to the B2215 London Road/A247 Clandon Road, and so realise an all movements junction of the A3 trunk road with the A3100 London Road, the B2215 London Road and the A247 Clandon Road.</p>

Description

Location	Guildford Urban Area
Ward	Burpham and Clandon and Horsley
Ownership	Private
Area (size)	89 ha
Existing use	Farmland
LAA reference	Site 46
Key considerations	<ol style="list-style-type: none">(1) A Tree Preservation Order covers the site(2) A small Area of Ancient Woodland towards the central part of the site(3) Borders a Site of Nature Conservation Importance (SNCI) to the east of the site(4) Burpham Neighbourhood plan(5) Potential air quality issues

Gosden Hill Farm, Merrow Lane, Guildford



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N Scale at A4:
1:10,000
Clandon Park

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