

Central Dunsfold Scenario

Introduction

While any potential development at Dunsfold is out of scope of the GoFarNP, the choices made for this major brownfield site will clearly have transport implications. We have therefore considered the implications of the currently proposed development in the Waverley local plan of up to 2,600 homes. Outlying scenarios (0 and 7k homes) are discussed for completeness in an Appendix.

While 2,600 homes is obviously a major contribution to Waverley's housing need, it will put considerable pressure on congestion, parking, and services in the GoFarNP area. With a settlement this size, facilities like secondary schools, leisure centre, and supermarket would not be supportable on site. Many residents would work off-site, and those working in areas served by the Waterloo-Portsmouth rail line would want to drive to railheads to access the rail service. That would put great pressure on the A281, with its well known pinch point in Bramley and the regular rush hour traffic jam into Guildford. Congestion would also increase around the Godalming, Farncombe and Milford stations, as commuters attempt to get to these stations and park in the surrounding residential roads. Residential parking schemes and restrictions are the only plausible ways of discouraging this use of car commuting. As well as commuter traffic, there would be considerable road travel for other purposes – shopping, school run, doctor etc.

It will be challenging for a settlement of this size to support additional public transport and cycle tracks to local facilities, like Cranleigh. However, if this development is to go ahead then an imaginative and robust approach to the whole subject of transportation is absolutely vital. Neighbouring parishes are also highly concerned with the congestion and parking impact, and we recommend that high quality and frequent public transport to – in particular – Cranleigh town centre, Godalming and Guildford stations, combined with a possible Park and Ride facility on the Brighton Rd. In Godalming be provided as part of the development. Also provision must be made for good sustainable transport access to Cranleigh for facilities like supermarkets, leisure centre & secondary school that will probably not be available on the Dunsfold site. Cycle tracks and good, frequent public transport would be key here also.