



THE BIG PICTURE

THE CUMULATIVE QUESTION

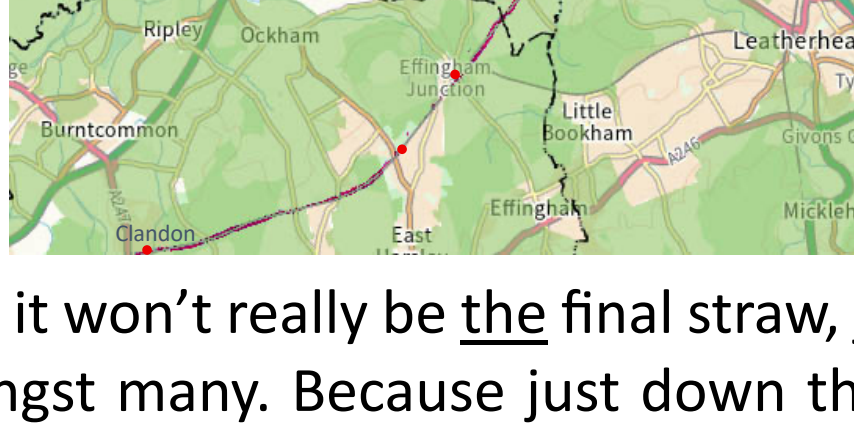
We all have concerns that the proposed development by The Crown Estate on Loseberry Farm will put a strain on existing infrastructure. But that’s only part of the story.

Transport infrastructure is a case in point. Yes, the impact of the Loseberry Farm development will be dire on its own. But it’s the *cumulative* impact of multiple developments that will cause a truly Pleistocene freeze in movement.

Quarts into pint pots¹

Take trains. Trains to London are already full. At rush hour it’s not a question of getting a seat, more one of getting on board at all. A conservative additional 1,000 adults in the new Crown Estate development, of whom maybe half will have jobs in or on the way to London and will compete for train space, will be the final straw.

Between Clandon and Claygate the rail line runs largely through Green Belt



Except that it won’t really be the final straw, just one final straw amongst many. Because just down the line, other new developments will also have residents competing for train space. Cloud Hill Farm in Oxshott (250 dwellings) and Blundell Road in Stoke D’Abernon (another 250) have been approved and are going through the works respectively. Wisley Acres (1,730 dwellings – closest station Effingham junction) will open in the next few months.

The current NPPF (2024) introduced the idea of designating Green Belt areas as “grey belt”, which has rendered large tracts of the Surrey Green Belt developable. Additionally, the draft NPPF (Dec 2025 – not yet approved) will make it easy to develop Green Belt land that’s walkable to a station. As well as Stoke D’Abernon, about 70% of land (or 200 hectares) within 800m of Effingham Junction is Green Belt; and Clandon enjoys something similar. All these will be targets for development. And development means commuters.

(And in case you were wondering, SWR won’t be putting on more or longer trains to help the situation. Their new 10 coach Arterio trains are the longest that can fit onto several of the platforms on our route; and remember that we have to share the Guildford-Effingham stretch of our line with Epsom branch.)

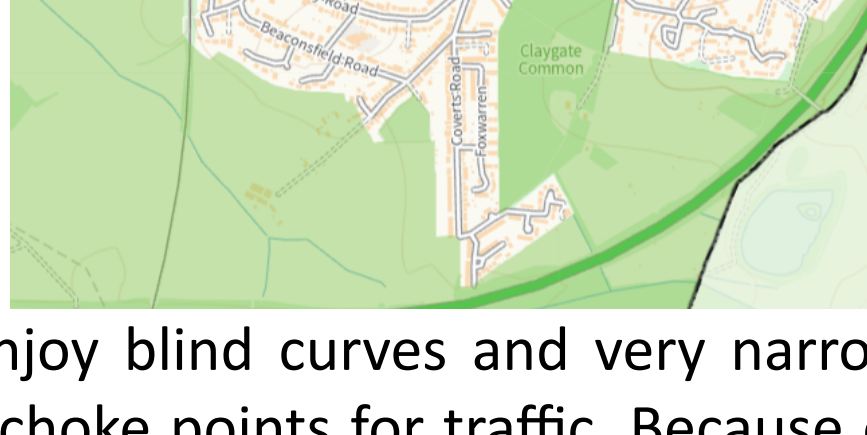
The net effect is that trains up to London will be full long before they reach Claygate.

Drivers should bring a good book

If trains are a joke, road traffic is a tragedy.

Claygate is a village. Like many Surrey villages it only has three entry/exit points, and they are all country lanes not main roads (the hint is in the names – Hare Lane, Oaken Lane, Woodstock Lane/Red Lane etc).

Just three entry/exit routes



All three enjoy blind curves and very narrow stretches that act as choke points for traffic. Because of this, they all feature pavements that suddenly evaporate.

By the grace of God, Claygate has only suffered one road traffic fatality in recent years, though not from want of trying – vehicles regularly overturn on Red Lane, for example.

Hare Lane is already difficult and dangerous. But it will be made worse by traffic spilling out from the adjacent 60-dwelling development on Raleigh Drive. And like Red Lane it will be made much, *much* worse by the residents of 2,000 homes at Hook Park using it as a rat run to reach Copsem Lane. Hare Lane (like the other entry roads) cannot be widened without destroying private property.

Homes in semi-rural developments like Loseberry Farm typically have at least two cars each (so 1,000 in total), at least half of which, say 500 cars, will be going in and out several times each day (work, shopping, school etc).

The cumulative result will be either an epic level of traffic constipation backing up throughout the village, or seriously diminished road safety. Or maybe both, depending on the weather and time of day.

So why would anyone in their right mind – looking at you, Crown Estate – want to build a new 500-dwelling housing estate, road access to which is via Hare Lane?

Cumulative remunerative

The Minister of Housing has defined our station as “well-connected”, ignoring the *cumulative* effect of defining every station on the line as “well-connected” at the same time. He must really dislike us.

He is so desperate to appease the developers’ demands for high margins that he has also loosened planning rules so that each development is assessed largely on its own, with little thought given to concurrent developments.

In fact, the Ministry of Transport Connectivity Tool shows the Loseberry Farm site as having an average overall connectivity score of 57.5, meaning that it is in the bottom 30% of the entire country – which for the relatively well-connected Southeast is astoundingly low.

So it simply isn’t true to say that Claygate is well-connected in any normal sense of the word. (It is also arbitrary – he might as well say that all places starting with A to M are well-connected.)

The truth is that Claygate isn’t well-connected, and it isn’t suitable for large-scale development. It is adequately connected for what it is – a village. Exposing it to the effects of multiple disproportionate developments displays a contempt for local people and a lack of joined-up thinking.

What can I do?

If you are concerned about this situation, and think that the government is not living in the real world, please support us by:

- Displaying a poster or billboard at your home – see our website (QR code below) to contact us
- And come to the public meeting on 16th July – 7:30pm at Holy Trinity church



¹ Note for Gen Z and younger: a quart equals two pints