

## Consultation on Draft Site Allocations DPD

**Sent:** 31 July 2015 14:17

**To:** Planning Policy

**Importance:**High

31<sup>st</sup> July 2015

I am writing about the proposed changes in the green belt in the Upshot lane area. These are GB13 and GB12 in the proposed changes to the green belt. These changes are contrary to councils own local plan for Pyrford as published on the councils web site.

When considering GB12 the proposal states that the Upshot Lane provides a defensible green belt boundary, however in the next section on GB13 the proposal states that developing on both sides of Upshot lane as a much larger development opportunity, this is a contradiction in the proposal. Sandy lane to the east of GB13 would not provide the same level of defensibility to the green belt boundary, and to a large extent Sandy lane would be under severe pressure from development on GB13. In a similar fashion the proposal states the GB13 would form its own identity, again this is contradicted by the proposal to develop both in tandem.

To the west of GB 12 is Pyrford Court on the national register of Parks and Gardens of Historic interest . To the north of GB13 is Aviary road and to the south a short distance away is st Nicholas church, these are conservation areas and as the council core strategy states development will be resisted where adverse affects on a conservation area or its setting cannot be mitigated 5.191. Development on these sites will have an adverse affect on the aspect as you approach Pyrford from the south and a marked and inappropriate intrusion onto Green belt land between conservation areas which taken together create an amenity that is core to character of the village of Pyrford. The development density proposed for GB13 30 dph is significantly higher than the housing density to the immediate north which is about 10 dph and this again would change the setting of Pyrford. Adding over 400 extra dwellings in the area immediately south of Pyrford would significantly increase the traffic flows and the councils own analysis shows that even half of this increase would take the roads beyond their capacity. There are no realistic options open to increase the capacity of the roads, the only access to these sites are via Pyrford Common road, Upshot lane and Church hill, these roads already have significant traffic and increasing the capacity is difficult; to the south would damage the conservation area around st Nicholas church. Increasing capacity on Pyrford Common road is possible however the traffic study shows that the main congestion would be on the Old Woking road so increase in capacity on Pyrford Common road would not ease that problem. Using Upshot lane to increase capacity, would mean increased capacity along Engliff Lane and Cold Harbour road. Engliff lane cannot have capacity increased, and Cold Harbour lane will have significant increase in traffic past the Marist school and Pyrford Primary, which would also see an increased demand and likely increase in car journeys to and from the school entrance causing further delays. Further when the Newark bridges were re-built recently the traffic diverted through Wisley on Lock lane which resulted in heavy congestion and it should be noted that this route to the A3 floods in heavy rain.

The proposal suggests that the development of these areas would increase the cycle access from Pyrford to Wisley and Ripley, GB12 and GB13 are both significant distances across green belt from Wisley and Ripley and therefore the suggested benefit is not deliverable.

The proposal states that GB12 and GB13 are both within 500m of the Marshall parade of shops. There are only a few shops on the parade (one is empty at the moment) which are primarily used for top up shopping, regular shopping is done at West Byfleet, Brooklands or in supermarkets in the Woking direction, which will further increase the traffic on the local roads.

I trust that the points I have raised herein will be given full consideration and as a result GB12 and GB13 will not be removed from the green belt.

W.G. Ashpittel  
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