

Site Allocations Development Plan Document (DPD)

Regulation 18 consultation questionnaire

18 June 2015 – 31 July 2015



How to respond to this Consultation

The Site Allocations DPD public consultation documents are available on the Woking2027 website (see www.woking2027.info), local libraries and the Council's Civic Offices.

You can use this form to let us have your comments on the draft Site Allocations DPD. Additional copies of this questionnaire can also be downloaded from the website.

Alternatively, the Woking2027 website features an online version of this questionnaire and an interactive map of the proposed development sites, through which you can let us know your views.

The public consultation is open to **5pm on Friday 31 July 2015**. Unfortunately we cannot accept responses received after 5pm on the closing date.

Data Protection: Please be aware that representations received by the Council will be made publicly available. If you have any questions about completing this form please contact the Planning Policy team by email planning.policy@woking.gov.uk or on **01483 743871**.

Your details

Please provide your contact details below. We are unable to accept anonymous or confidential responses.

Title: Mr / Mrs / Miss / Ms / Other (please specify) Mr

First name Martin

Surname Bett

Position (if applicable)

Organisation (if applicable)

House name and/or number St. George's Cottage

Street Highfield Road

Locality

Town West Byfleet

County Surrey

Post code KT14 6QX_

Email address

Telephone

Please select your status or that of any party you are representing:

- | | |
|--|---|
| <input checked="" type="radio"/> Resident of Woking Borough | <input type="radio"/> Owner of land in Woking Borough |
| <input type="radio"/> Someone who works in Woking Borough | <input type="radio"/> Planning / land agent |
| <input type="radio"/> Someone who visits Woking Borough | <input type="radio"/> Developer |
| <input type="radio"/> Someone representing a group or organisation | <input type="radio"/> Other (please specify) |
-

If you are an agent representing another party, please state who:

Please note that everyone responding to this consultation will be notified of future Woking Borough planning policy consultations. If you would prefer not to be contacted in the future, please tick

Woking Citizens' Panel

Woking Citizens' Panel is comprised of a group of residents from across Woking from all backgrounds, ages and ethnicities. They are contacted a number of a times each year, via email or post, and asked to provide their views on all kinds of issues that affect local people.

Would you like to join the Woking Citizens' Panel?

- Yes No I am already a member

Please provide your comments using the questions on the following two pages and return the whole questionnaire – including any additional comments pages – by 5pm, Friday 31 July 2015:

- By email to: planning.policy@woking.gov.uk
- By post to: **Planning Policy, Woking Borough Council, Civic Offices, Gloucester Square, Woking, Surrey, GU21 6YL**

Please note that responses will not be individually acknowledged.

Thank you for taking the time to respond.

Your views

Please complete a separate copy of pages 3 and 4 of this questionnaire for each individual site or section that you wish to comment on.

Which consultation document does your comment concern? Please tick one option only:

- Site Allocations DPD Sustainability Appraisal Report Habitat Regulations Assessment
or General comment (not specific to any one of the consultation documents) Suggest a new site

Which site or section of the document does your comment concern? (if applicable)

Please state all that apply: A

Site reference: (please select and note number) UA 51

Section title **Land at Station Approach, West Byfleet, KT14 6NG**

Page number 247-252

Paragraph number ?

Are you? Supporting Objecting A combination of these Neutral

Your comment:

Supporting: A comprehensive redevelopment of the site (*i.e. knocking down Shere House and removing the constraints of existing buildings, their footprint and the current road layout*) would maximise the opportunities to enhance the centre of West Byfleet.

Additional: A comprehensive redevelopment of the site (*i.e. knocking down Shere House and removing the constraints of existing buildings, their footprint and the current road layout*) would provide an opportunity to redesign traffic flow through West Byfleet Centre to improve road safety and access. The current road layout is confusing for motorists and dangerous for cyclists and pedestrians. It is the site of regular low-speed collisions or near misses and hazardous for pedestrians, a large number of whom are children walking to/from local schools.

Additional: A comprehensive redevelopment of the site (*i.e. knocking down Shere House and removing the constraints of existing buildings, their footprint and the current road layout*) would provide an opportunity to implement an attractive retail, office and residential complex which will then support many of the requirements for sustainable development:

- to make efficient use of land and buildings;
- to protect and enhance the borough's important landscapes, habitats, flora and fauna;
- to reduce pollution levels: air, water, light, noise;
- to promote sustainable modes of transport and reduce the need to travel;
- to secure the protection and enhancement of the historic and natural environment;
- to promote economic growth and employment opportunities in sustainable locations within the borough;
- to promote prosperous, competitive centres.

Objecting: The provision of additional residential, office and retail space in West Byfleet will place additional strain on existing and planned infrastructure, as already cited in the Infrastructure Development Plan:

- a shortage of school places in West Byfleet and Byfleet by 2019;
- West Byfleet Health Centre is already at capacity with more GPs than its allocated headcount and a higher than average number of patients per GP (headcount) compared to Woking area and, at 1,886, already above the 1,800 threshold required to necessitate additional GP provision; and
- West Byfleet is already designated as an area of severe water supply stress.

Objecting: An extremely major concern around almost any development in West Byfleet is the increase in the volume of traffic into and out of the village. The recent and on-going developments to Woking Town Centre and the Brooklands site (Elmbridge Council) have already added significantly to the traffic congestion and any further developments will add further traffic to a road system that is already used beyond its capacity. This will create a “black spot” making residential and commercial activities from Brooklands/Byfleet through to Woking unattractive.

This is borne out by personal experience which indicates that the A245, Pyrford Road and Coldharbour Road are traffic blackspots and already beyond their designed capacity.

The 2015 Woking Transport Assessment, which only models traffic flows in the morning peak hour, indicates fairly small percentage increases in traffic flows due to release of green belt land around West Byfleet, Pyrford and Byfleet (Scenarios E and F). However the report does not model the cumulative impact of these developments.

The Assessment does not model the impact of UA51 but clearly indicates that a number of roads around West Byfleet suffer unacceptable Levels of Service (LOS) and are or will be operating well beyond their Ratio to Flow Capacity (RFC).

Such congestion will also hamper access by emergency services (Police, Fire, Ambulance) across much of the eastern part of Woking Borough.

Objecting: Parking. Any development in the centre of West Byfleet should provide adequate levels of parking for residential and commercial purposes. This is key to the successful development of West Byfleet. Recent developments of flats near the centre of West Byfleet have lead to a marked increase in the number of cars parked in Highfield Road, presumably associated with the development of flats at the top of Pyrford Road. Today it was 15 cars not belonging to residents of Highfield Road parked in the part of the road adjacent to Pyrford Road.

Proposed modifications – please explain what changes you consider should be made, if any (for example, changes to the text, a site boundary, etc.)

West Byfleet has established a Neighbourhood Forum and plans to issue a Neighbourhood Development Plan (NDP). Any proposed development within West Byfleet should conform to the aspirations of the NDP, once published.

That the comprehensive redevelopment of the UA51 site as a whole, unconstrained by the footprint of existing buildings and road layout, particularly Shere House and the Library, be considered a requirement for the achievement of the objective to enhance the centre of West Byfleet, improve and make the road layout less confusing and safer for pedestrians, cyclists and vehicles and meet the requirements for sustainable development.

The height of Shere House is an unsightly anomaly and does not conform or add to the character of West Byfleet and that the comprehensive redevelopment of the UA51 site should be restricted to a height that is in keeping with other buildings around the centre of West Byfleet, 2, 3 or 4 storey.

Any redevelopment in or around West Byfleet must adequately address the issues identified in the Infrastructure Development Plan relating to the provision of school places, healthcare (GP provision) and water supply.

WBC and Surrey County Council should consider more radical alternatives to mitigate the existing and increasing traffic flow from the A3 and M25 via the A245 and Pyrford Road, much of which flows to/from the new residential, retail and office developments in and around Woking. Such an alternative could include dual carriageway access from the A3 to Woking Town centre from somewhere between Wisley and Sutton Green on the A3. This would bypass West Byfleet altogether removing a significant constraint on the further development of West Byfleet whilst at the same time improving the attractiveness of Woking as a residential, retail and commercial centre with excellent road, rail and air communication links.

Which consultation document does your comment concern? Please tick one option only:

- Site Allocations DPD Sustainability Appraisal Report Habitat Regulations Assessment
or General comment (not specific to any one of the consultation documents) Suggest a new site

Which site or section of the document does your comment concern? (if applicable)

Please state all that apply: B

Site reference: (please select and note number) GB15

Section title **Land surrounding West Hall, Parvis Road, West Byfleet, KT14 6EY**

Page number 330-336

Paragraph number ?

Are you? Supporting Objecting A combination of these Neutral

Your comment:

Objecting: The proposed use of GB15 site from the Green Belt *does not meet the following requirements of national planning policy for Green Belt:*

- to check the unrestricted sprawl of large built up areas: a built up area already extends from Knaphill in the west to West Byfleet in the east of the borough and GB15 will contribute to the further sprawl of a contiguous built up area.
- to prevent neighbouring towns merging into one another: the proposed development of GB15 (and proposed GB4 and GB16) will inevitably lead to the merging of West Byfleet and Byfleet, with only the M25 and Wey Navigation and a thin sliver of SANG GB17 separating them.
- to assist in safeguarding the countryside from encroachment: This encroaches on a very large proportion of the green belt around West Byfleet.
- to preserve the setting and special character of historic towns: This would not preserve the character of the West Hall site and surrounding Green Belt and hence the special character of West Byfleet
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land: the scale of the proposed development at site GB15 (592 dwellings) actively discourages the recycling of urban sites within the borough.

In addition, Woking Council asked an additional context of the study should be the “preservation of the character and quality of the setting of the Borough” and that “an assessment of the landscape character and sensitivity to change of developing the various parcels of land was undertaken to ensure that the landscape character of area and the setting of the Borough are not compromised.” Again, a proposed development of this scale will materially change the character of West Byfleet.

Objecting: The proposed use of GB15 for residential development *does not meet the following principles of sustainable development.*

- to reduce the risk of flooding: GB15 is within Flood Zone 2 and features a number of existing drainage channels; the proposed development will remove an area of natural drainage and increase the risk of flooding to the west, east and south of the site as well as along the Wey navigation to the north and south.

- to protect and enhance the borough's important landscapes, habitats, flora and fauna: the proposed development on GB15 will remove almost 30ha of greenbelt with diverse natural habitats, flora and fauna.
- to reduce pollution levels: air, water, light, noise: the development of GB15 will remove the natural barrier of green belt (open land and trees) which serve to reduce the impact of noise and pollution from the M25 on the remainder of West Byfleet village; hence the proposed development of GB15 will increase pollution levels!
- to promote sustainable modes of transport and reduce the need to travel: such a large proposed development will be largely in excess of 1 mile from West Byfleet centre, a journey many residents would make by car, thus increasing the need to travel.
- to secure the protection and enhancement of the historic and natural environment: the proposed development at GB15 removes almost 30ha of natural environment, not protecting or enhancing it.
- to ensure the provision of green space and access to the countryside: the proposed development at GB15 removes almost 30ha of green space.
- to enable the delivery of sufficient infrastructure required to meet future growth of the borough: schooling, healthcare, water supply are already close to or beyond capacity and the proposed addition of 592 dwellings will reduce the level and quality of infrastructure services to all residents of West Byfleet.
- to promote prosperous, competitive centres: the proposed development with the infrastructure and transport (see next objections) issues identified would lead to West Byfleet and Woking borough becoming an unattractive location, hence neither attractive, prosperous nor competitive.

Objecting: The scale of the development proposed for GB15 cannot be supported by existing and planned infrastructure.

As cited in the Infrastructure Development Plan:

- a shortage of school places in West Byfleet and Byfleet by 2019;
- West Byfleet Health Centre is already at capacity with more GPs than its allocated headcount and a higher than average number of patients per GP (headcount) compared to Woking area and, at 1,886, already above the 1,800 threshold required to necessitate additional GP provision; and
- West Byfleet is already designated as an area of severe water supply stress.

Objecting: All of the proposed development in GB15 is in flood zone 2, and without significant existing flood infrastructure, and are therefore considered to not benefit from the minimum standard of protection. The Infrastructure Development Plan is too vague to assess the potential flood risk associated with the development of GB15 but given its proximity to the Wey Navigation and the removal of 30ha of "soak away" there must be a considerable risk of flooding and material concern over the impact of surface water management for GB15 and surrounding built up areas.

Objecting: Any development proposed for GB15 cannot be supported by existing road infrastructure.

The volume of traffic along Old Woking Road, Pyrford Road, Parvis Road and the A245 linking it to the A3 and M25 is already such that it is virtually at a standstill during peak hours. The recent and ongoing developments to Woking Town Centre and the Brooklands site (Elmbridge Council) have already added significantly to the traffic congestion. Access to the proposed development on GB15 is via the A245. This would add further traffic to a road system that is already used beyond its capacity. This will create a "black

spot” making residential and commercial activities from Brooklands/Byfleet through to Woking unattractive.

The 2015 Woking Transport Assessment, which only models traffic flows in the morning peak hour, indicates fairly small percentage increases in traffic flows due to release of green belt land around West Byfleet, Pyrford and Byfleet (Scenarios E and F). However the report does not model the cumulative impact of these developments and the total number of new dwellings used in the model is lower than that proposed by the various green belt allocations.

Despite this situation, the Assessment clearly indicates that a number of roads around West Byfleet suffer unacceptable levels of Service (LOS) and are or will be operating well beyond an acceptable Ratio to Flow Capacity (RFC), some of them (the A245 east and westbound around West Byfleet) at almost double the acceptable level of 0.85.

Such existing and forecast congestion will also hamper access by emergency services (Police, Fire, Ambulance) across much of the eastern part of Woking Borough.

Proposed modifications – please explain what changes you consider should be made, if any (for example, changes to the text, a site boundary, etc.)

Given the level of impact of releasing almost 30ha from the green belt, removing an important buffer between West Byfleet and the M25 and the impact on infrastructure (healthcare, schools and water supply) and the road network that building 592 dwellings on the GB15 site will cause, I propose that this site be retained as Green Belt and incorporated into the GB17 SANG to preserve a suitable green belt around West Byfleet and maintain the character of the village.

West Byfleet has established a Neighbourhood Forum and plans to issue a Neighbourhood Development Plan (NDP). Any proposed development within West Byfleet should conform to the aspirations of the NDP, once published.

Any redevelopment in or around West Byfleet must adequately address the issues identified in the Infrastructure Development Plan relating to the provision of school places, healthcare (GP provision) and water supply.

WBC and Surrey County Council should consider more radical alternatives to mitigate the existing and increasing traffic flow from the A3 and M25 via the A245 and Pyrford Road, much of which flows to/from the new residential, retail and office developments in and around Woking. Such an alternative could include dual carriageway access from the A3 to Woking Town centre from somewhere between Wisley and Sutton Green on the A3. This would bypass West Byfleet altogether removing a significant constraint on the further development of West Byfleet whilst at the same time improving the attractiveness of Woking as a residential, retail and commercial centre with excellent road, rail and air communication links.

Which consultation document does your comment concern? Please tick one option only:

- Site Allocations DPD Sustainability Appraisal Report Habitat Regulations Assessment
or General comment (not specific to any one of the consultation documents) Suggest a new site

Which site or section of the document does your comment concern? (if applicable)

Please state all that apply: B

Site reference: (please select and note number) GB16

Section title **Broadoaks, Parvis Road, West Byfleet, KT14 6LP**

Page number 337-341

Paragraph number ?

Are you? Supporting Objecting A combination of these Neutral

Your comment:

Objecting: The proposed removal of the GB16 site from the Green Belt *does not meet the following requirements of national planning policy for Green Belt:*

- to check the unrestricted sprawl of large built up areas: a built up area already extends from Knaphill in the west to West Byfleet in the east of the borough and GB16, particularly in conjunction with GB4 and GB15 (if approved) will contribute to the further sprawl of a contiguous built up area.
- to prevent neighbouring towns merging into one another: the proposed development of GB16 (and proposed GB4 and GB15) will inevitably lead to the merging of West Byfleet and Byfleet, with only the M25 and Wey Navigation and a thin sliver of SANG GB17 separating them.
- to assist in safeguarding the countryside from encroachment: This encroaches on a very large proportion of the green belt around West Byfleet.
- to preserve the setting and special character of historic towns: This would not preserve the character of the Broadoaks site, the Manor House, Dairy and Coach House and surrounding Green Belt and hence the special character of West Byfleet
- to assist in urban regeneration, by encouraging the recycling of derelict and other urban land: the scale of the proposed development at site GB16 actively discourages the recycling of urban sites within the borough.

In addition, Woking Council asked an additional context of the study should be the “preservation of the character and quality of the setting of the Borough” and that “an assessment of the landscape character and sensitivity to change of developing the various parcels of land was undertaken to ensure that the landscape character of area and the setting of the Borough are not compromised.” Again, a proposed development of this scale will materially change the character of West Byfleet.

Objecting: The proposed development of the GB16 site *does not meet the following principles of sustainable development.*

- to protect and enhance the borough’s important landscapes, habitats, flora and fauna: the proposed development on GB16 will remove almost 15ha of greenbelt with diverse natural habitats, flora and fauna.

- to reduce pollution levels: air, water, light, noise: the development of GB16 will remove the natural barrier of green belt (open land and trees) which serve to reduce the impact of noise and pollution from the M25 on the remainder of West Byfleet village; hence the proposed development of GB16 will increase pollution levels!
- to secure the protection and enhancement of the historic and natural environment: the proposed development at GB16 removes almost 15ha of natural environment, not protecting or enhancing it.
- to ensure the provision of green space and access to the countryside: the proposed development at GB16 removes almost 15ha of green space.
- to enable the delivery of sufficient infrastructure required to meet future growth of the borough: schooling, healthcare, water supply are already close to or beyond capacity and the proposed development of GB16 will reduce the level and quality of infrastructure services to all residents of West Byfleet.
- to promote prosperous, competitive centres: the proposed development with the infrastructure and transport (see next objections) issues identified would lead to West Byfleet and Woking borough becoming an unattractive location, hence neither attractive, prosperous nor competitive.

Objecting: The scale of the development proposed for GB16 cannot be supported by existing and planned infrastructure.

As cited in the Infrastructure Development Plan:

- a shortage of school places in West Byfleet and Byfleet by 2019;
- West Byfleet Health Centre is already at capacity with more GPs than its allocated headcount and a higher than average number of patients per GP (headcount) compared to Woking area and, at 1,886, already above the 1,800 threshold required to necessitate additional GP provision; and
- West Byfleet is already designated as an area of severe water supply stress.

Objecting: Any development proposed for GB16 cannot be supported by existing and planned road infrastructure.

The volume of traffic along Old Woking Road, Pyrford Road, Parvis Road and the A245 linking it to the A3 and M25 is already such that it is virtually at a standstill during peak hours. This is borne out by the 2015 Woking Transport Assessment. The recent and ongoing developments to Woking Town Centre and the Brooklands site (Elmbridge Council) have already added significantly to the traffic congestion. Access to the proposed development on GB16 is via the A245. This would add further traffic to a road system that is already used beyond its capacity. This will create a “black spot” making residential and commercial activities from Brooklands/Byfleet through to Woking unattractive.

The 2015 Woking Transport Assessment, which only models traffic flows in the morning peak hour, indicates fairly small percentage increases in traffic flows due to release of green belt land around West Byfleet, Pyrford and Byfleet (Scenarios E and F). However the report does not model the cumulative impact of these developments and the total number of new dwellings used in the model is lower than that proposed by the various green belt allocations.

Despite this situation, the Assessment clearly indicates that a number of roads around West Byfleet suffer unacceptable levels of Service (LOS) and are or will be operating well beyond an acceptable Ratio to Flow Capacity (RFC), some of them (the A245 east and westbound around West Byfleet) at almost double the acceptable level of 0.85.

Such existing and forecast congestion will also hamper access by emergency services (Police, Fire, Ambulance) across much of the eastern part of Woking Borough.

Proposed modifications – please explain what changes you consider should be made, if any (for example, changes to the text, a site boundary, etc.)

West Byfleet has established a Neighbourhood Forum and plans to issue a Neighbourhood Development Plan (NDP). Any proposed development within West Byfleet should conform to the aspirations of the NDP, once published.

Any redevelopment in or around West Byfleet must adequately address the issues identified in the Infrastructure Development Plan relating to the provision of school places, healthcare (GP provision) and water supply.

WBC and Surrey County Council should consider more radical alternatives to mitigate the existing and increasing traffic flow from the A3 and M25 via the A245 and Coldharbour and Pyrford Roads, much of which flows to/from the new residential, retail and office developments in and around Woking. Such an alternative could include dual carriageway access from the A3 to Woking Town centre from somewhere between Wisley and Sutton Green on the A3. This would bypass West Byfleet altogether removing a significant constraint on the further development of West Byfleet whilst at the same time improving the attractiveness of Woking as a residential, retail and commercial centre with excellent road, rail and air communication links.

[More comments?](#)

Neighbourhood Development Plan

West Byfleet has established a Neighbourhood Forum and plans to issue a Neighbourhood Development Plan (NDP). Any proposed development within West Byfleet should conform to the aspirations of the NDP, once published.

Infrastructure Development

WBC's Core Strategy designates West Byfleet as a District Centre, the second largest centre in the Borough. It has been allocated a very significant proportion of the new planned housing, particularly where this removes land from the Green Belt. However the Infrastructure Development Plan already identifies the following key infrastructure deficiencies in West Byfleet:

- a shortage of school places in West Byfleet and Byfleet by 2019;
- West Byfleet Health Centre is already at capacity with more GPs than its allocated headcount and a higher than average number of patients per GP (headcount) compared to Woking area and, at 1,886, already above the 1,800 threshold required to necessitate additional GP provision; and
- West Byfleet is already designated as an area of severe water supply stress.

It is therefore imperative that these infrastructure deficiencies be addressed as a requirement for approval of any of the proposed developments in West Byfleet.

Road infrastructure

Over the last few years the centre of Woking has been transformed and while this inward investment and improvement is to be lauded it has generated a great deal of traffic that can only reach Woking along the A245 through West Byfleet.

As a result, the volume of traffic along Old Woking Road, Pyrford Road, Parvis Road and the A245 linking it to the A3 and M25 is already such that it is virtually at a standstill during peak hours. This is borne out by the modelling done as part of the 2015 Woking Transport Assessment.

Any proposed developments in or around West Byfleet will add further traffic to a road system that is already used beyond its capacity. This will create a "black spot" making residential and commercial activities from Brooklands/Byfleet through to Woking unattractive.

Such congestion will also hamper access by emergency services (Police, Fire, Ambulance) across much of the eastern part of Woking Borough.

It is essential that a detailed assessment of traffic flows around the Borough is conducted and innovative proposals be considered to address this key issue which is very likely to restrict growth within Woking Borough (WBC).

WBC and Surrey County Council should consider more radical alternatives to mitigate the existing and increasing traffic flow from the A3 and M25 via the A245 and Pyrford Road, much of which flows to/from the new residential, retail and office developments in and around Woking. Such an alternative could include dual carriageway access from the A3 to Woking Town centre from somewhere between Wisley and Sutton Green on the A3. This would bypass West Byfleet altogether removing a significant constraint on the further development of West Byfleet whilst at the same time improving the attractiveness of Woking as a residential, retail and commercial centre with excellent road, rail and air communication links.

Parking

Any development in the centre of West Byfleet should provide adequate levels of parking for residential and commercial purposes. This is key to the successful development of West Byfleet. Recent developments of flats near the centre of West Byfleet have led to a marked increase in the number of cars parked in Highfield Road, presumably associated with the development of flats at the top of Pyrford Road. Today it was 15 cars not belonging to residents of Highfield Road parked in the part of the road adjacent to Pyrford Road.

In addition West Byfleet Recreation ground is extensively used at weekends for football and cricket as well as other social activities. Any users who travelled by car are obliged to park on the surrounding roads. West Byfleet Recreation Ground is badly in need of dedicated parking. It is the only such space in Woking Borough which does not have dedicated parking.