



32 Blackwood Close
West Byfleet
Surrey
KT14 6PP

27th July 2015

**Re: Proposed Site Allocations Development Plan Document 2015
Release of Green Belt land in the West Byfleet, Byfleet and Pyrford**

We are strongly opposed to the proposed use of Green Belt Land around a) West Hall and Broadoaks in West Byfleet, b) Byfleet, and c) Pyrford for housing, including a secondary school, and potential commercial uses that drive high volume of traffic into the area.

As a resident of West Byfleet and Byfleet, whilst we accept the need for progression, we want to share our objective views on the negative impacts that these proposed developments will have in the area.

Firstly, any proposed development of Green Belt Land in West Byfleet and Byfleet is going to place additional strain on the existing and planned infrastructure. The main concern is the increase in the volume of traffic along Parvis Road and Old Woking Road. The volume along this road and the A245 linking it to the A3 is at such high levels that it is already at a standstill at peak hours. We believe that the volume of traffic along these roads is already at a critically high level, such that any new development of size will not be supported by the current infrastructure without seriously impacting the community.

Additional infrastructure concerns naturally fall on the supporting amenities and provisions in the area for schooling, health care and public transport. We note that the West Byfleet Health Centre is already at capacity, as is the West Byfleet Infant and Junior School, even after the expansion currently underway.

Secondly, we wish to highlight the important role that the Green Belt plays in reducing the noise to West Byfleet. The Green Belt, along with the Wey Navigation, is a natural buffer between Byfleet and West Byfleet. The trees also act as natural buffer between the M25 and residential homes along Parvis Road from the noise of the motorway. The motorway has one of the loudest sections of track on the motorway, which produces a constant buffering noise throughout the day and night.

Thirdly, we have very little natural green space in West Byfleet and the encroachment to the Wey Navigation to the north of the land at West Hall, as well as being of historic importance, is very precious and is enjoyed by walkers, runners and cyclists alike. Any development on the West Hall land would have a sizable impact on this waterway, which is also an important wildlife corridor where a variety of animals and birds (such as kingfishers, herons, wild deer) have established a delicate ecosystem that will surely be disturbed. It is important to protect this area for future generations to enjoy, as there is very little left in West Byfleet.

Lastly, all residents are acutely aware of the risk of flooding, as seen on national television during the winter period of 2013/4. The development of Green Belt land around the Wey Navigation and in Byfleet is going to increase the volume of run off and surface water, and there must therefore be a considerable risk of wider flooding and damage to the surrounding areas. This causes very material concern to all residents whose properties have already either been flooded or were close to flooding in previous high water level periods.

In conclusion, we believe that the proposed development of the Green Belt Land in West Byfleet and Byfleet does not sustainably improve the area and also fails to meet a number of the criteria set out against which development on Green Belt Land can be considered.

Yours sincerely



Mr and Mrs T Bourne