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Mayford
Woking
GU22 0NU

Planning Department
Woking Borough Council,
Civic Offices,
Gloucester Square,
Woking,
Surrey GU21 6YL

28th July 2015

Dear Sirs,

Re: Woking 2027 DPD Consultation

We are writing in connection to the DPD consultation as residents of Mayford for nearly 10 years. We have been made aware of the Woking 2027 planning proposals that we believe will have a significant detrimental impact on the village of Mayford and we therefore ask you to seriously reconsider these plans. Furthermore we believe some of your assumptions and modelling has some serious flaws which surely questions the validity of your conclusions.

Our comments are not specific to any of your documents, however we refer to the specific site references that we are concerned about:

Site Reference: GB7 (Ten Acre Farm, Smarts Heath Road)

We strongly object to the proposal to increase the number of Traveller Pitches on this land as we consider that Mayford already provides a significant contribution for the Travelling Community in this area. Given that this proposed site is adjacent to Smarts Heath Common which is a SSSI, we do not consider this area to be appropriate for any expansion as the impact on wildlife and general recreation would be detrimental. We should remember that over the years the Planning Inspectors have refused applications for this site because this would reduce the openness of the Green Belt area – an argument as relevant today as yesterday.

Site References: GB8 (Nursery land adjacent to Egley Road), GB9 (Woking Garden Centre, Egley Road), GB10 (Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane) and GB11 (Land to the north west of Saunders Lane)

We strongly object to the proposals for housing on all of the above sites as this will fill any green space between Mayford and Woking which would in effect make Mayford a suburb of Woking, and potentially of Guildford. This completely defeats the purpose of having a Green Belt and would completely destroy the strong village community that currently exists in Mayford.

Furthermore there appears to have been no consideration to the impact that such an increased population would have on Mayford's infrastructure – the roads in Mayford are completely inadequate for this extra volume of traffic – many of which do not have pavements and where there is only single access over railway lines. It is already extremely

hazardous to walk or cycle to Worplesdon station, particularly in the winter, as there are no pavements and cars drive fast often with little regard to pedestrians or cyclists. We have both personally been involved in some close misses on Prey Heath Road – and dread to think what it will be like if the above land is developed.

We are also concerned about the impact on Smarts Heath and Prey Heath, both of which are areas that many residents, including ourselves, enjoy walking. We do not understand why these areas have been excluded from a Special Protection Area as they are important bird areas.

Furthermore, the **Greenbelt Boundary Review Sensitivity Test Strategic Transport Assessment** does not appear to reflect reality in its assessment of the impact on Mayford. While the overall effect of scenario D may be small for Woking, the effect in Mayford would be huge, and does not seem to be taken into account adequately. As such the modelling appears flawed, and should be repeated with much more realistic scenarios. As a regular user of mathematical models, if the output appears to contradict common sense – and this one does - then something is probably wrong with the model or the starting conditions.

The model base year is 2005 – i.e. 10 years ago, and there appears little or no validation of results now – validation of mathematical models is crucial if they are to be understood and to reflect reality, and thus to be able to predict the future. At the very least, scenarios should be run for 2015 to compare predictions with reality now. If they do not compare well, then the model is dubious, and is no basis for predicting 20 to 25 years hence.

The document contains no evidence of calibration or validation and is therefore suspect. Does it meet any national standards for validity of transport mathematical modelling?

Given that this is such a crucial part of the justification for permitting Greenbelt development in Mayford, at the very least this should be re-examined by specialists in this field before its results are considered evidence to support these proposed changes.

Planning reference PLAN/2015/0703 – Hoe Valley School & Leisure Centre

We also wish to express our concern and opposition to the above planning application. As local residents in Saunders Lane we do not believe that the proposed plans are in keeping with the character of Mayford as a village and any potential benefits for local residents will be more than offset by considerable disadvantages.

We are particularly concerned about the impact of traffic, pollution and noise out of school hours, particularly weekends, as a result of the use of the Leisure Centre, not just in Saunders Lane but in the whole vicinity of Mayford.

General comments

In closing we wish to make a number of general comments about the proposed plans:

- We do not believe that “exceptional circumstances” exist or have been proven that warrant the proposed changes to the use of the current green belt area
- We are not convinced that the Council have exhausted brownfield sites for housing developments – nor has this been proven or independently verified
- Mayford is unique as a village- it is mentioned in the Domesday Book and this history should be protected rather than the area being consumed into an urban sprawl between Woking and Guildford

- Mayford is a key area for the absorption of rainwater to alleviate flooding. Developing on the land proposed will increase surface water and increase flood risk to surrounding properties.
- Mayford already has a very poor road network and poor bus connections. Roads are narrow and most are unlit at night with few pedestrian footpaths. Traffic is gridlocked in the Village at peak hours. There is no capacity in the road network for the scale of expansion being proposed and, as above, we believe your modelling of the impact of additional traffic seriously underestimates the likely considerable congestion should your plans go ahead.
- Mayford has no supporting infrastructure in the form of shops, doctors, dentists, medical facilities, or schools. Residents living on any major development in the Village would be isolated unless they have a vehicle.

We urge you to reconsider your plans - what is currently planned will have a devastating impact to Mayford as a Village. Please also refer to the response by the Mayford Village Society who we are happy also to represent our views.

Yours sincerely

David and Sarah Cockburn