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Planning Department  
Woking Borough Council,  
Civic Offices,  
Gloucester Square,  
Woking,  
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30<sup>th</sup> July 2015

Dear Sirs,

**Re: Woking 2027 DPD Consultation – further anomalies in documentation.**

**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 these proposals on the further basis that the documentation supplied is inconsistent, and may not fully document the impact on traffic.

**Further to our earlier submission, we now submit further issues with the modelling of transport and vehicle flows around Mayford.**

The Green Belt Boundary Review Sensitivity Test has a base date of 2005, and predicts traffic flows in 2026 '3.1.1 The model forecast year is 2026.' This includes scenario D :

2026 scenario D includes all of the development sites in scenario B **with the addition of 500 residential dwellings on the green belt land at Mayford**. 2026 scenario D of this assessment contains the same development assumptions modelled for the 2026 scenario D in the 2010 Surrey County Council study issued to the borough council in the report entitled, "*Transport Evaluation for Woking Borough Council/s Core Strategy, 2026 Transport Assessment Report (December 2010)*";

However, the Local Development Framework, and Site Allocations Development Plan refer to proposed housing to the north east and north west of Saunders Lane as being '**Safeguarded to between 2027 and 2040**' – i.e. **after the end date of the traffic modelling** – with the implication that the traffic modelling does not include this very significant additional housing.

It is therefore unclear whether the traffic modelling includes these developments between 2027 and 2040 – and if it does, then why does it not say this explicitly, or whether, as appears to be the case, it ignores these entirely.

If the latter, then it is totally inappropriate to attempt to approve removal of these areas from the Greenbelt at this time, with this evidence. Only a complete traffic reassessment and modelling – using a model calibrated and validated to existing conditions would be appropriate for this. This should predict traffic flows at the dates that all housing in these areas is complete, and also in 2040.

A consequence of housing filling the areas to the north east and north west of Saunders Lane would almost certainly be hugely increased traffic flow on Saunders Lane – yet the transport document does not mention Saunders Lane. That would be consistent with these areas not being considered in the modelling, as suggested above.

If the former, then it appears that the documents for this whole planning process are inconsistent with each other, and unclear, and do not form an adequately consistent basis for public consultation and agreement at this stage.

**Additionally, if, as above, the former applies, then this also explicitly applies to all those areas identified as being safeguarded to between 2027 and 2024.**

This needs urgent clarification and either amendment of documents to make them consistent, or amendment of the documents to remove those areas designation for 2027 to 2024.

**Therefore, please could you let me know explicitly :**

**Does the transport document cover all the proposed housing out to 2040?**

**The validation and calibration status of the mathematical model used to predict transport flows**

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