

Woking 2027 DPD Consultation

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To: Planning Policy

Cc: [REDACTED]

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Dated 29th July 2015

Regarding: Woking 2027 DPD Consultation

Dear Sirs,

Regarding: Woking 2027 DPD Consultation

I have been a resident of Mayford for 27 years and have been made aware of the Woking 2027 planning proposals that will impact Mayford. My comments are not specific to any of your documents, however I will refer to the specific site references that I am concerned about:

Site Reference: GB8 (Nursery land adjacent to Egley Road)

Site Reference: GB9 (Woking Garden Centre, Egley Road)

Site Reference: GB10 (Land to the north east of Saunders Lane, between Saunders Lane and Hook Hill Lane)

Site Reference: GB11 (Land to the north west of Saunders Lane)

Site Reference: GB14 (Land adjacent to Hook Hill Lane, Hook Heath)

The Green Belt Review incorrectly dismissed the Green Belt Purpose “To preserve the setting and special character of historic towns” stating that “Woking is not considered to be a town that has a particularly strong historical character” – however Mayford does have a strong history and is mentioned in the Domesday Book.

Green Belt land in Mayford is fundamental to the physical separation of Woking, Mayford and Guildford – this is incorrectly classified only as “important” in the Green Belt Review

There is only two miles between the Mayford roundabout and Slyfield, which results in a high risk of coalescence between Woking and Guildford should Mayford develop further. The Green Belt Review indicates that a school on Egley Road would maintain the openness of the area, however this is misleading if the school is used merely a Trojan horse as a precursor to housing on fields either side of the school later on.

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

Woking Council openly states that it considers land available for development (for example owned by the Council or a Developer) as more “viable” for removal from the Green Belt – the ownership status of land has no bearing on whether it should be Green Belt or not.

The Green Belt Review proposes to change boundaries without a Landscape Character Assessment – this further questions the validity of the Review and suggests why areas of landscape importance NE7/CS24 have been ignored.

Areas of Mayford are recommended to be released from the Green Belt on the basis of “creating a defensible Green Belt boundary” – “strong” boundaries are considered to be motorways, district roads, railway lines, rivers, prominent physical features, protected

woodlands – the proposed changes would in fact make a weaker boundary due to removal of the escarpment.

The Green Belt Review recommended Mayford on the basis of the ease of access to Woking Town Centre, stating that it takes 7 minutes to travel from Mayford to Woking. The report acknowledged that this was estimated using Google Maps timings. At peak hours the actual travel time can be over half an hour.

Mayford has a very poor road network. Roads are narrow and most are unlit at night with few pedestrian footpaths. Traffic is gridlocked in the Village at peak hours. This will be further adversely affected by traffic from 550 new homes being built on Mayford's boundary at Willow Reach and Kingsmoor Park. The proposed school for Egley Road will further exacerbate this situation.

Mayford has a poor public transport system with limited bus services.

Worplesdon Station is inaccessible with unlit pedestrian footpaths leading to and away from the station.

There are three single line bridges, two with traffic lights in the village. Those on Smarts Heath Road and Hook Hill Lane service the area proposed to be developed - neither could handle additional traffic. The third services Worplesdon Network Rail station which would notice a major increase in congestion.

The Green Belt Review recommended Mayford on the basis of proximity to a "Local Centre", however, other than a Post Office and Barbers, 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.

I strongly object to the proposal for housing on all of the above sites.

The housing will fill in any green space between Mayford and Woking, thereby turning Mayford into a suburb of Woking and increasing greatly the risk of merging of Woking and Guildford – the whole purpose of the Green Belt.

There appears to have been no consideration for preserving Mayford as a separate settlement to Woking, nor the impact on the character of the Village.

There also appears to have been no consideration to the impact on Mayford's infrastructure that the increased population will result in. More people mean more cars and more strain on the transport infrastructure.

I note that there are no plans to upgrade the roads (some of which have no pavements) or railway bridges (which are all single lane) nor robust solutions to deal with the existing traffic problems on Egley Road.

Houses cannot just be built in areas that have no supporting infrastructure – there will be gridlock.

Prey Heath Road will become very dangerous as increased traffic to Worplesdon station will be weaving around people walking on the road (as there are no pavements).

Not only will the wildlife in the developed areas be wiped out, but also there will be increased risk to wildlife in our protected Heaths (Smarts Heath and Prey Heath) due to the proximity of the development

Please reconsider your plans - what is currently planned will have a devastating impact to Mayford as a Village.

Yours sincerely

Leo Iles

