

Miss Kate Jewkes,

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18<sup>th</sup> July, 2015

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

Dear Sirs,

**Regarding: Woking 2027 DPD Consultation**

I have been a resident of Mayford for eight 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: GB7 (Ten Acre Farm, Smarts Heath Road)**

I strongly object to the proposal to increase the number of Traveller Pitches on this land.

Currently, Woking's Traveller sites are concentrated in one part of the Borough – Hatchington, Burdenshott Road (one mile from Ten Acre Farm), Ten Acre Farm, Mayford, and Brookwood Lye (three miles from Ten Acre Farm). Mayford already provides a major contribution towards the Traveller Community. There is no justification for further expansion in Mayford.

Additionally, Ten Acre farm is adjacent to Smarts Heath Common, an SSSI, used by residents of Mayford for leisure purposes. Any increase in the present Traveller site of five caravans at 10 Acre Farm would decrease the visual amenity and character of the area and also increase risk to wildlife due to increased number of domestic animals in close proximity.

Over the years successive Planning Inspectors have refused applications on this site because they reduce the openness of a Green Belt area.

**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)

GB11 (Land to the north west of Saunders Lane)

I vehemently object to the proposal for housing on all of the above sites for a number of reasons.

The purpose of Green Belt land is "To preserve the setting and special character of historic towns". The Green Belt Review has incorrectly dismissed this stating that 'Woking is not considered to be a town that has a particularly strong historical character' – this however fails to acknowledge that Mayford does in fact 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. The proposed 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. As a result, we stand to lose independence as a community; our historic town and its ‘special character’ will be engulfed by Woking.

There also appears to have been no consideration to the impact on Mayford’s infrastructure that the increased population will result in. More people will mean more cars and more strain on the transport infrastructure. 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. However, there appear to be 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. The addition of 550 new homes on Mayford’s boundary at Willow Reach and Kingsmoor Park and the proposed school for Egley Road will further aggravate this situation to an untenable state. 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). How this fails to ring alarm bells is beyond me as more traffic through this area will dramatically increase the potential for fatal accidents

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. Land relating to Special Protection Areas (including a 400m buffer) was excluded from consideration of the Green Belt Review to protect endangered birds. Prey Heath and Smarts Heath are SSSIs (Special Sites of Scientific Interest) and are designated by Bird Life International as “Important Bird Areas” and therefore should also have buffers applied for the same reason.

Last but by no means least, there has been no independently verified evidence produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its plan. I am absolutely astonished that this is not an unquestionable prerequisite for the commencement of any planning to release Green Belt land for development. Further to this, National Policy states that Green Belt boundaries should only be altered in “exceptional circumstances” – this has not been proved by Woking Council, especially as Policy clearly states that “housing need – including for Traveller sites – does not justify the harm done to the Green Belt by inappropriate development.” This not only augments my outrage that such proposals could come this far into the planning stage, but further solidifies the opposing case.

I am desperately urging you to reconsider your plans - what is currently planned will have a devastating impact to Mayford as a Village. Mayford is unique in the U.K. and is mentioned in the Domesday Book  
Please also refer to the response by the Mayford Village Society who I am happy also to represent my views

Yours sincerely,

Miss Kate Jewkes