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

29th July 2015

Dear Sirs

Woking 2027 DPD Consultation

I have been a resident of Mayford for 54 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 and I detail below the site references which concern me. I am strongly opposed to Council's plans to release these sites from Green Belt to allow any form of development on them. Once any land is released from Green Belt, I am certain that development would occur sooner than the indicated time scales.

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)

GB14 (Land adjacent to Hook Hill Lane, Hook Heath)

In October 2014, Central Government issued guidance for Councils to protect the Green Belt. However, it seems that the Council is not following this guidance and is basing its proposals on the recommendation of a Green Belt Review undertaken by Peter Brett Associates. The methodology that resulted in Mayford being included in land recommended for Green Belt is flawed for the following reasons:

- National Planning Policy states that Green Belt boundaries should only be altered in 'exceptional circumstances' - this has not been proved by Woking Council. especially as the policy clearly states that 'housing need, including Traveller sites, does not justify the harm done to the Green Belt by inappropriate development'.
- No independent evidence has been produced to demonstrate that Woking Council has exhausted Brownfield sites for development in its Plan.
- The Green Belt review incorrectly dismissed the Green Belt purpose 'To reserve 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.
- Woking Council openly states that it considers land available for development ie. owned by the Council or a developer 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. Most of the land detailed above is owned by Martin Grant Homes and it would no doubt be a very lucrative deal for the Council if the land was released from its Green Belt status. It would also be an easy way for the Council to fulfil its requirements concerning the National Plan for housing.

- Land north of Saunders Lane includes 'Escarpments and Rising Ground of Landscape Importance' (1999 Local Plan Policy NE7 - referred to as CS24 in the Woking 2027 submission) and therefore should not be considered for development.
- The Green Belt Review proposes to change boundaries without a Landscape Character Assessment. This questions the validity of the Review and why have areas of landscape importance NE7/CS24 been ignored ?
- 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. Currently, Egley Road and Hook Hill Lane flood when there is heavy rain.

In addition to these inconsistencies, there are a number of infrastructure factors which concern me.

- The Green Belt Review recommended Mayford on the ease of access to Woking town centre. Egley Road is already congested at peak times as is Woking town centre. This will be further adversely affected by traffic from 550 new homes under construction on Mayford's boundary at Willow Reach and Kingsmoor Park. The proposed school for Egley Road will further exacerbate the situation. Egley Road is a dangerous road and there have been a number of serious accidents over the years.
- Mayford has a very poor road network. Roads are narrow and most of them are unlit at night with very few footpaths for pedestrians. There are three single line bridges, two with traffic lights in the village and neither could handle additional traffic. Hook Hill Lane is already used as a rat run. The third services Worplesdon railway station. Prey Heath Road will become extremely dangerous and congested and those on foot will be walking on the road as there are no pavements.
- Increased volumes in traffic will result in significant raised levels of air pollution.
- Mayford has no supporting infrastructure in the form of shops, doctors, dentists, medical facilities or schools apart from Barnsbury Primary School. The Green Belt Review recommended Mayford on the basis of proximity to to a 'Local Centre'. The local centre has a Post Office and barbers ! It is already very difficult to obtain a doctor's appointment promptly. What would it be like with 619 additional houses in Mayford ? The proposed development will place huge pressures on existing hospitals in the area and their services are already stretched.
- Access to support and care at home for older or disabled residents will prove almost impossible and we have an ageing population. I speak from personal experience in trying to find support at home for my husband who has been unwell.
- Residents living on any major development in the village would be isolated unless they had a vehicle as there is a poor public transport system with limited bus services.

I should be grateful if you would reconsider your plans as your current proposals will have a devastating effect on Mayford as a village. Mayford will become an extension of Woking and will lose its unique character.

Please also refer to the response by the Mayford Village Society who I am happy to represent my views.

Yours faithfully



Moyra Eileen Kirkman