

West Byfleet – Public Consultation Meeting with Woking Borough Council 9th July 2015.



Key Questions.

is do not have the internet

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Transport

- What volume of traffic or level of congestion on the A245 between Byfleet and West Byfleet would mean that no further homes could be built?
- Many people are concerned about the level of traffic already present in West Byfleet, experiencing standing traffic at peak times. With the assumed development at Broadoaks, the measures from the SCC study conclude that the Level of Service will be rated "F" – meaning every vehicle moves in lockstep with the vehicle in front, with frequent slowing required. In addition, the Ratio to Flow Capacity (RFC) will be 1.61 – meaning "a value greater than 1 means that the stretch of road has a higher level of traffic flow than its theoretical capacity – resulting in flow breakdown & extensive queuing." The report investigating the proposed 592 homes at West Hall concludes; "The increases in flow generated from scenario F have not caused these specified links RFC values to increase by a considerable amount as all such links were already projected to be over capacity in the reference case 2026 scenario B. Therefore the green belt release at West Byfleet is exacerbating existing congestion issues on these stated links".
- The same report highlights huge increases in traffic of up to 92% or 211 vehicles per hour on small roads such as Coldharbour Road. This changes the Level of Service assessment from D "approaching unstable flow" to E "unstable flow – virtually no usable gaps to manoeuvre in the traffic." Are roads like Coldharbour really designed to take up to 636 vehicles per hour – 10 per minute?
- Given that the Highways Agency recommends a maximum Ratio of Flow to Capacity index of 0.85 for an un-signalised roundabout to be effective, how confident are Surrey Highways Department that the proposed roundabout on the Parvis Road will be adequate given an RFC of 1.68 forecast on that road?
- Aside from the Parvis Road the proposed housing sites will affect Roads further afield such as the Sheerwater Road and the A3 approach roads, congestion will increase and will divert traffic through Pyrford, New Haw etc. How will this be resolved?
- In addition to the proposed developments in West Byfleet a large development is likely to go ahead in Ripley and the two sites proposed in Pyrford. Both of these are going to significantly have an impact on West Byfleet and its residents. How can you assure residents of West Byfleet that roads will not be gridlocked and as such have a detrimental impact on our quality of life?
- As above there is also the Sheerwater regeneration project which will have an impact on the Roads in West Byfleet. Why is it that somebody is not looking at the bigger picture for this area of the Borough ?

- Over the next 10 years the proposal, as things stand include 157 homes and a day school for 900 pupils and say 100 staff for the Broadoaks site with a further 592 homes to be built on the West Hall land. The only entrance and exit for both these developments will be onto the Parvis Road (A245) which runs into the Old Woking Road (B382). This road is already very heavy with through and local traffic and at certain times of the day, particularly early morning and evening it is at a standstill. A tail back is often caused by the crossing at the Marist School which then holds up the traffic at the traffic lights around the Byfleet Corner and so adds to the congestion. In addition people have already been killed along the Parvis Road and there have been many accidents around the traffic light area at the Byfleet corner. How will this one road cope with possibly 700 extra houses and associated cars plus a school and all the activity that will create?
- I understand it is hoped that many of the school pupils from the new proposed school will use the trains, but how will they be expected to safely cross this busy road to get to school?
- It has been suggested that the school may use the field opposite for sport etc, again how are pupils, staff and equipment expected to cross this road?
- West Byfleet is a very self contained village. On one side we have the M25 another, the Wey Navigation and on the other the railway line and very narrow roads and bridges. Please also take into account we are local people, we use the A245 and know full well the problems as they are today. How do WBC intend to keep safe its residents and solve these future problems?

YOUR THOUGHTS

Having lived in Hasleira Rd since 2003 I have noticed a significant increase in the number of vehicles, it started when we had weeks of gas works on Old Woking Road, so people used Hasleira Rd as a racing track. I often see mothers with prams toddler's board and a year 1 or 2 child standing on the footpath trying to cross to the MARIST. The pollution has also risen tremendously, bad for allergies! The water butt has started to smell with all the "gunge" coming from the roofs of 6 garages in Benheim Close, it now needs emptying and cleaning 4 times a year instead of once every couple of years!

Health Care Provision

- At present, West Byfleet Health Centre's 3 GP practices already care for 30,000 patients and are not expected to be able to expand. Can evidence be provided that the proposed increased number of West Byfleet residents will have GP care within West Byfleet.

YOUR THOUGHTS

My GP practice (Parish Bridge) has reduced the number of doctors from 7 → 5. If you want to see a particular doctor, you must wait 10 days!

Provision of state school places

- "How is the provision for state primary schooling for West Byfleet residents going to be met now that the West Byfleet primary schools are at capacity, with the schools in Camphill Road already going over to 3 form entry?"
- Local Community Infant and Junior Schools have recently increased their intake from 60 to 90 pupils per year on the West Byfleet Primary School sites. With the proposed increase in dwellings by approximately 33% (2320 plus the proposed approx 700, not including Sheer House), WB Infant/Junior school will need to increase their intake to 120 per year (x7) making the pupil total 840. Has a new site been reserved in West Byfleet since there is no possibility to expand on the present site in Camphill Road to accommodate the pupil demand?
- Can WBC provide evidence to show that there will be sufficient state-funded Secondary Education places within this part of the Borough with regard to the proposed housing increase?

YOUR THOUGHTS A bigger catchment area at the Norbiton has resulted in many more car journeys, instead of walking to school easily. Also the ~~number~~ number of care homes is reducing the amount of land available for new schools as the population is ageing. I am nearly 79 myself. My eye sight is not good, I have fallen 3 times on the uneven footpaths in Madeira Rd.

Density of Development and numbers requirement

- Why is such a high density of housing being proposed (40dph) for the West Hall site when in comparison the density of nearby Dartnell Park is far lower?
- Many local residents attended the recent public presentation by Octagon Group regarding the redevelopment of Broadoaks. Their press statement says that a detailed planning application will be submitted to WBC shortly. Assuming their application is successful, it will contribute many new homes to West Byfleet than has been previously taken into account (125 private / 32 affordable - Total 157). Will therefore, these 157 new homes be included in the total new homes figures proposed for West Byfleet? In other words, will the 500+ homes proposed in the Site Allocations DPD for West Hall green belt land be reduced by this amount?

YOUR THOUGHTS I did attend the meeting at St John's church on July 9th but did not hear much, as the audio system has deteriorated in the last five years. They are planning a new improved, more modern system, expected to cost £25,000.

Green Belt sites

- Have any other green belt sites been proposed by landowners since the Site Allocation DPD was issued for public consultation? If so, how is the council going to include them in the current public consultation? Please provide details of any such sites.
- The proposed use of Broadoaks & West Hall means that around 80 – 90% of land designated as Green Belt within West Byfleet will be lost to development. Why not share the development target more fairly around Woking Borough with each of the 20 areas evaluated delivering 100 houses instead of cramming them all into one corner?
- Across the whole of Woking Borough we estimate that the green belt will be at its narrowest between Byfleet & West Byfleet – meaning it will be providing the least amount of protection from villages merging & loss of character. Why not target an area with a greater width of Green Belt?
- The Green Belt Boundary Review identifies sites for that would deliver up to 1,833 homes. WBC has stated that there is a need for up to 550 homes to be built on green belt land up to 2027. Why release West Hall in the first tranche of sites – why not spread the building target more evenly among the other sites?

YOUR THOUGHTS
Other areas in the borough should share their green belt areas - Parris Road and all the small narrow twisty roads cannot absorb a development of this size. What about Wisley, already used as a short cut from the A3? It would also affect New Hall and Ripley - And what would happen when the UTILITIES start digging to access their pipes for repair or renewal?

Flooding and Drainage

- There is considerable concern locally about the risks of flooding, especially after recent events. In the case of the West Hall green belt land, please provide details of the flood risk assessments that have been made regarding the suitability of this land for housing development. What assurances have WBC had from the water authorities that new houses on this site will not be susceptible to flooding or might cause an increased risk of flooding across the surrounding area? (Please provide copies of such assessments)
- For many years there has been local concern about the capacity of the local sewerage system. With each new development in the West Byfleet and Pyrford area that system comes under further strain. What detailed research has been done with the waste water agencies to assess the impact of more than 500+ new dwellings, plus a large secondary school on the existing system? (Please provide copies of any such research)

YOUR THOUGHTS
I do share your concern about the risks of flooding on Christmas Day 2013, after spending the day at my daughter's in Walton on Weald we could not come home the Weighbridge (Thames way), nor from the industrial estate, we had to go to Addlestone to return home!!!

General

- How many hectares of brownfield sites suitable for building homes does WBC consider exist in the Borough and how many dwellings does WBC consider could be built on them if they were all made available for development?
- How many hectares of those brownfield sites have been offered for development and how many dwellings could be built on them?
- The consultants judged, after very careful research that land at West Hall is sensitive and should not be taken out of Green Belt. They then recommended that it should be taken out of Green Belt. Why did WBC support this reversal for the site when following a thorough investigation, it was considered sensitive?
- Will there be a much needed complete assessment of all current infrastructure followed by sustainable solutions to cover the enlarged population before any large scale development is permitted?
- How will the views of local residents be taken into account? How do people engage with the proposed developments?
- What level of complaint or resistance from the residents would force WBC to review & revise their draft plans?
- Would Woking Borough Council consider including a clause for the development of West Hall / Broadoaks that meant all of or a large proportion of the affordable housing is set aside for people with links to the local area?

YOUR THOUGHTS
I am very unhappy with the Proposed Plans for Green Belt Land
Parris Road is already choked with traffic at peak times.
Pausing in W. Byfleet is very difficult
The quality of life will drop drastically.
WBC has neglected to look at the bigger picture, because Broadoaks and West Hall appeared to provide the answer to their housing problems.
Other Green Belt sites should be considered to share the load.

HAVE YOUR SAY - LET WOKING BOROUGH COUNCIL KNOW YOUR VIEWS!

- **The consultation period ends at 5pm on 31st July 2015.**
- It is very important you send in your own individual representations, to voice your views on these proposals.
- You have to provide any comments, thoughts, feedback, etc. back to WBC before this deadline & in writing. No anonymous feedback will be accepted.
- You can make comments through the WBC website www.woking2027.info in a number of ways
 - 1. Use the online questionnaire.
 - 2. Complete a downloadable / printable questionnaire and return this either by email to planning.policy@woking.gov.uk or by post to the Planning Policy team, Woking Borough Council, Civic Offices, Gloucester Square, Woking, Surrey, GU21 6YL.
 - 3. Complete the comments form accompanying the online Site Allocations interactive map (see www.woking2027.info).
 - 4. You can also register your comments with the Planning Policy Team at one of the WBC public consultation events (see www.woking2027.info)

Key Points for providing your feedback;

1. Feedback or comments should be evidenced based, factual and objective.
2. Please be specific in the points you raise rather than making general points.

Information you may wish to consider in any feedback you provide;

- Under the existing proposed development at Broadoaks, the traffic along the Parvis Road will experience a huge deterioration. Surrey County Council have assessed the Level Of Service will be rated "F" – meaning every vehicle moves in lockstep with the vehicle-in front, with frequent slowing required. In addition, the Ratio to Flow Capacity (RFC) will be 1.61 – meaning "a value greater than 1 means that the stretch of road has a higher level of traffic flow than its theoretical capacity – resulting in flow breakdown & extensive queuing."
 - Are you happy with this?
 - Will this change negatively affect your quality of life?
 - What will happen if 592 homes are built at West Hall?
 - Do you judge that WBC has fully evaluated the impact of a 900 pupil school, with c.150 staff, on the traffic in West Byfleet?
 - What will happen to Pyrford Road & the junction of Parvis Road if over 433 houses are built in Pyrford (from 2027)?
- Under the proposed development of West Hall, West Byfleet is forecasted to have 404 additional vehicle trips between 8am – 9am. How will this affect you & life in West Byfleet?
- Small roads, such as Coldharbour Rd, will experience up to a 90% increase in traffic during this time, to over 636 cars between 8am – 9am. Do you judge that they will be able to cope safely?
- Are you happy that the schools will be able to cope with the increase in demand for school places?
- What impact will 157 homes at Broadoaks & 592 homes at West Hall have on your access to Healthcare?
- Are you concerned about provision for flooding in West Byfleet?
- Are you concerned about the almost total loss of Green Belt land from West Byfleet & the impact this could have on your ability to enjoy the surrounding countryside?
- WBC is proposing to remove land from the Green Belt in & around Mayford & West Byfleet. Do you judge that WBC has "fairly" distributed development throughout the Borough? Would you prefer for the target of delivering 550 homes from the Green Belt by 2027 be evenly spread across the borough?
- Do you feel WBC have neglected to look at the bigger picture and take into account developments planned for neighbouring areas such as Wisley Airfield and the impact they will have on West Byfleet or that greater weight and consideration should have been given to this?

The above & any more useful info we can provide you with will be put on our website www.wbnf.org