

Planning Proposals in Pyrford - Sites GB12 and GB13

Charley p [REDACTED]

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To: Planning Policy

To Whom it May Concern,

Objection to the proposed sites of GB12 and GB13 both safeguarded to meet the long term developments between 2027-2040

As a local resident I am writing to strongly oppose the proposed potential developments in the Pyrford area. I have lived in Ripley all my life and believe that if these sites were to be developed in the future this would have a big impact on both Pyrford and the surrounding villages, for the reasons below.

- If over 400 houses were to be built on the above sites this would dramatically increase the volume of traffic in an area that was not built for it. Pyrford Common Road, Newark Lane and central Pyrford are already heavily used by commuters travelling to the A3 and Woking as well as those using the local schools. With the addition of over 400 houses this could mean up to 800 more cars on our small country lanes. This will also be exacerbated with the possible new developments in the area, such as the Wisley Airfield proposal. Furthermore, the increase in traffic will also mean the loss of the quiet, idyllic life that is the reason a lot of people move to this area of Surrey.
- The increase in houses will put further pressure on our local amenities, including local schools that are already full and will not be able to help. Even with the increase in size of the local Pyrford school, this will not be enough to accommodate all the place that will be needed with these developments, as well as our naturally increasing population.
- Many people moved to Pyrford and the surrounding Green Belt areas, for the rural environment safe in the knowledge that the land is in the Green Belt, where future development is supposedly impossible. Even though these sites are currently safeguarded until 2027, although according to the Green Belt review their Green Belt status could be removed before then, the local population is only going to increase which will call for more housing. This means that if the sites are to be taken out of the Green Belt, these developments will be easier to implement which could lead to these quaint villages merging into towns and just becoming the urban sprawl out of London, which is exactly why the Green Belt status was implemented in the first place.

In summary, I strongly object to the proposed developments at the above sites due to the increase in traffic, the pressure on inadequate resources and the loss of the rural environment. I urge the council to reconsider these developments and the removal of Green Belt status for these areas.

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