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Pyrford Neighbourhood Forum



Pyrford Village War Memorial Hall
Coldharbour Road
Pyrford, GU22 8SP

Mrs Jeni Jackson
Head of Planning
Woking Borough Council
Civic Offices
Gloucester Square
Woking
Surrey, GU21 6YL

24th March, 2015

Dear Mrs Jackson,

AMENDMENT TO PYRFORD FORUM SUBMISSION CONSULTANT GREEN BELT REVIEW

I refer to our submission in response to the Green Belt Review and wish to amend it due to receipt by us last week of the Summary of Development Proposals for Three Farms Meadows, the former Wisley airfield. The big concern of the Pyrford Neighbourhood Forum is that Guildford Borough Council may effectively be 'dumping' much of their infrastructure problems re Wisley Airfield upon WBC. It feels that the situation has not been fully thought through!

As you will be aware Wisley Airfield is less than two miles south of the Pyrford boundary and any development there is thus of significance to us, especially as it involves the proposed construction of 2,100 new homes and other complimentary facilities. This equates to the order of 6,000 inhabitants, which will exceed the population of Pyrford. The site represents the largest previously developed site within Guildford's Green Belt and planning application has been lodged. We understand there is a strong possibility the application will receive approval.

In the light of this likely development, and its infrastructure impact (which are outlined below), we would contend that any thoughts of removing any acreage in Pyrford from the green belt would be most ill-advised.

RAILWAY STATIONS/ VEHICULAR ACCESS

The implications are enormous for Pyrford. In particular, we note on page 5 paragraph 9 of the Summary *'Wisley Airfield is within 5 miles of nine mainline railway stations including Woking'* We point out that the nearest main line station is West Byfleet and the vehicular access is most likely through an already congested Pyrford. *Parking at West Byfleet has no spare capacity whatsoever.* Space in the station car park available at peak times is minimal so any additional commuters coming through West Byfleet will simply mean that commuting to the station will become an impossibility. *Many people in Pyrford and West Byfleet who work flexi time hours in London arrive at West Byfleet Station after school drop off.* If this station car park is completely full then it would make commuting to the station an impossibility for these people. Additionally, the surrounding non CPZ roads in West Byfleet and Pyrford are already being filled with all day commuters using West Byfleet rail station, so this proposal only adds to road safety concerns

Also, it should be noted that the southern and further distant stations from the Wisley site are on the slow branch line to Guildford, whereas West Byfleet offers a quicker more direct main line route.

HEALTH FACILITIES

The only reference to health facilities is a throwaway mention of a 'health facility', which would most likely be a call-in facility comprising of a room set aside in a community centre. NHS England and our CCG do not support such very limited facilities now as facilities are to be concentrated upon Health Centres and Large District Care Hubs. *Are the Wisley Airfield residents to use the West Byfleet Health Centre and we note that nothing substantial seems planned for the new development?* Ripley Village we believe has virtually no capacity for additional patients and West Byfleet Health Centre is, we believe, operating near capacity.

SHOPS AND RETAIL

Page 19 paragraph 9 of the Summary refers to a 'Convenience Store with a top-up shop provision'. This is scarcely adequate for the new community and will likely mean many residents will be attracted to Pyrford and West Byfleet centres which have a full range of facilities and are currently very busy. Waitrose Supermarket in West Byfleet is already believed currently to be trading much over designed capacity and parking in West Byfleet is difficult. Major banks have branches in West Byfleet which is the second centre in Woking Borough and we perceive will attract much custom from Wisley Airfield. Again the most likely road access to West Byfleet will be via Pyrford.

It is true that Ripley village is close to Wisley, but the village has only a few shops for daily needs and no bank. West and East Horsley to the south of Wisley Airfield have limited shopping facilities, but the larger and comprehensive facility is in the nearby West Byfleet.

ROAD CONGESTION IN PYRFORD

The quickest access to West Byfleet Station from the proposed site entrance at the Ockham Interchange is back on the A3 off, at the Wisley Gardens along Lock Lane to Pyrford Road and up into West Byfleet. This route is already a very popular "rat run" for those in the know and it's a single lane country road with a pinch point over the lock. Any further traffic on this road at peak times will bring it to a standstill. The alternative route via Newark Lane similarly has a pinch point over the river and suffers heavy traffic levels at peak times.

Road congestion currently in Pyrford is critical and an increase due to Wisley Airfield traffic would perhaps lead to grid-lock. There is no capacity for traffic for more houses on a major Green Belt development in Pyrford and we invite the Consultants to withdraw their suggestion that release should occur.

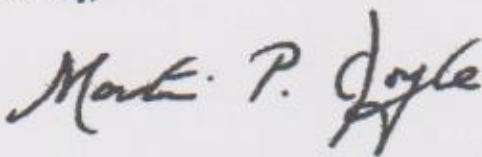
At a meeting with Guildford Borough Council about the Wisley Airfield development proposals, we challenged them on potential traffic chaos through Newark Lane. Their reply was that most traffic from the site would go by the A3 to Guildford or London. When pressed, they admitted that they had not done an exhaustive traffic survey covering routes via Pyrford.

KNOCK-ON EFFECT OF WISLEY DEVELOPMENT ON PYRFORD GREEN BELT

Pyrford Forum Area has been recommended by the Borough Consultants for new housing (Teggs Lane area) within the Green Belt, but we believe that the Wisley Airfield site will likely provide a massive number of new dwellings in the district which should be reflected in the consultants recommendations. To impose any major release of Green Belt in Pyrford for housing would now seem wholly inappropriate and we request the consultants revise their recommendation taking into account Wisley Airfield. Indeed, residents in Pyrford may find it scarcely tolerable to cope with Wisley Airfield development, the details of which have just been released and over which they have not been consulted.

The Forum wishes the submission of 9th January to stand, apart from the amendments specified above.

Yours sincerely,



Martin Doyle
Chairman