

VERY IMPORTANT NOTE TO USERS – PLEASE DO NOT SIMPLY COPY AND PASTE THE FOLLOWING TEXT. PLEASE PUT YOUR OBJECTIONS INTO YOUR OWN WORDS. FAILURE TO DO SO COULD RESULT IN YOUR OBJECTION NOT BEING CONSIDERED/NOT CARRYING ANY WEIGHT AND THE ENTIRE CONSULTATION PROCESS BEING SUBJECT TO RIGGING ALLEGATIONS. OBJECTIONS MUST BE RECEIVED BY NO LATER THAN 5PM ON 17 DECEMBER 2018. PLEASE SUBMIT YOUR OBJECTIONS TO: planning.policy@woking.gov.uk AND PLEASE INCLUDE YOUR POSTCODE

**SUMMARY OF KEY OBJECTIONS TO DEVELOPMENT OF
LAND SURROUNDING WEST HALL, PARVIS ROAD, WEST BYFLEET (SITE GB10)
COMPRISING 555 DWELLINGS AND 15 TRAVELLER PITCHES**

Important wording to include at the beginning of your objection:

I do not believe that the Draft Site Allocations DPD passes the required test of soundness required by paragraph 35 of the National Planning Policy framework (NPPF) 2018. In particular, the DPD is not, in my opinion, an **appropriate strategy**, taking into account the reasonable alternatives and based on proportionate evidence and nor is it **consistent with national policy**. My reasons for this assertion are detailed below: **[you should now list the points below IN YOUR OWN WORDS]**

GREENBELT LAND	<ul style="list-style-type: none"> ✚ This Site is currently allocated as Greenbelt land and also as a concrete aggregate safeguarded site. ✚ This Site falls within the boundary of the West Byfleet Neighbourhood Development Plan (NDP2017) and forms part of their Greenbelt designation. One of the objectives of the NDP2017 is to maintain, enhance and protect the distinctive and special character of West Byfleet. Any future application for Planning Permission on the Site would be contrary to the NDP2017 and therefore not compliant with Planning Law as defined in the NPPF paragraph 47. The NDP2017 places great emphasis on the protection and enhancement of all existing green spaces which would be significantly undermined if the Site was released from the Greenbelt for housing. ✚ The Site is covered by a minerals allocation which will still exist if the Site is released from the Greenbelt – the minerals plan runs from 2011 to 2026 and the site allocations DPD to 2027. As a result of the timings running in parallel the minerals allocation hanging over the Site would not make this site an attractive prospect for residential development and therefore the “deliverability” of the allocation is questioned. ✚ Access to the Site is over 1km from the railway station and Parvis Road would require significant upgrading works and crossing facilities to be provided and even then would not be a sustainable location as the use of private vehicles would be heavily relied upon.
TRAFFIC ISSUES	<ul style="list-style-type: none"> ✚ Parvis Road is congested at peak times and its ability to cope with an additional increase in vehicular movements to serve 550 private dwellings and 15 traveller pitches is questioned.
NOISE AND AIR POLLUTION	<ul style="list-style-type: none"> ✚ The NPPF (paragraph 170(e)) states that planning policies and decisions should contribute to and enhance the local environment by preventing new development from contributing to or being put at unacceptable risk by unacceptable high levels of soil, air, water or noise pollution. Given the site's proximity to the M25 and the A245, any future residential development is considered to be at risk from both noise and air pollution which would be very difficult to mitigate against resulting in an allocation which is not consistent with National Policy. ✚ No proper consideration has been given to noise pollution.
INFRASTRUCTURE	<ul style="list-style-type: none"> ✚ The Infrastructure Report completely fails to address how and where adequate healthcare could be provided for an increased population. ✚ The Infrastructure Report completely fails to make proper recommendations for school place provision.
TRAVELLER PITCHES	<ul style="list-style-type: none"> ✚ WBC's policy on Gypsies, Travellers and Travelling Showpeople states that a sequential approach should be taken when identifying suitable sites with sites in the urban area being considered before those in the Greenbelt. Only a demonstrated lack of any deliverable sites in the urban area could then provide very special circumstances necessary to allocate sites in the Greenbelt. ✚ The proposed development of the Site falls short on a number of criteria that must also be taken into consideration when determining the allocation of land for Gypsies, Travellers, and Travelling Showpeople, namely: <ul style="list-style-type: none"> - the site should have safe access from the highway and adequate parking provision and turning areas; - the site should have adequate amenity for its intended occupiers including space for related business activities; - the site should not have unacceptable impact on the visual amenity and character of the area; - the site should have adequate infrastructure and on site utilities to service the number of pitches proposed and should have a safe and reasonable access to schools and other local facilities.
OTHER	<ul style="list-style-type: none"> ✚ The Site is an area subject to frequent and severe flooding. Adequate assessments regarding flooding from both river and surface water have not been carried out. ✚ Inadequate reasons provided for excluding Martyrs Lane greenbelt from the allocation. ✚ This housing quantity is unnecessary, excessive and clearly constitutes overdevelopment. ✚ WBC has not focussed on previously developed land in sustainable locations, which it is required to do. Inadequate consideration has been given to alternative sites. ✚ Inaccurate Statements regarding the greenbelt function of the Site are provided. The Site does in fact perform the greenbelt function of preventing urban sprawl, preventing neighbouring towns from merging together and assisting in safeguarding the countryside from encroachment. ✚ The outline planning permission granted to Sheer House and the development at Broadoaks only serves to exacerbate a number of the points detailed above, in particular the inadequacy of appropriate infrastructure, including health, schools, water, sewage and roads.