

**From:** Andrew & Nina Simon  
**Subject:** Re: Woking BC SADPD - Inspector Update  
**Date:** 9 March 2020 at 16:22  
**To:** Chris Banks bankssolutionsuk@gmail.com



Hello Chris,

Thank you for your update.

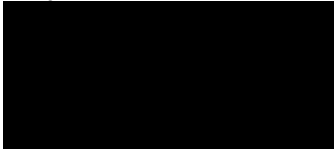
With regards to the AMR published in Dec 2019, I would like to note two main observations:

1. It seems clear to me as a layman that the various consultations on the Woking SADPD have not taken the latest information about provision of housing in the borough into account. This means that Woking has now got enough land supply to demand through 2027 and beyond. It is still not quite clear to me that the Dec AMR even has the latest position including the full potential of Woking Football Club regeneration and the new government grant for housing in the Town Centre which oversupply. So it seems totally wrong to justify this situation as anywhere near the "significant under provision" required to take the drastic measure of taking land out of greenbelt.

2. The AMR further highlights that planning for infrastructure required to add hundreds of houses in West Byfleet (thousands in the Borough) is totally inadequate. I cannot see how a planning office can go ahead with releasing land for more housing when the schools are full, the doctors' surgeries are oversubscribed and the roads are at capacity - that is the position now in March 2020. There seems to be no explicit infrastructure plan to add hundreds of dwellings for West hall plus hundreds of dwellings for redevelopment. The CL (I understood to be < £1M for West hall) which is often referred to is really not anywhere near what is required to expand schools, medical facilities or roads. Then on top of this Woking is considering even further (c250? plan on where these people will go to the doctor, where they will send their children to school or how we will cope with the traffic. I would have expected this topic to have been covered in a much stronger and more explicit way for West Byfleet in proposals/consultations)

Lastly, I cannot understand the idea of building traveller pitches at the same time and at the same location as other developments (Broadoaks and proposed GB10 Westhall). This is because I think that this affect the deliverability of the schemes strongly that no developer will want to take on the risk of Westhall when there are traveller pitches (planned or in place). If Westhall is ultimately not deliverable then the land should not be taken out of greenbelt in the first place. I realise this con AMR but I make it because I cannot see that this common sense has been applied in all the notes and documentation.

Regards



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