

## Why Dunsfold Park is the wrong place

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Unacceptable extra traffic would use the narrow country lanes and the A281 (critically worsening the Bramley bottleneck) and A283, which will affect all routes and rat runs to the A3 at Milford and the roads to the south of Dunsfold Park. The only planned road improvement is to construct a new access from Dunsfold Park to the adjoining A281.

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Suitable sites for meeting Waverley's planned quota of additional homes over the next ten years (250 a year) have already been identified by the Borough Council. There is simply no local housing need for a new town.

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Affordable housing - isn't it better to put this in the towns and villages where it is required rather than putting it all into one place?

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The application could be the thin end of the wedge leading ultimately to urban sprawl between Dunsfold Park and Cranleigh.

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We are not alone in opposing the scheme. All the experienced planners and local politicians who have considered the housing strategy for Waverley have opposed the development of major housing at Dunsfold Park &ndash; Surrey County Council, Waverley Borough Council, South East England Regional Assembly and most recently the panel of Government planning inspectors who have reviewed the draft South East Plan.